

WARD: Timperley

98157/FUL/19

DEPARTURE: No

Replacement of security gates with 1.8m railing double gates.

New Wellington School Playing Fields, Moss Lane, Timperley

APPLICANT: Mrs S Byiers

AGENT: N/A

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee as the application has received 6 objections.

SITE

The application site is the sports playing fields that are a part of Wellington High School within the built up area of Timperley. The playing fields are located within a residential area, with the boundary on three sides adjoining the rear garden boundaries of properties on Byron's Drive, Leslie Grove, Bloomsbury Grove and Cranbourne Close. Access is off Willow Bank, a narrow access path between Moss Lane and Wentworth Avenue.

PROPOSAL

The application proposes the replacement of the access gates to the north-western corner of the site where it abuts a public footpath which links Wentworth Avenue to Willow Bank and through to Moss Lane, which is where the school itself is accessed from. These are to be 1.8m in height and powder coated in green.

The original scheme proposed the replacement of the existing wrought iron railings with palisade fencing along the length of the footpath. However following discussing with the Council amended plans have been submitted which show the retention of the wrought iron railings and relocation and replacement of the access gates only.

The existing wrought iron access gates, 1.8m (h) and 3.6m (w) are to be replaced with 1.8m high x 7m wide galvanised railing gates, powder coated in RAL6005, Dark Green. The access is to be slightly widened and set on an angle to the boundary to allow for easier access for maintenance vehicles.

DEVELOPMENT PLAN

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

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2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF).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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design.

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

PROPOSALS MAP NOTATION

Smoke Control Zone
Critical Drainage Area

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in summer 2020 before it is

submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

RELEVANT PLANNING HISTORY

H/57015 – Replacement of existing fencing with 2.4 metre high green PVC coated chain link fencing around both sides and rear boundary of playing field.

Approved 12th September 2003.

APPLICANTS SUBMISSION

A letter was submitted from the school in support of the original scheme outlining the requirement for the palisade fencing was due to antisocial behaviour on the playing fields. However as the scheme has now been amended this is no longer applicable.

CONSULTATIONS

None.

REPRESENTATIONS

The application was advertised by way of neighbour notification letters. Eight letters were received in relation to the original submission. Following re-notification due to an amended scheme two letters of support were received withdrawing their objection and one addition objection was received.

- The design, material and height of the fencing is not appropriate and out of keeping with the area.
- Unnecessary works and not best use of school funds
- The School is a 'poor neighbour' and make no effort to remove littering or improve access to a very small road. We would be extremely concerned that during any construction process that they would not make adequate efforts to ensure that access remains constant, debris is cleared away and that the residential side of the road verges will be fully repaired and made good after any work is completed.
- Better maintenance of the existing fence would be better.
- More shrubbery should be used along the boundary.
- The fencing must be in line with the submitted plans ie the fencing must not be placed so Willowbank suffers any narrowing whatsoever. Any narrowing of Willowbank would make vehicle access impossible to all the houses
- The iron railings fit aesthetically well with the age of the opposite houses .Also it complements the feeling that one is more in the countryside when walking
- Inadequate notification timescales

Following the notification of the amended scheme two letters of support were received and an additional objection dissatisfied with the removal of the replacement fencing from the proposal, which they considered necessary to mitigate the impacts of anti-social behaviour.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. It is proposed to replace access gates to the north-western corner of the playing fields. It is considered that the principle of the development is acceptable subject to it having an acceptable impact in terms of design and amenity and highways

Design and Visual Amenity

2. The NPPF attaches “*great importance to the design of the built environment*” and indicates that, “*good design is a key aspect of sustainable development.*” NPPF 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.*”
3. Core Strategy Policy L7 reiterates these policy guidelines and states that high quality design is, ‘a key element in making places better and delivering environmentally sustainable developments.’ The policy provides policy guidance in respect of design quality, functionality, amenity, security and accessibility.
4. It is considered that the style and colour of the proposed gates are appropriate development within the context of the school playing fields. The overall height of the gates are to remain the same as the existing access gates, and are of a style that would preserve the open views onto the schools playing fields that are currently experienced through the existing gates.
5. The proposed access gates are considered to be appropriate for this location given its siting with a visually prominent position adjacent to a public footpath and within a predominantly residential area. Original plans proposed a paladin style gate which has been amended to ensure a more satisfactory appearance given the context. Therefore, given the surroundings, there are no objections to the development on the grounds of visual amenity or harm to the streetscene.

Residential Amenity

6. Policy L7 of the Core Strategy requires new development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties.
7. The proposal seeks replacement access gates to the playing fields. The properties along Willow Bank are slightly staggered therefore distances between

the front elevations and the fencing vary from 11m to 21m. No21 Wentworth Avenue lies at right angles to the site itself with no habitable room windows within the side elevation that overlook the site.

8. It is recognised that amended plans have been received that proposes retention of the existing fencing and replacement of the access gates which allows views through and at the distance proposed from the neighbouring properties would not have an adverse impact upon the amenity of these properties in respect of overshadowing or an overbearing presence.
9. Given the above, the proposed development is considered to be acceptable in terms of its impact on residential amenity. Therefore the proposal is considered to be in accordance with Policy L7 of the Core Strategy with respect of the residential amenity.
10. In regards to the comment on consultation, once an application is valid, neighbours are notified and given 21 days to submit comments via the online procedure, however, the neighbour letter states alternative ways to submit comments outside of this time. In addition neighbours were re-notified following amended plans and therefore it is considered that adequate time has been provided for comments.

Developer Contributions

11. Given the nature of the application, this is exempt from CIL contributions.

Planning Balance

12. The principle of the proposed development is considered to be acceptable whilst matters such as design, residential amenity and highway impacts do not raise any concerns. As such, the application is recommended for approval subject to conditions and is in accordance with the development plan and the NPPF.

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.

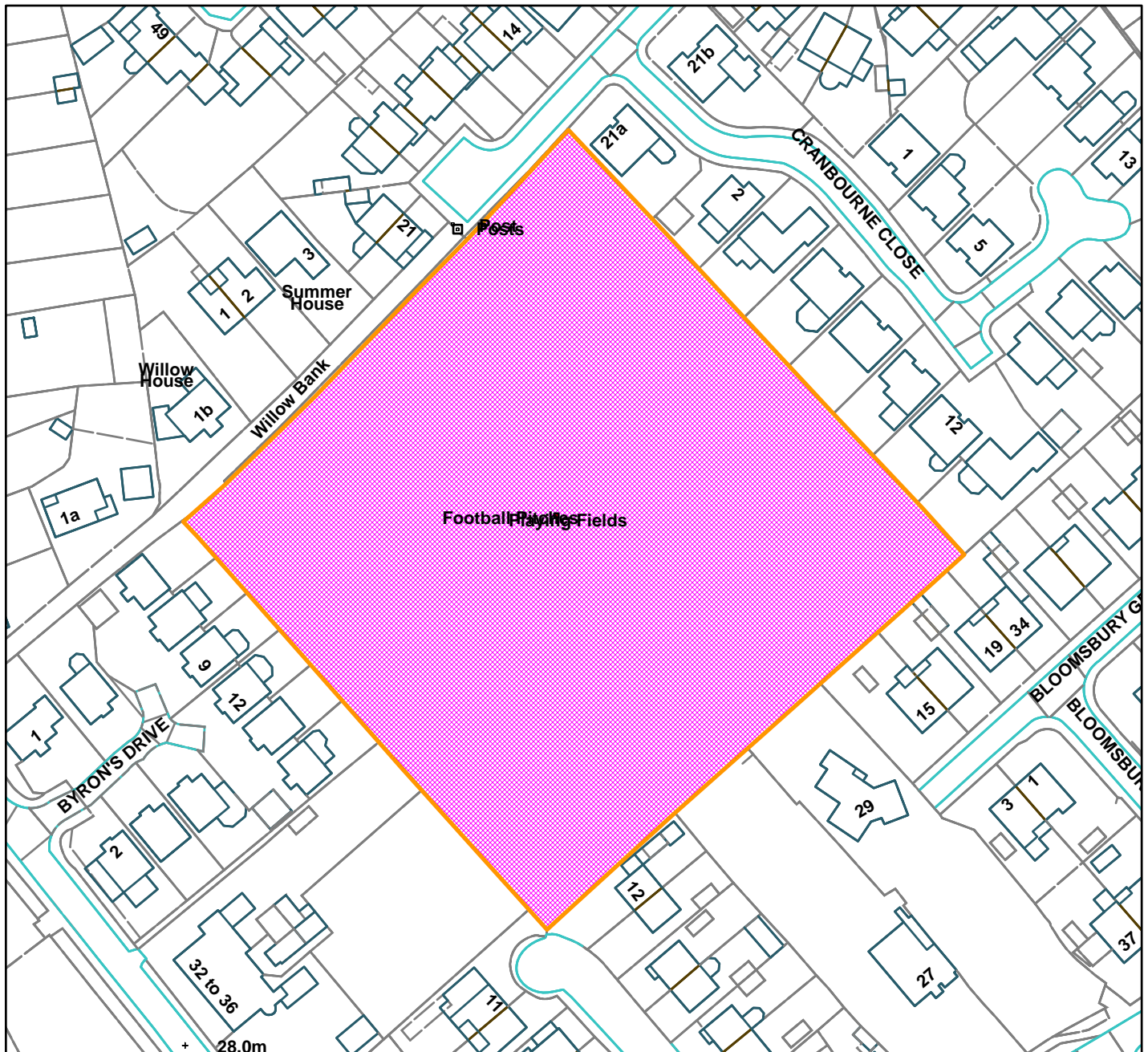
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number: PL-02 Rev C

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

JS



New Wellington School Playing Fields, Moss Lane, Timperley



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 16/01/2020
Date	03/01/2020
MSA Number	100023172 (2012)

WARD: Priory

98606/FUL/19

DEPARTURE: No

Erection of a third and fourth floor to buildings B & E and a third floor to buildings A, C and D to create an additional 33 one and two bedroom apartments and B1(a) office accommodation, a lift enclosure, alterations to the elevations of the existing buildings and associated landscaping, amenity space and car parking reconfiguration.

Crossford Court, Dane Road, Sale, M33 7BZ

APPLICANT: Blueoak Estates Ltd

AGENT: Avison Young

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site, known as Crossford Court is an existing office courtyard which is comprised of three office blocks, identified on the plans as Buildings A and B, Building C, Building D and Building E. Crossford Court is located on the junction of Cross Street (A56), and Dane Road, Sale.

The site is bound to the north by Cavendish House, a three to four storey office building. To the east and south, the application site is bound by residential dwellings. To the south west of the site is Dalton House which is a four storey office block with ground floor retail space and Corner House, a three storey office block. Cross Street which bounds the site to the west is host to a range of commercial, retail and residential uses. The surrounding area is characterised by predominantly two storey properties; however as already noted there are some taller buildings within the local area.

Buildings A-D are arranged in a 'U' shape arrangement, at the eastern end of the site with Buildings A and B backing on to Cavendish House, Building C backing on to the residential dwellings on Meadows Road and Linton Road and Building D fronting Dane Road. Building E is located on the western corner of the site at the junction between Cross Street and Dane Road.

The existing buildings are two storeys in height with flat roofs and protruding aluminium parapet detailing. The existing buildings are clad in red brick slips with panels of UPVC cladding extending down to ground floor level.

Development has commenced on the site to change the use of the existing buildings to residential use (62 apartments), under the prior approval route (95981/PRO/18).

PROPOSAL

This planning application as amended seeks permission for a single storey roof top extension to Buildings A, C and D and a two storey roof top extension to Building B, to create 33 additional residential units (24 x 1 bed and 9 x 2 bed) in Buildings A-D in addition to the 62 units granted prior approval under ref. 95987/PRO/18. Although revised prior approval consent is required to enable this proposal to be implemented, the maximum number of residential units which could be implemented on this site is 95. The application proposes to retain Building E for office accommodation and construct a two storey roof top extension to provide additional office accommodation. A total of 99 car parking spaces are proposed, 4 for the offices and 95 for the residential units.

The proposed development also incorporates external alterations to the ground and first floors of the existing buildings, alterations to the existing car park and the provision of a new hard and soft landscaping scheme across the site.

It is proposed that the roof top extensions will be clad in a grey brick slip to contrast with the red brick of the existing building. The proposals incorporate windows which are recessed by 100 mm, detailed brick soldier window surrounds and brick detailing.

The parapet of Buildings A to D will incorporate a brick soldier course which will be introduced beneath a flush parapet with aluminium coping to match windows.

A different treatment at parapet level is proposed for Building E to distinguish this office building from the residential element within the scheme.

The rooftop extensions to Buildings A, B, D and E will extend upwards with no setbacks, however the proposed single storey roof top extension to Building C is proposed to be set back from the rear elevation of the existing building by 3.8 metres, this elevation also incorporates obscure glazed windows. The proposed extension also incorporates brick detailing on the side elevation facing Dane Road.

The proposed external alterations will incorporate the appearance of the proposed extension down to ground level through the continued use of the grey brick slip cladding to replace the existing upvc cladding detailing on Buildings A-E.

The ground floor layouts of Buildings A to D incorporate internal cycle and bin stores. The proposed cycle stores provide 84 cycle parking spaces through a mix of Sheffield and semi vertical stands.

A hard and soft landscaping scheme has been submitted which proposes to improve and resurface the car park and enhance the soft landscaping throughout the site.

The design and appearance of this planning application has been amended during the course of determination. The amendments have seen the removal of a second floor extension to Building A and external amendments to window layout and design.

As a result of negotiations undertaken during this application with regard to cycle parking and refuse storage, the ground floor layout of Buildings A – D has changed significantly and the layout approved as part of 95987/PRO/18 cannot be implemented in conjunction with the scheme proposed as part of this application. In order for this full planning permission to be implemented a new prior approval is required to be secured approving an alternative layout for the existing development.

DEVELOPMENT PLAN

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

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

Policy L1 – Land for New Homes
Policy L2 – Meeting Housing Needs
Policy L4 – Sustainable Transport and Accessibility
Policy L5 – Climate Change
Policy L6 – Waste
Policy L7 – Design
Policy L8 – Planning Obligations
Policy W1 – Economy

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

Policy H3 – Land Release for New Housing Development

GREATER MANCHESTER SPATIAL FRAMEWORK

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RELEVANT PLANNING HISTORY

95981/PRO/18 - Change of use of existing office building from office (Use Class B1(a)) to residential (Use Class C3) to create 62 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Prior Approval Approved - 16 January 2019

98259/CND/19 - Application for approval of details reserved by conditions of grant of prior approval 95981/PRO/18. Condition number: 4 (Noise), 5 (Construction Management Plan). Fully discharged - 13 August 2019

APPLICANT'S SUBMISSION

The application was accompanied by the following documents:

- Air Quality Report
- Air Quality Screening
- Arboricultural Report
- Bat and Breeding Birds Assessment
- Crime Impact Statement
- Construction Management Statement

- Design and Access Statement
- Noise Impact Assessment
- CIL Form
- Transport Statement
- Travel Plan
- Supporting Planning Statement
- Flood Risk and Drainage Report

CONSULTATIONS

Greater Manchester Ecology Unit – no objection

Greater Manchester Police Design for Security – recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added if planning permission is granted.

Local Highways Authority (LHA) – no objection subject to conditions. Comments included within Observations section of the report.

Local Lead Flood Authority (LLFA) – no objection

Pollution and Housing, Air Quality – no objection subject to conditions

Pollution and Housing, Land Contamination – no objection

Pollution and Housing, Nuisance – no objection subject to condition

Trafford Council, Housing Strategy and Growth Manager – no objection

Trafford Council, Waste – no objection

United Utilities – no comments received

REPRESENTATIONS

Representations have been received from 30 local residents, one local business and a petition containing 24 signatures. Some signatories of the petition also submitted full written representations. In summary the objections to the proposed development are:

Impact on character & amenity:

- The additional storeys will not be in keeping with the local area and will directly overlook the rear gardens of properties and habitable rooms on Dane Road, Meadows Road and Linton Road;
- There will be a loss of privacy and light which will impact on human rights and the value of property;

- There will be a loss of privacy due to more permanent occupancy of the buildings;
- The development will overshadow neighbours and cause a loss of light to gardens and dwellings;
- The additional storeys will reduce views from neighbouring properties and result in poor outlooks;
- The poor design will not be in keeping with the existing housing stock;
- The proposed development will be oppressive in terms of scale, size, design or materials;

Impact on highways & parking:

- There will be parking issues as visitors will lead to more parking on Meadows Road, Dalton Street and Dane Road and make parking for existing residents a major problem;
- The proposed level of parking will not be enough for future residents and does not comply with SPD3;
- Many residents and occupiers of the 2 bedroom flats will have two cars;
- There is no visitor or disabled parking available;
- Residents of the flats should not be allowed a parking permit for the surrounding area;
- During peak periods the narrow nature of Dane Road results in it being difficult and dangerous to exit these junctions safely and the additional traffic will worsen this situation;
- Those queuing to turn to access Crossford Court would cause additional congestion towards Cross Street given the single road layout and the oncoming traffic turning onto Dane Road approaching a blind corner;
- The access is too close to the main junction for the scale of the proposed development;
- Those exiting Crossford Court in peak hours would be unlikely to be able to safely or easily turn right or to join queuing traffic heading to Cross Street;
- The exit routes also directly face properties and queuing / waiting traffic with headlights shining directly into dwellings opposite which is highly invasive;
- The proximity of the M60 positively attracts residents to be based in the locality for ease of commuting to neighbouring towns and cities;
- There have been instances of fire, ambulance and refuse vehicles not being able to access local roads;
- Car parking on site will switch from daytime (business) to night-time (residential) and increase evening demand on parking;
- The speed limit on Dane Road should be reduced.

Other matters

- The local infrastructure in terms of transport, schools, medical services and local amenities are already stretched;
- The proposed development will contravene privacy and right to light guidance;
- The plans do not consider the impact on Dane Rd, Meadows Rd and Linton Rd – other developments of this scale have been rejected on these grounds.

- The developer is seeking planning approval by stealth;
- There will be an increase in noise from the apartments and an increase in comings and goings and noise (engines/car doors) from the site due to residential use;
- One resident commented that they are not in principle, against the conversion of the offices if it is done sympathetically and in harmony with the local residents and with no overlooking.
- There will be an increase in pollution;
- The interface distances do not accord with SPG1 and trees should not be considered as a permanent feature to negate the minimum distances set out in SPG1;
- There is regularly flooding outside 36/38 Dane Road – can the infrastructure cope?
- The footpath leading past the Bridge to the tram stop should be reconfigured.

The petition to the proposed development objects on the following grounds:

- The additional floors to Crossford Court will infringe on privacy and impact on views and reduce the level of daylight to existing dwellings;
- The proposed development will result in more cars travelling down Dane Road, predominantly at the Cross Street junction, particularly at peak times;
- The additional car parking will cause further problems as residents already suffer from parking issues in the area.
- Parking permit timings should be altered – permit restriction is between 9am and 5pm;
- Parking permit zone should be extended to include Gleave Street;
- What will the impact be on commercial properties?

One letter of objection was also received from The Emerson Group on behalf of Orbit Investments who own the adjacent Cavendish House who objected to the proposed development on the following grounds:

- The proposed extension will be located approximately 18m from the windows of Cavendish House and will impact on the amenity of the occupiers of the office building and provide a poor residential amenity to future occupiers;
- Loss of light to Cavendish House – the application does not include a Daylight and Sunlight Assessment;
- Proposal will have an adverse effect on the residential amenity of the neighbouring residential dwellings on Linton Road and Meadows Road in terms of overlooking and loss of privacy;
- Insufficient level of car parking.

Following the re-consultation on the amended plans the following objections were received:

- The amendments hardly begin to rectify the problems caused by this proposal;
- Strongly object to any 4th floors being built and the blocks surrounded by residents should remain at 2 storeys in height;

- The third storey to Block C would significantly affect privacy and light entering houses opposite;
- The removal of 1 storey from block A will not reduce the impact caused on traffic congestion, noise and pollution levels and parking issues in the area;
- The amendments show that from a resident's point of view there have been no changes made to compromise on privacy, lack of light, traffic and parking issues;
- The objections raised do not appear to have been considered in the new plans;
- Query the level of affordable housing provided and whether it equates to 25%.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

The decision-taking framework

1. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an up to date development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but was drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions as the Government's expression of planning policy and how this should be applied; it should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless:
 - i The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Loss of employment land

5. Policy W1 seeks to encourage, support and protect employment development and uses within the Borough. The site is currently in office use; however work has begun to implement the change of use of the existing buildings to residential use. Policy W1.12 requires applications for non-employment uses to provide an Employment Land Assessment which demonstrates that there is no need for the site to be retained for employment purposes and it is therefore redundant; there is a clear need for the proposed land use(s) in this locality; there are no suitable alternative sites, within the locality, to meet the identified need for the proposed development; the proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and the proposed redevelopment is in accordance with other policies in the Development Plan for Trafford. However, in this instance an Employment Land Assessment is not required due to the existing building benefitting from an authorised residential use by virtue of application 95981/PRO/18.

Housing

6. Policies controlling the supply of housing are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11. The Council does not, at present, have a five year supply of immediately available housing land and thus development plan policies relating to the supply of housing are 'out of date' in NPPF terms.
7. Policy L1 of the Core Strategy seeks to release sufficient land to accommodate a minimum 12,210 new dwellings (net of clearance) over the plan period up to 2026. Policy L1 is out of date in so far as the calculation of housing need should be based on the more up to date 2014 'Local Housing Need' figures. Using the 2014 LHN calculations, 1,362 net homes per annum are required. Given Trafford's historic under delivery of housing a 20% buffer is included within this figure. The Government introduced their own figures for housing need, known as the Housing Delivery Test. The Governments assessment shows that Trafford met 47% of its housing requirement for 2015 – 2018.
8. Regular monitoring has revealed that the rate of building is failing to meet the housing land target and the latest monitoring (based on 2014 LHN) suggests that the Council's supply is in the region of only two and a half years. Additionally, the Council is required to demonstrate how many new homes it is actually delivering in the Government's Housing Delivery Test. Therefore, there exists a significant need to not only meet the level of housing land supply identified within Policy L1 of the Core Strategy, but to meet the more up to date LHN figure and also to make up for a historic shortfall in housing completions.

Housing type and size

9. Policy L2 indicates that the proposed mix of dwelling types and sizes should contribute to meeting the housing needs of the Borough as set out in the Council's Housing Strategy and Housing Market Assessment. Policy L2 as a whole is generally consistent with the NPPF however references to housing numbers and housing land supply are out of date and less weight should be afforded to Policy L2.5.
10. Policy L2.4 sets out that the Council will seek to achieve a target split of 70:30; small:large (3+ beds) with 50% of the "small" homes being accommodation suitable for families. Policy L2.7 states that 1 bed, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. In all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.
11. The proposed development would provide for a mix of 24 x 1-bed apartments and 9 x 2-bed apartments. This equates to 100% of the proposed dwellings being small dwellings. 27% of the proposed dwellings would be suitable for families. The applicant has sought to justify the proposed housing mix with an assessment of the proposed development against local housing needs. As part of this assessment the applicant has assessed the Trafford Housing Market Assessment (2006), Greater Manchester Strategic Housing Market Assessment (GMSHMA 2019). The proposed housing mix aligns with the trends set out in the GMSHMA (2019) which suggests that if it is assumed that current changes in housing type and size continue, the percentage of 1 and 2 bed apartments required across Greater Manchester will increase. Furthermore the Council's Housing Register confirms an evident demand for 1 and 2 bed properties and this scheme will address this demand.

Affordable housing provision

12. The NPPF states that for major development involving the provision of housing, at least 10% of the homes should be available for affordable home ownership. In respect of the provision of affordable housing. At the local level, the requirement to secure an affordable contribution is covered by Core Strategy Policy L2. Core Strategy Policy L2 does not capture the broader range of affordable housing categories advanced by the NPPF and is thus out of date on this point. Nevertheless, Policy L2 seeks to ensure that a range of housing tenures are provided across the Borough which helps to secure the achievement of balanced and sustainable communities in line with the general tenor of advice on this point set out within Paragraph 61 of the NPPF. Policy L2 is clear that – in respect of all qualifying development – appropriate affordable provision should be made.

13. Within this 'moderate market location' and under present 'good market conditions' a 25% affordable housing target will be applied.
14. An affordable housing contribution cannot be sought on the residential units approved by the previous prior approval application 95981/PRO/18, therefore a contribution is only required towards the 33 units proposed as part of this application. The proposed requirement is therefore 8.25 units, which rounds down to 8 units, which the developer has agreed to provide. This level of provision is considered to be acceptable, 50% of the proposed units will be provided as affordable rent and 50% shared ownership.

DESIGN AND APPEARANCE

15. The promotion of high standards of design is a central narrative within the NPPF, which states at paragraph 124, that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 130 urges local planning authorities to refuse development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
16. Policy L7 of the Core Strategy attaches importance to the design and quality of the Borough's built environment and states that design solutions must: be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments, the policy is clear. Policy L7 is considered to be compliant with the NPPF as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.
17. The existing two storey office blocks are dated in their appearance and the proposed external alterations and extensions, in addition to providing more floor space also seek to update the external appearance of the existing buildings on site.
18. The scheme has been amended during the course of this application to reduce the height of Building A, remove an external bin store and secure a more detailed and improved design to the proposed extensions and external alterations.
19. The application site sits within the context of two storey residential dwellings along Dane Road, Meadows Road and Linton Road, four storey commercial buildings on either side of the application site fronting Cross Street and two to three storey buildings on the opposite (western) side of Cross Street.

Increase in height

20. The proposed roof top extensions would extend upwards from the host buildings with no set-backs from the existing building facades, with the exception of Building C as noted above. Whilst set backs are often sought for roof top extensions, it is considered that because the existing buildings are only two storeys, together with the flat roof design of the host buildings and scale of the proposed development then a more coherent overall design approach is achieved by building up flush with the existing elevations of the host building. Set-backs work more successfully where the host building is substantially taller than a proposed rooftop extension.
21. A two storey rooftop extension was originally proposed to Building A which is extremely prominent in the street scene of Cross Street with clear views across the site when travelling both north and south. Due to the prominence and size of this building (Building A and Building B are read as a single building), it was not considered that four storeys along the entire length of Buildings A and B in this location was appropriate and the application was amended to remove a proposed fourth floor from Building A. The addition of a single storey roof extension is considered to be acceptable and in keeping with the character and appearance of the area.
22. Building B faces Cavendish House and the internal courtyard of the site and is proposed to host a two storey roof top extension. In terms of design and appearance it is considered that due to the location of Building B a two storey roof extension is acceptable in terms of scale and massing and would be in keeping with the character and appearance of the area. The two storey extension here also helps to break up the combined mass of Buildings A and B.
23. Building C faces the internal courtyard, Dane Road and residential dwellings fronting Dane Road, Meadows Road and to a limited extent Linton Road. The single storey roof top extension would be set back from the eastern façade by 3.8 metres and the side elevation is set back from Dane Road by 6 metres. The soft landscaping scheme also proposes the planting of a native tree in addition to hedge and shrub planting which will enhance the appearance of this area of site frontage. The proposed extension will result in an overall roof height of 9.4 metres, which is not dissimilar to the height of the pitched roofs of the surrounding two storey terraced dwellings, which are between approximately 8.5 and 9 metres in height. Given the set back of Building C from Dane Road and soft landscaping scheme, the proposed single storey rooftop extension is considered to be acceptable in terms of scale and massing and would be in keeping with the character and appearance of the area.
24. Building D faces the internal courtyard and Dane Road and proposes a single storey rooftop extension. This building is set back from Dane Road by 7 metres and, as with Building C, will incorporate an enhanced soft landscaping scheme.

The proposed extension will result in an overall roof height of 9.4 metres, which is not dissimilar to the height of the pitched roofs of the surrounding two storey terraced dwellings, which as previously noted are which are between approximately 8.5 and 9 metres in height. Given the set back of Building D from Dane Road and soft landscaping scheme, the proposed single storey rooftop extension is considered to be acceptable in terms of scale and massing and would be in keeping with the character and appearance of the area.

25. Building E is prominently located on the corner of Dane Road and Cross Street and is proposed to host a two storey roof top extension. Building E is located on the opposite side of Dane Road to Dalton House which is four storeys high and has a principal elevation facing Cross Street. It is considered that given the context of this particular part of the site, the introduction of a two storey extension in this corner location is acceptable in terms of scale and massing and would be in keeping with the character and appearance of the area.

External appearance

26. The proposed external alterations across the site include the introduction of new windows and design features such as window surrounds to existing windows and into blank facades, the replacement of existing white upvc cladding with brick feature panels, enlarged windows and soldier brick detailing. It is considered that this all contributes to creating an improved design and appearance to the existing buildings, which will add visual interest to the street scene. The proposed extensions will be flat roofed and clad in a contrasting grey brick to the existing red brick structures.
27. Design features have been introduced throughout the extensions to provide a contrasting yet complementary appearance to the existing buildings. A 20mm projecting brick course is proposed between the existing building and rooftop extensions and windows and eaves line are proposed to be detailed through the use of soldier brick courses. Floor to ceiling glazed elements are proposed throughout the development across all floors, which provide a visual break to what are long elevations. It is considered that this approach is successful in breaking up the appearance of the proposed development.
28. The eaves and parapet of the residential extensions will be detailed with a flush aluminium coping and a brick soldier course below, whilst a slightly different approach to eaves detailing is proposed for Building E which is proposed to be retained as an office block. Building E will be finished with a projecting aluminium parapet coping detail and brick soldier course to the eaves.
29. A small single storey extension is proposed to the side of Building E, adjacent to the proposed lift shaft to provide a secure, covered waste, cycle and motorcycle store. The extension does not project beyond the existing building line of

Building E and will be clad in grey brick to match the proposed extensions. The siting and design of the proposed extension is considered to be acceptable.

Conclusion on design and appearance

30. The design quality of the proposed development is constrained by the design, form of construction and layout of the existing development on site and it is acknowledged that if permission was sought for the proposed development on a vacant site, it would not be considered acceptable and development of a higher design quality would be sought. It is however accepted that the design of the proposed extensions and external alterations do seek to enhance the external appearance of the existing development on this site and amendments to the application have sought to ensure that the design of the scheme incorporates detailed design features, such as the window design, eaves and parapet detailing and the incorporation of brickwork detailing on otherwise blank façades and it is considered that the proposed development does propose a set of well designed extensions and alterations which are appropriate to the design of the existing buildings and site.
31. Overall it is considered that scale, massing, design and appearance of the proposed extensions are acceptable and the proposed development will introduce a contemporary appearance to the development site which in turn enhances the overall appearance of the site. The design and appearance of the proposed development complies with Policy L7 and the NPPF.

AMENITY

32. In addition to ensuring that developments are designed to be visually attractive Para 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users. Policy L7 of the Core Strategy contains similar requirements and requires development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of, amongst others, overbearing impact, overshadowing, overlooking, visual intrusion, noise and/or disturbance. It has already been concluded earlier in this report that L7 is considered to be up to date for decision making purposes and that full weight can be attached to it.
33. A range of issues have been considered under the broad topic of residential amenity in this case. All issues are considered in turn below, and with the impacts on both existing and prospective residents discussed.
34. An important consideration in seeking to deliver and maintain good standards of residential amenity is associated with avoiding adverse overlooking. This is ordinarily achieved by ensuring that an appropriate degree of separation exists,

particularly between habitable room windows of facing properties, and also when bearing in mind the prospect for private amenity space to be overlooked.

35. The Council's New Residential Development Planning Guidelines document (PG1) does not include specific distance guidelines for tall buildings, other than stating that for development of three or more storeys where there would be major facing windows, flats should retain a minimum distance of 24m across public highways and 30m across private gardens.
36. The need to ensure that the proposed development would not have an overbearing impact is a further, important residential amenity consideration. The term 'overbearing' is used to describe the impact of a building on its surroundings, and particularly a neighbouring property, in terms of its scale, massing and general dominating effect.
37. The issue of outlook is also a consideration in the determination of impact on amenity. A satisfactory outlook should be maintained for existing properties and ensured for future occupiers of the proposed development.
38. It should be noted that the windows at ground and first floor level are existing and are only subject to external alterations in terms of appearance and the residential use within these units has been granted by virtue of 95981/PRO/18. In determining this application, the impact of overlooking, overbearing impact and outlook can only be considered against the second and third floors of the proposed development.
39. Building A overlooks the car park and Cross Street to the north and, enclosing the internal car parking courtyard to the south, Building D, which is located 20 metres away. Building A will not overlook any nearby dwellings and the interface distance of 20 metres across the internal courtyard is considered to be acceptable in terms of residential amenity in the context of the proposed development. The proposed extensions and alterations to Building A will not result in any overlooking, overbearing impacts to existing or future occupiers and it is considered that future residents will have a satisfactory outlook.
40. Building B is located to the south of the four storey office block Cavendish House and the windows facing Cavendish House in the proposed extension serve habitable rooms. There is a separation distance of between 17 and 20 metres between the two buildings. Where the separation distance reduces to 20 metres (approximately 6 metres of the Cavendish House façade) the proposed extensions would look onto an area of blank façade. Any residents choosing to live in Building B would be aware of the separation distance, and it is considered that a separation distance of 17 metres is not such a shortfall that it would make an unpleasant working environment for adjacent office workers.

41. The proposed extensions to Building B would not impact on the amenity of any existing residential developments as Cavendish House is in B1(a) office use. It is noted that the owners of Cavendish House have objected to the proposed development on the grounds that the proposed development would impact on the amenity of the occupiers of the office building and provide a poor residential amenity to future occupiers. Although occupiers of offices should be granted a certain level of amenity it is not unusual for office developments to have separation distances significantly less than those proposed as part of this scheme and it should be remembered that the guidance on separation distances set out in PG1 is not applicable to the occupiers of office developments and was written in relation to the development of low density residential development. It is considered that with regard to overlooking the separation distance between Cavendish House and Building B is acceptable. Furthermore it is not considered that the proposed development would result in an overbearing impact to Cavendish House, or vice versa and there would be an acceptable outlook from both buildings.
42. The southern elevation of Building B will overlook the internal car parking courtyard and Building D which is located 18 metres away on the other side of the courtyard. This relationship is considered to be acceptable in terms of residential amenity. Building B will also be located adjacent to Building C. Due to the siting of the stair core at the eastern end of Building B, adjacent to Building C, there are limited opportunities for any direct overlooking between apartments and any views between units within Buildings B and C would only be possible at oblique angles.
43. The proposed single storey rooftop extension to Building C is set back from the eastern façade of the existing two storey building by 3.8 metres. A number of objections received in relation to the proposed development, objected on the grounds that the proposed windows in the eastern elevation would overlook the rear gardens and habitable rooms of properties on Dane Road, Meadows Road and Linton Road.
44. The five windows in the eastern elevation are proposed to be obscurely glazed and will serve a hallway, one bathroom and one bedroom as a secondary window. The windows which serve the bathroom and bedroom are sited approximately 10.5 metres away from the side boundary to the rear garden of No. 2 Linton Road and 18 metres from the rear garden boundary and 24 metres from the rear elevation of No. 3 Meadows Road, which are the closest residential properties.
45. It is not considered that the proposed extension to Building C will detrimentally impact on the residential amenity of the occupiers of the nearby dwellings in terms of overlooking and the proposed extension is located a sufficient distance away so as not to detrimentally impact on the residential amenity of the nearby dwellings in terms of overbearing impact. A condition is recommended to ensure

that obscure glazing is installed in the proposed windows in the eastern elevation of the proposed extension.

46. Building D is located 20 metres away from the existing terraced dwellings at nos. 14 to 30 Dane Road. Although the separation distance between Building D and the adjacent terraces is 4 metres below the separation distance guidance recommended in PG1, the separation distance is typical of housing separation distances across a highway and in this instance there is also a landscaping screen along the boundary of Building D. The proposed single storey roof extension will be of a similar height to the existing dwellings along Dane Road, which are located to the south of Building D. It is considered that the proposed development provides an acceptable separation distance and outlook for existing and future residents which will not result in an unacceptable impact on the privacy or amenity of neighbouring dwellings and in accordance with paragraph 122 of the NPPF the proposed development makes efficient use of land as well securing well-designed, attractive and healthy places. The proposed level of separation at 20 metres across a highway is considered to be acceptable and is typical of housing separation distances across a highway. It is also considered that the proposed single storey rooftop extension is located to the north of the existing properties on Dane Road, and a sufficient distance away so as not to detrimentally impact on the amenity of No.s 14 to 30 Dane Road in terms of overbearing impact and outlook.
47. The proposed roof top extension to Building E is located 24 metres away from No.s 4 to 10 Dane Road. This separation distance complies with the guidelines set out in PG1 and is considered acceptable in terms of overlooking and outlook and it is not considered that the proposed development will result in an overbearing impact to No.s 4 to 10 Dane Road.
48. It is considered that the proposed extensions and external alterations will ensure that the amenity of existing and future occupiers is protected and will not result in the loss of privacy, overbearing impacts or a poor outlook. It is considered that the proposed development complies with Policy L7.

AMENITY SPACE

49. PG1: New Residential Development sets out the Council's standards and states that most new dwellings should provide some private outdoor space and that this is necessary for a variety of functional requirements such as sitting out and children's play. The guidance sets out recommended garden area sizes and advises that for flats, 18 m² of adequately screened communal area is generally sufficient for these functional requirements.
50. The areas of amenity space across the site when combined amount to the provision of approximately 435 m² across the site, which is the equivalent of 13m² per unit (based on the provision of 33 residential units). The ability to provide

amenity space on the application site is constrained due to the existing development on site. It is considered that the proposed soft landscaping scheme makes the best use of the space available and will provide an acceptable level of amenity space for residents on the site.

LANDSCAPING

51. The proposed landscaping scheme seeks to provide an improved soft and hard landscaping scheme across the site with resurfacing to the existing car parking areas, the provision of a new garden area to the north of the site and improved soft landscaping to existing green areas. The proposed landscaping scheme proposes to retain the public art sculpture on Cross Street.
52. The soft landscaping scheme proposes the provision of an area of open recreational / seating space with attractive soft landscaping with seasonal ornamental planting and the planting of native species trees and small sized ornamental trees. Existing trees are proposed to be retained where appropriate with selected tree removal to increase light permeability to proposed properties, whilst also providing an appropriate visual screen which will protect the privacy of future residents of the development and existing residents of neighbouring dwellings. This approach is replicated to the east of Building E on the corner of Cross Street and Dane Road and along the existing landscaping strip fronting Dane Road adjacent to Buildings C and E.
53. The boundaries to the existing site vary with the boundary along Cross Street comprising a retaining wall with tubular metal railings on top of the wall. The boundary to Dane Road comprises soft landscaping and a low level metal railing. The most sensitive boundaries are located to the rear of Building C and along the western edge of the car park where there is a mix of fencing and planting.
54. The proposed boundary treatments comprise the maintenance of existing vegetation and hedgerows to be pruned and maintained. Additional hedgerow planting or climbing plants are proposed to fill gaps where necessary. Where necessary existing fencing will be removed where it is dilapidated or poor quality and replaced with new timber fencing.
55. Conditions are recommended to secure an appropriate landscaping scheme on site.

HIGHWAYS

Sustainable Location

56. Policy L4 of the Core Strategy states that the Council will prioritise the location of development within the most sustainable areas accessible by a choice of modes of transport. The site is located in a highly sustainable and accessible location

given its proximity to the Dane Road Metrolink stop, bus services and cycle infrastructure.

57. The site is within walking distance of Dane Road Metrolink stop (450 metres away) providing frequent services between Altrincham, Manchester and Bury and bus stops on Cross Street which provide services to Altrincham, Trafford Centre, Wythenshawe and Eccles. The site is also located 400 metres away from the Bridgwater Way cycle route which is one of six 'Cycleways' in Greater Manchester that provides cyclists with a traffic-free route link from Altrincham to Castlefield in Manchester city centre and the Trafford Centre.
58. The services available will provide future residents' access to a choice of travel modes which should help to reduce the amount of car travel otherwise generated by this development. There are also nearby services, amenities and employment opportunities available which will make walking and cycling genuine alternatives to travelling by car or public transport.

Traffic Generation

59. Traffic movements to and from the site will in general change from the previous use on the site which saw vehicles enter the site in AM peaks and leave in PM peaks. The submitted Transport Assessment assessed the anticipated traffic generation to and from the site and concluded that the proposals have the potential to reduce movements on the local highway network during both peak hours and on a daily basis. Due to the difference in the flow between the existing and proposed land use there would be a small increase in departures during the am peak of 12 vehicles per hour and a small increase in arrivals during the pm peak of 11 vehicles per hour. These minor changes to flow represent an increase of around 1 additional vehicle every 5 minutes on average during the peak hours and this level of increase cannot be considered to represent a material impact upon the local highway network. It is therefore concluded that the traffic associated with the proposed development can be safely accommodated onto the local highway network.

Car/cycle parking

60. Although this application only seeks planning permission for the development of 33 additional residential units and additional office space, the car parking provision for the proposed development and the previously approved residential units must be assessed as part of the application.
61. SPD3 states that for two and three bedroom flats in this location two car parking spaces are required for each property, therefore 109 car parking spaces are required overall to comply with the maximum parking standard for the residential element of development. SPD3 also advises that one car parking space per 30 m² of office space should be provided, resulting in an SPD 3 maximum

requirement of 24 spaces to serve the B1(a) office space. The standards set out in SPD 3 are maximum standards and provision below this standard is acceptable in certain situations.

62. The proposed development would provide parking provision for 99 vehicles with each residential unit being allocated one car parking space (95 in total) and the remaining four car parking spaces being available for office use.
63. Whilst the proposed level of car parking at 99 spaces is below the standards set out in SPD, Officers and the LHA are satisfied that due to the highly sustainable location of the site, the level of car parking provision proposed is acceptable.
64. Concern was raised by local residents that new residents of the proposed development will be able to apply for residents' car parking permits to park on surrounding streets. It is not policy to issue permits to future residents of new developments, therefore all vehicles will have to park on site or on street, which in the immediate surrounding area is restricted to permit holder parking only during the hours of 9am to 5pm.
65. The Council's standards require one cycle space per dwelling where communal cycle parking is proposed and 1 cycle space per 30 m² B1(a) office space. The proposed development provides 84 secure internal cycle parking spaces through a mix of 44 x Sheffield stand spaces and 40 x semi vertical stands within each residential building and three secure undercover cycle parking spaces for the proposed B1(a). Whilst the use of semi vertical and vertical stands is not generally considered to be appropriate as they can be difficult for users with mobility problems to use or for use with certain bicycles, the combination of their use with Sheffield stands is considered to be acceptable. The proposed level of cycle parking provision is considered to comply with SPD3 and Policy L7.
66. The submitted parking layout provides two motorcycle parking spaces for the B1(a) office use which is fully compliant with the standards set out in SPD3. There is no requirement for motorcycle spaces to be provided within residential developments.

Conclusion on highways

67. It is considered that the proposed development is sustainably located near to a number of sustainable transport options which offer a genuine alternative to the private car. Due to the highly sustainable location of the site the level of car parking provision is considered to be acceptable. It is considered that the proposed development complies with the NPPF and Policy L4.

AIR QUALITY

68. The western part of the application site is located in the GM Combined Authority Air Quality Management Area (AQMA) (2016); however the remainder of the application site lies outside of the AQMA.
69. Paragraph 181 of the NPPF advises that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. Paragraph 110 also required applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
70. The Greater Manchester Combined Authority (GMCA) has published a joint Air Quality Action Plan (AQAP) (2016-2021) which seeks to improve air quality across Greater Manchester and to embed low-emission behaviours into the culture of our organisations and lifestyles by 2025, whilst supporting the UK Government in meeting all EU thresholds for key air pollutants at the earliest date to reduce ill-health in Greater Manchester. In managing new development the GMCA AQAP sets out a number of controls. Of relevance to this particular application are assessment of local air quality impacts from the proposed development; construction management; encouraging travel planning; and, green infrastructure.
71. Policy L5 requires developers to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality. In this respect, L5 can be considered to be up to date for the purposes of decision making and full weight attributed to it.
72. An Air Quality Assessment and Screening Review was submitted in support of the proposed development and it has been reviewed by the Pollution and Licensing team who confirmed that the submitted report is acceptable and follows the methodologies of appropriate national standards and guidelines. The submitted Assessment concluded that with the implementation of site-specific mitigation measures, the impact associated with dust and fine particulates during construction will not be significant.
73. A screening exercise was undertaken to consider pollutant concentrations associated with vehicle emissions on the A56 adjacent to the site. The assessment predicted that both NO₂ and PM₁₀ concentrations are below the annual objective levels and therefore the site is considered suitable for residential development without the need for any additional mitigation measures to be

implemented. Furthermore, as the proposed extensions are at roof top level, given that pollutant concentrations reduce with height, the predicted concentrations are therefore also likely to be less than those calculated above, representing street level.

74. The proposed scheme also features potential communal open spaces with outdoor seating. The provision of outdoor communal areas is also considered to be acceptable in terms of air quality.
75. Overall there are no objections to the proposed development providing a condition is attached requiring a Construction Environmental Management Plan to be submitted should planning permission be granted.
76. Seven EV charging points are proposed as part of the proposed development, however the Pollution and Licensing team have requested that a condition is attached requiring one charge point (minimum 7kWh) per 10 residential car parking spaces for unallocated car parking and 1 charge point (minimum 7kWh) per 1000m² of commercial floorspace. These requirements would result in the need for 10 EV charging points to be provided. A condition requiring the provision of 10 EV charging points is recommended.
77. It is considered that the proposed development complies with the NPPF and Policy L5 with regard to air quality.

NOISE

78. A Noise Impact Assessment was submitted as part of the application which confirms that noise levels at the site are dominated by road traffic. Mitigation is proposed to the building envelope to ensure that internal noise levels within habitable areas are suitable for resting and sleeping in accordance with national standards. A condition is recommended to be attached to the planning permission which requires the development to install suitable noise mitigation measures to ensure that the residential amenity of future occupiers is secured.
79. In relation to the office accommodation, it is not clear as to whether any external mechanical plant is proposed, therefore a condition setting out maximum noise levels to be adhered to is recommended should any plant be installed.
80. It is considered that the proposed development will provide future residents with a satisfactory living environment in terms of noise and the environment of existing residents will be protected from any potential noise from the site.

FLOOD RISK AND DRAINAGE

81. The NPPF sets strict tests in order to protect people and property from flooding, which all local planning authorities are expected to follow. In summary these

tests are designed to ensure that if there are better sites in terms of flood risk, or if a proposed development cannot be made safe from the risks of flooding, then it should not be permitted. A similar approach is embodied in Core Strategy Policy L5 (and thus this aspect of Policy L5 is also up-to-date for the purpose of decision-taking). The application site is located within Flood Zone 1 and is thus categorised as having the lowest probability of river or sea flooding. The Local Lead Flood Authority have reviewed the submitted Flood Risk Assessment and have concluded that the proposed development does not propose any significant changes to the impermeable area of the site and there will be little change to the surface water runoff generated by the site. There are no objections to the proposed development with regard to flooding and drainage.

WASTE MANAGEMENT

82. Internal bin stores are proposed at ground floor level within each building. The level of provision is considered to be acceptable. A condition is recommended requiring a continuous smooth surface from the bin store to the refuse collection vehicle.

SECURITY

83. The application was accompanied by a Crime Impact Statement which set out a number of physical security specifications. Greater Manchester Police have recommended that a condition is attached requiring the physical specifications to be implemented as part of the development.
84. The physical security specifications note the required standards for areas of the development such as doors, windows, boundaries, landscaping and lighting. The required standards are capable of being implemented and an appropriate condition is recommended to be attached.

DEVELOPER CONTRIBUTIONS

85. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, and apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
86. This proposal also comes under the category of 'office' consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
87. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide 25% affordable housing. The developer has agreed to the provision of 8 affordable units, which is the

equivalent of 24.2% provision, which is considered to be acceptable. 50% of the proposed units will be provided as affordable rent and 50% shared ownership. The affordable housing provision will need to be secured via a Section 106 agreement.

PLANNING BALANCE AND CONCLUSION

88. The scheme complies with the development plan, the starting point for decision making, which would indicate in itself that planning permission should be granted. However, the Council does not have a five year supply of housing land and as this is an application for housing development, relevant development plan policy is deemed to be out of date. Paragraph 11(d) of the NPPF (the 'tilted balance') is engaged and should be taken into account as an important material consideration.
89. The proposed development would provide a development of much needed residential accommodation in the Borough, including the provision of an additional 33 homes, eight of which would be affordable housing units, and all of which will contribute to the Council's five year housing land supply. The development will also support Place Objectives SAO1 which seeks to improve the quality, mix and type of residential offer, and SAO2 which seeks to maximize the re-use or redevelopment of unused, under used or derelict land.
90. The scale, massing, design and appearance of the proposed development is considered to be acceptable and appropriate to the location of the site and it is also considered that the proposed development will provide future residents with an adequate level of residential amenity and will not impact on existing residents in terms of overlooking, loss of privacy, overbearing impact and the level of on-site amenity space provided.
91. Whilst the proposed level of car parking at 99 spaces is below the maximum standards set out in SPD, Officers are satisfied that due to the highly sustainable location of the site, the level of car parking provision proposed is acceptable.
92. All other detailed matters have been assessed, including ecology, noise, air quality, waste provision and security. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition. 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. In accordance with paragraph 11d)(ii) of the NPPF it is considered that the benefits of the proposed development would significantly and demonstrably outweigh any potential adverse impacts of the loss of this small area of employment land. The development proposed on this site is acceptable, and complies with Core Strategy Policies L1, L2, L4, L5, L6, L7, L8 and W1 and the guidance contained within the NPPG and NPPF.

RECOMMENDATION:

That Members resolve that they would be **MINDED TO GRANT** planning permission for this development and that the determination of the application hereafter be 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 8 no affordable units on site, 4 of which shall be provided as affordable rent and 4 of which shall be provided as shared ownership.
- (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.
- (ii) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):
 1. The development must be begun not later than three years beginning with the date of this permission.

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:
 - 763.B – Site Plan and Unit Schedules
 - 763.02B – Existing and proposed block plans
 - 763.05D – Proposed site plan
 - 763.06F – Proposed 1st Floor Plans
 - 763.07E – Proposed 2nd Floor Plans
 - 763.08E – Proposed 3rd Floor Plans
 - 763.09D – Building A & B Elevations
 - 763.10D – Proposed Building C Elevations
 - 763.11C – Proposed Building D Elevations
 - 763.12D – Proposed Building E Elevations
 - 763.13A – Proposed sections
 - 763.14G – Proposed Ground Floor Plans
 - 763.16A – Design intent for 3 storey residential

763.17A – Design intent for 4 storey residential

763.18A – Design intent for 4 storey offices

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

3. Notwithstanding the details submitted, no development shall take place until samples of the materials to be used in the construction of the external surfaces of the building (including windows, doors and parapet coping details) hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The samples shall include the construction of a panel incorporating window recesses and surrounds. Development shall be carried out in accordance with the approved details.

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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the second floor of the eastern elevation of Building C facing No. 39 Dane Road and No. 2 Linton Road shall be fitted with textured glass with an 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.

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include plans to lay out the residents' garden which shall include seating areas and planting, 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, including extent of pruning works proposed, 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.

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

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

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

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

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

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

9. Prior to the commencement of the development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority to include details of the measures proposed during construction to manage and mitigate the main environmental effects. The following matters shall be addressed:

- (i) Suitable hours of construction activity
- (ii) The parking of vehicles of site operatives and visitors (all within the site),
- (iii) Loading and unloading of plant and materials (all within the site), times of access/egress (arriving early/not parking within the site)
- (iv) Storage of plant and materials used in constructing the development
- (v) The erection and maintenance of security hoardings
- (vi) Wheel washing facilities
- (vii) Measures to control the emission of dust and dirt during construction and procedures to be adopted in response to complaints of fugitive dust emissions
- (viii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- (ix) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity
- (x) Contact details of site manager to be advertised at the site in case of issues arising.

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

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

10. Building E shall not be occupied until two motorcycle and three cycle parking spaces have been implemented in accordance with the approved plans and made available for use.

Reason: To ensure that satisfactory provision is provided within the site for the accommodation of motorcycles and cycles, having regard to Policies L4 and L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

11. The development hereby approved shall not be occupied until a car park design showing dimensioned accessibility parking spaces has been implemented in accordance with an approved scheme and made available for use, Details of the car park design shall be submitted to and approved in writing by the Local Planning Authority prior to implementation.

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

12. The development hereby approved shall not be occupied until 10 electric vehicle charging points have been provided on site and made available for use in accordance with a scheme which shall have previously been submitted to and

approved in writing by the Local Planning Authority. These terminals shall be retained thereafter.

Reason: In the interests of sustainability and reducing air pollution having regard to Core Strategy Policies L5 and L7 and the NPPF.

13. No building within the development shall be occupied until the cycle parking for that building has been provided in accordance with the facilities shown on drawing no. 763.14E and made available for use. The cycle parking shall be retained in perpetuity.

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

14. The development shall not be occupied until noise mitigation measures have been installed as prescribed within Table 3 'Glazing and ventilator schedule for habitable rooms' of the Noise Impact Assessment, Ref. J002337/3763/RDC/3, dated 16th August 2019 by PDA Acoustic Consultants and a verification report has been submitted to and approved in writing by the Local Planning Authority post construction detailing the measures incorporated.

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

15. The rating level (LAeq,T) from all fixed plant and machinery associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas.

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

16. The development shall be completed in accordance with the physical specification measures outlined in section 4 and 5 of the submitted Crime Impact Statement (ref 2019/0684/CIS/01).

Reason: In the interests of residential amenity having regard to Policy L7 of the Trafford Council.

17. The development hereby approved shall not be occupied unless and until a Refuse Management Strategy has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall detail how the refuse and

recycling bins shall be made available for collection on bin day and then how they will be returned to their approved storage area thereafter.

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

18. Prior to occupation a continuous smooth surface from the approved bin stores to the car park shall be provided.

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

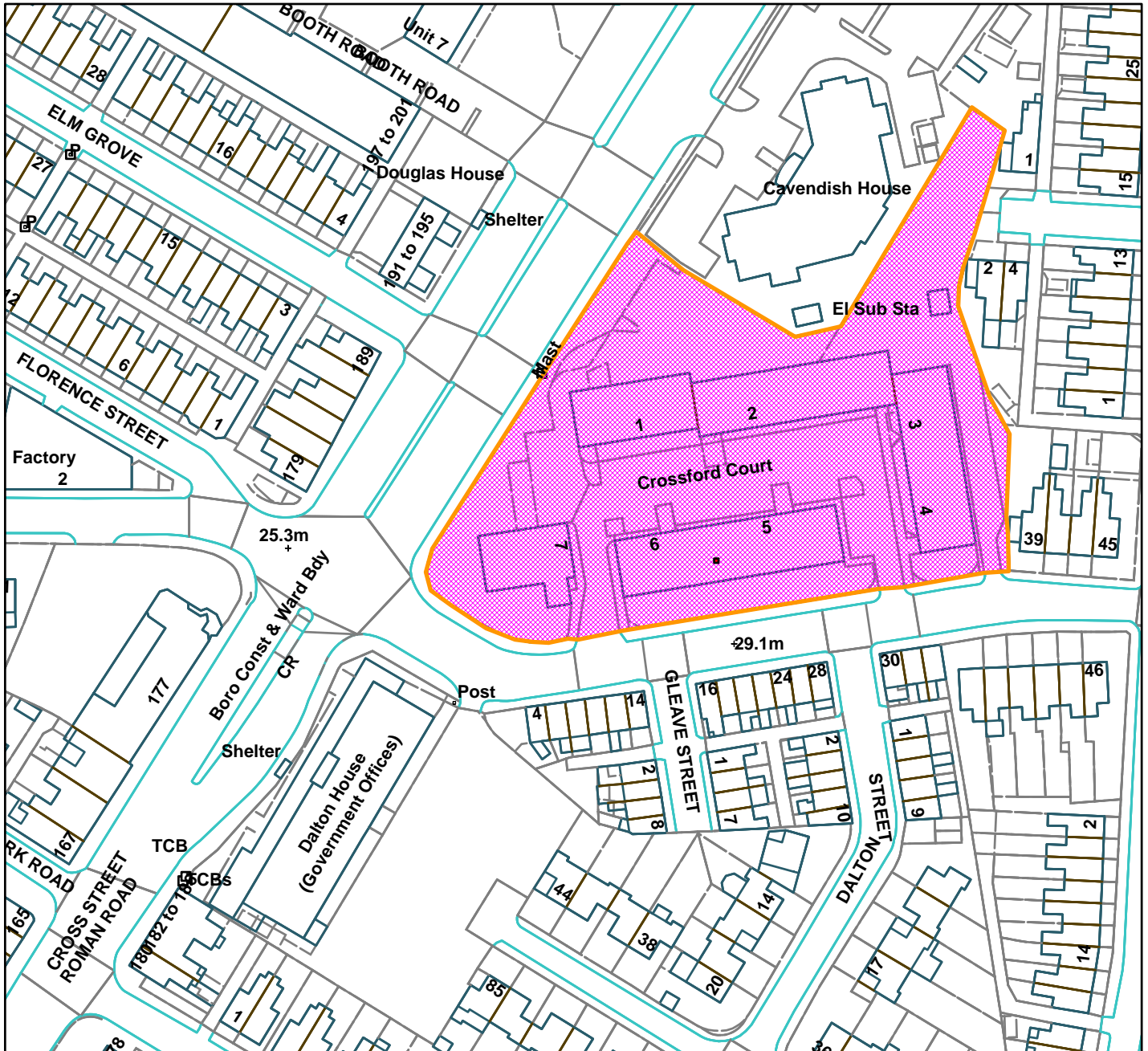
19. No installation of any externally mounted plant and equipment (including, but not limited to: utility meter boxes, flues, lighting, security cameras, alarm boxes) shall take place until details (including the location, design, method of support, materials and finishes) have been submitted to and approved in writing by the Local Planning Authority. Such plant and other equipment shall not be installed other than 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.

DH



Crossford Court, Dane Road, Sale, M33 7BZ (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)

WARD: Gorse Hill

98676/FUL/19

DEPARTURE: No

Demolition of existing office building and erection of 190 bed hotel, varying in height from 2 - 16 storeys of accommodation plus basement and screened rooftop plant area and tower feature. Associated parking and servicing areas with main vehicular access off Hornby Road associated changes to the public realm.

City Point, 701 Chester Road, Stretford, Manchester, M32 0RW

APPLICANT: Acre Manchester Ltd

AGENT: Brian Madge Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

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

SITE

The application relates to a 0.15 ha site currently comprising a 6 storey office building with surface level parking beneath, accessed off Hornby Road to the South.

The site is bounded by Chester Road to the North, Warwick Road to the East and Hornby Road to the south. On the western side the site adjoins the side boundary of No. 2, Hornby Road which is a 2 storey semi-detached dwelling and Halfords Autocentre (MOT Servicing and Repairs) which fronts Chester Road.

The existing office building has a flat roof and an L-shaped footprint with main elevations onto Warwick Road and Chester Road which have a bronze tinted glass curtain wall façade. To the rear the building elevations include alternate bands of ribbon windows and dark brick with a lighter brown brick with punched windows on the Hornby Road elevation. The building has an undercroft car park supported on concrete columns. There is a low brick wall demarcating the curtilage predominantly topped by railings with some areas of planting focussed at the main entrance on Chester Road and at the junction of Hornby Road and Warwick Road. There are freestanding advertisement hoardings on the Chester Road frontage and security gates at the Hornby Road access.

The character of the area is mixed, comprising residential, retail, food and drink, offices, light industrial uses and sporting venues.

To the south are residential properties on Hornby Road, Barlow Road and Warwick Road. These are predominantly 2 storey red brick houses but to the southeast is

Warwickgate House, an 11 storey apartment building and 4 storey apartment blocks at Bowden Court and various office buildings close to the junction of Warwick Road and Talbot Road. Further south beyond Barlow Road is Trafford Town Hall, a Grade II Listed building and associated car park and gardens. Further south beyond Talbot Road is Lancashire County Cricket Club and the Old Trafford Metrolink Station.

To the north, across Chester Road is a parade of retail and takeaway units, some of which have residential uses on the upper floors. To the rear of this parade are residential properties on Partridge Street, Railway Road and Sir Matt Busby Way. Across the railway line to the north of these houses is Manchester United's Football Ground at Old Trafford. Diagonally opposite the site to the northeast is a Ford Car Dealership and to the northwest is the Bishops Blaize Public House and a large area of car parking (surface level and decked) associated with the 12 storey Trafford House office building.

To the east of the site, across Warwick Road is The Trafford Public House and associated external yard area. There are hotel rooms at first floor level at the premises. To the east of the pub is a vacant and dilapidated 6 storey apartment block (Charlton House), beyond which is White City Retail Park. There are vacant, levelled sites to the south of the Trafford Public House opposite the application site.

To the west are two storey residential properties fronting Hornby Road and predominantly single storey commercial buildings fronting Chester Road comprising car repair, MOT and car rental uses. Further west is Tesco Extra Stretford and associated public realm linking Chester Road and the Town Hall and Talbot Road.

PROPOSAL

Planning permission is sought for the demolition of the existing office building and the erection of 190 bedroom hotel (Use Class C1). The application states that the intended operator is Hampton By Hilton.

The building would take the form of a podium and tower varying in height from 2 – 16 storeys of accommodation with screened rooftop plant and a tower feature at the Chester Road / Warwick Road corner of the site. Site levels slope gently up from south to north but the predominant height of the building varies from 8.8m at the southern end of the development to a maximum height of 56.88m to the top of the tower feature.

A basement area is proposed below the northern half of the site (largely beneath the tower) accessed via lifts and stairs from the core of the tower. The basement would largely contain 'back of house' areas, such as boiler room and water storage but would also include a fitness room, staff facilities and a refuse area accessed via a hoist.

The 'front of house' activities are at ground level with access via a lobby into the welcome zone, gathering and living zones and the core breakfast area. At the southern end of the building is an enclosed electrical substation and incoming gas room at

ground level linked to the main building on the Warwick Road frontage by a section of brick wall. To the rear of this wall is the turning head within the rear yard. At first floor level are additional gathering and living zones, office area and bedrooms. A green roof approx. 50m² in area is also shown at first floor level adjacent to the western boundary. There is no additional accommodation within the podium section of the building at second floor level although there would be screened rooftop plant.

Floors 3-12 would comprise standard guestrooms, lift and stair core and circulation space within the tower. The accommodation tower at the western extent of the building terminates at Floor 12 with rooftop plant on the 13th floor and consequently there are a reduced number of rooms in the tower on Floors 13 and 14. A small landscaped roof approximately 20m² is proposed on the Warwick Road side on the 13th floor.

A section of the tower that runs parallel to Warwick Road terminates at Floor 14 and consequently the number of rooms reduces further to five on the 15th floor, with associated access core, circulation space and additional screened plant area. There is no internal accommodation on the 16th floor, just screened rooftop plant. An open tower feature extends above the roof at the northern corner of the building.

Vehicular access would be via a gated access off Hornby Road as existing, leading to a service yard with turning head, an accessible parking space and bicycle parking area. A drop off zone is proposed on the Warwick Road frontage and a hatched area is also indicated as match day bays for use by street vendors adjacent to the Warwick Road frontage of the building. Off-site parking provision of 100 spaces is proposed at White City Retail Park, a 4-5 minute walk from the site.

The main visitor entrance to the hotel would be at the corner of Chester Road and Warwick Road. Shrub planters that would also act as hostile vehicle mitigation (HVM) are indicated at the corner junction adjacent to the main lobby. Five trees in planters are indicated on the Chester Road frontage and three street trees are proposed at the Warwick Road / Hornby Road junction. Other small areas of ornamental shrub planting are indicated on the Hornby Road and Chester Road frontages.

The podium is situated roughly in the southern half of the site fronting Warwick Road and terminating on Hornby Road. There is a stagger in height between the two storey section at the Hornby Road end (8.8 metres) and a higher section 12 metres in height that includes integrated brick and metal perforated panels to screen plant behind giving it a slightly taller appearance. The design of the taller section utilises splayed brick piers and double height window elements and a red brick. A contrasting bronze metal material is used for the lower Hornby Road section with circular perforations in a random pattern which grades out higher up the building.

The tower structure is in the northern half of the site with the tallest element at the northern corner at the junction of Chester Road and Warwick Road. The accommodation within the tower stands at a maximum of 16 storeys with a double height tower feature at the northern corner. The tower has been conceived as a central

glass and metal (copper/bronze-clad) circulation core, with vertical brick framed elements that are extruded above the building mass like flying buttresses. The tower comprises different elements of different heights and widths. This results in an articulated top to the building with screening for rooftop plant areas integrated into the design. The feature corner above the main entrance onto Chester Road / Warwick Road incorporates deeply recessed vertical glazed elements with splay and reveals, highlighted by copper cladding. Brick framed elements are further divided into sections typically 3 storeys high and four bays wide on the Warwick Road and Chester Road elevations with splayed brick piers and full height windows. The main west facade from 6th floor level downwards contains recessed brick infill panels with a splay.

The tower is geometrically and functionally separated from the podium and this is highlighted through a change in façade articulation and brick colour and cantilevered wing at second floor level.

The application form indicates that the development would employ 40 full time employees and 22 part time employees.

The total floorspace of the proposed development would be 9397.5 m².

ADDED VALUE

A proposal for a hotel on this site has been under discussion with the Local Planning Authority since 2017. There has been a significant evolution in the scheme since that time to address issues with scale, layout, massing, height, elevational details and the impact on adjacent occupiers. Officers consider that a tall building on this site is only appropriate if the design approach, and in particular the articulation of the building and the choice of materials are of the highest quality.

These changes have included; reduction in height and massing of the podium, reduction in scale, massing and footprint of the tower, creation of more active frontages, sensitive incorporation of plant, increased quality of material and articulation, height focussed at main road junction. The changes have also sought to reduce the impacts of servicing activity, parking and refuse storage. A rooftop bar and independent restaurant initially included in the scheme have also been removed.

DEVELOPMENT PLAN

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

- **The Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL3 – Lancashire Cricket Club Quarter

W1 – Economy

W2 – Town Centres and Retail

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

R6 – Culture and Tourism

PROPOSALS MAP NOTATION

Priority Area for Regeneration

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

SPG1 New Residential Development (2004)

Revised SPD1: Planning Obligations (2014)

SPD3: Parking Standards and Design (2012)

OTHER RELEVANT DOCUMENTS

Draft Civic Quarter Area Action Plan (publication of consultation draft expected in February 2020)

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Summer 2020 before it is

submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics in one place. It was first launched by the Government on 6 March 2014 although has since been subject to a number of updates, the most recent of which was made on 22 July 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

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

OTHER RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING HISTORY

95591/FUL/18 - Demolition of existing office building and erection of 212 bed hotel, varying in height from 3 - 16 storeys with screened rooftop plant areas and including roof top bar, restaurant and associated changes to the public realm – Withdrawn 28.08.2019

APPLICANT'S SUBMISSION

The applicant has submitted the following information in support of the application which will be referred to as necessary within this report:-

- Planning Statement
- Supplemental Sequential Test
- Supplementary Statement in relation to Privacy / Glare / Night-time views
- Design and Access Statement
- Heritage Statement including Visual Impact Assessment

- Wind Microclimate Study
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment and Supplementary Technical note
- Noise Assessment Daylight and Sunlight Study
- Crime Impact Statement
- Letter from Hotel Consultant regarding Hilton brands
- Building Inspection Report (Ecology)
- Air Quality Assessment
- Carbon Budget Statement
- Glazing Guidance Notes
- In addition to plans, 3D models and videos have also been submitted

CONSULTATIONS

Cadent Gas – Advise that the development is in the vicinity of Low or Medium pressure (below 2 bar) gas pipes and associated equipment. As a result it is highly likely that there are gas services and associated apparatus in the vicinity and the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

City Airport – No objections.

Electricity NW - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

Environment Agency – Recommend that the scoping decision concluding the lack of need for a desktop study in relation to contaminated land is referred to the Council's Environmental Health section for their views.

Greater Manchester Archaeological Advisory Service (GMAAS) – Confirm they are satisfied that the proposed development does not threaten the known or suspected archaeological heritage and there is no reason to seek to impose any archaeological requirements upon the applicant.

GM Ecology Unit – No objection subject to appropriate conditions and informatives. Comments are discussed in more detail in the Observations section of the report.

GM Fire Authority - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

GM Police (Design for Security) – No objection but recommend a condition to reflect the physical security specifications set out in the Crime Impact Statement.

Local Highway Authority – No objection subject to recommended conditions and legal agreement. Comments are discussed in more detail in the Observations section of the report.

Lead Local Flood Authority – No objection subject to recommended condition. Comments are discussed in more detail in the Observations section of the report.

Manchester Airport Aerodrome Safeguarding - No safeguarding objections to the proposal but advise that the applicant follows their guidance on cranes and tall equipment.

National Air Traffic Services (NATS) – No safeguarding objections.

Trafford Council, Arboriculturalist – No objection subject to appropriate landscaping condition incorporating a requirement for raft systems for the trees. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Heritage Development Officer – No objection. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Pollution & Licensing, Air Quality - No objection subject to conditions. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Pollution & Licensing, Land Contamination - No objection raised and no contaminated land conditions requested.

Trafford Council, Pollution & Licensing, Nuisance - No objection subject to various conditions. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Strategic Planning – No objection. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Waste - No comments received at the time of writing. However waste management issues are addressed in the LHA comments.

United Utilities – No objection subject to conditions relating to surface water drainage and requiring that foul and surface water is drained on separate systems

REPRESENTATIONS

Neighbours: - Objections were received in relation to the first consultation from the occupiers of 7 separate addresses. A petition signed by residents of 19 properties on Hornby Road has also been received. Two objections have also been received on behalf of LCCC. Grounds of objection summarised below:

Impact on Residential Amenity

- Concerns about noise during construction and operational phases. Noise from roof top bar, from functions and parties, from servicing in the yard day and night and from the 'utility' area of the hotel. Underground car park would be noisy. Putting the refuse underground will not avoid disturbance.
- 16 floors plus rooftop bar will have an overbearing appearance. Bulk may have reduced but height has not.
- Towering appearance will dominate the skyline from both Hornby and Barlow Roads.
- Existing issues of overshadowing from the office building – construction of a 16 storey building will only increase that. Can't believe such a huge hotel will affect the pub across the road yet not have an adverse light effect on local residents.
- Loss of privacy from rooftop terrace and hotel guests overlooking houses and gardens
- Increase in air pollution from demolition and construction and increase in traffic congestion will contribute to health issues.
- Kitchens will smell
- Concerns about structural damage, physical safety and dirt and debris during demolition and construction process.

Design

- Height of building is totally out of character for the area and next to a traditional residential street which will be dwarfed. Unusual to have this type of development next to a residential street.
- There are a few high buildings within the area but not many and not this high
- Unacceptable scale – plot not suitable for a hotel
- CQM states any building on the site should be no higher than 8 storeys
- CQM states Warwick Road should be a processional route yet the hotel proposes a drop off point here.

Highway and Parking Issues

- Increased traffic during demolition and construction. Lack of information about how construction vehicles will gain access to the site.
- Hotel, restaurant and bar will inevitably bring cars into the area who will park on surrounding streets which will impact on residents parking after work.
- Traffic in the area is already horrendous and Warwick Road is often gridlocked and is closed off during sporting and entertainment events.
- The use of taxis, which is being promoted, still brings extra traffic into the area.
- Residents already struggle to gain access to their homes when events take place at Man Utd or LCCC and contend with traffic and thousands of pedestrians on Warwick Road. Together with the new campus they have enough to contend with.
- Any proposal to provide paid parking for a longer period to 8pm will impact on residents and their visitors who use these spaces after the current 5pm cut off.
- Application proposes up to 100 parking spaces within a 15 minute walk, who will want to stay at a hotel with a 15 minute walk away from parking? Visitors will still try

to park in the surrounding streets. Surely all the parking in the surrounding area is already used for event parking?

- Don't consider Transport Report has been fully reassessed since 2017 and the whole area is much worse now. Nothing mentioned in relation to match day restrictions or closing of roads. The assessment should be current and include a match day assessment to shown a true picture.
- Access to current office parking is only in use during office hours and does not have a huge impact on residents. The proposed hotel will have delivery trucks much bigger than the cars and will not just be limited to office hours. They will also drive past residents to use the turning head at the end of Hornby Road causing disturbance.
- The road surface on Hornby Road is already poor and needs repair. The extra vehicles will make the condition worse.

Other Matters

- There are plenty of hotels in the vicinity already as noted in the supporting statement (15 within one mile). It is not needed and is unsustainable at 190 rooms. Will become a white elephant.
- Why do the Hilton Group need this hotel when there is a Hilton Garden Inn at LCCC - isn't this against the rules of fair competition.
- Has been an uncertain time – stressful for residents
- Concerned the proposal has already been given the go ahead. Has only been tweaked, not significantly amended.
- Residents have not been given long enough to respond (only 21 days) so people do not get time to respond and plans will be waved through
- Random and made up consultee list for empty properties or demolished properties. Why the variation in the number of people consulted for the 3 applications for the site over the past 5 years?
- Concerns that some of the information provided as part of the application is inconsistent, incorrect or out of date and there is too much of it.
- Confusion over this and the previous application and whether there is a need to comment separately. Will comments on previous application 95591/FUL/18 be taken into account?
- Increase in rodents due to ground disturbance
- Concerns about the impacts on TV Reception
- Previous application for 35 apartments was more in keeping and would have had less of an impact on residents. There is a need for more affordable housing.
- The application refers to fall back of apartments but this application is out of time.
- Agree something should be done, but not this. Will not have a regeneration effect that benefits residents. Will drive long standing residents away

Two letters have been received on behalf of LCCC. One setting out why they consider that the information submitted in support of the application does not meet the requirements of the Council's Validation Checklist and the other setting out their objections to the scheme.

Comments on supporting information

Consider that the submitted information does not meet the requirements of sections 11, 13 and 18 of the Validation Checklist for the reasons below. These should be provided before the application is determined or the Council will not be in a position to determine the application lawfully.

Section 18 – Tall Buildings

Requires a visual impact assessment to illustrate the impact of the proposal on context, particularly heritage assets. Consider that no assessment has been made of the night time appearance of the building and the impacts of light pollution, that the submitted assessment does not consider local, medium and long distance views. Also requires a physical assessment including microclimate assessment and wind assessment and glare study which have not been submitted and no proper assessment has been made of privacy and overlooking or consideration of the potential clustering / cumulative effects of the proposal.

Section 13 – Landscape / Townscape Visual Impact Assessment

The visual impact assessment does not comply with the Landscape Institute's Guidelines and is deficient. Although it provides some information it does not comprise a full assessment including pre-agreed selected viewpoints and an assessment of the impact of the development on visual and townscape receptors based on the receptors sensitivity and the resultant magnitude of change. Whilst the submitted information gives a visual indication of the impact of the development from a limited range of viewpoints it does not provide an accompanying written assessment.

Section 11 – Heritage Assessment

The submitted heritage assessment is inadequate and fails to describe the historical, archaeological architectural and artistic significance of the Town Hall building and there is no assessment of the White City Arches at all. Not only is this required by the checklist it should be required as a matter of good practice as set out in Historic England Guidance.

LCCC Objection

Scale

Nowhere in Policy SL3 of the Core Strategy, relating to the Lancashire Cricket Club Quarter, is there reference to support for a tall building. The policy requires high quality development. The site is in close proximity to 2 storey residential dwellings and the overdominant and overbearing scale will mean that it cannot provide an 'enhanced

living experience' for existing residents as required by the policy. It will also prejudice amenity through loss of privacy and visual intrusion contrary to Policy L7.

The Refreshed Stretford Masterplan (RSM) (2018) is a material consideration and the site is not one of the twelve sites identified as opportunity development sites in the RSM. The RSM does acknowledge that taller buildings may be appropriate in certain locations but stated that they should be 'mindful' of the existing scale and massing of buildings in Stretford. This development is not.

In October 2018 the Civic Quarter Masterplan (CQM) SPD was published for consultation. The application site lies within the Town Hall Quarter of the CQM. The CQM identifies this site as being one for which the maximum height of the development should be 8 storeys. The proposed height of 18 storeys is out of keeping with the application site. While this is still an emerging policy document it should be afforded some weight in the planning process. Furthermore it is underpinned by a TVIA which has been carried out by Planit-IE in accordance with the Landscape Institute's Guidelines. Therefore irrespective of the weight to be attached to the CQM the TVIA constitutes robust evidence which in itself is a material consideration in the determination of the development and greater weight should be given to the Planit-IE assessment than that submitted with the application.

Regeneration Priority

The CQM area has been a longstanding regeneration priority for the Council and provides further guidance to the principles in the RSM to assist the co-ordinated and comprehensive regeneration of the area consistent with the ongoing regeneration objectives for Stretford and the wider Borough. Due to the weaknesses / shortcomings of this application it is inconsistent with that regeneration strategy.

Planning Status of the Application site

The prior approval for conversion to 25 apartments granted in April 2016 is now time expired and cannot constitute a fall-back position. Even if it was still extant the prospect of the residential use coming forward must not be attached any weight as given the current application it is not realistic. Policy W1 is therefore a material consideration and a statement relating to non-employment uses on unallocated employment sites is therefore required by W1.12. The application fails to address this policy and clearly conflicts with it as there are suitable alternative sites within the locality, the development would compromise the neighbouring residential occupiers and the proposal is not in accordance with other policies in the development plan.

Transport Matters

A report from Axis Consultants has been provided by LCCC raising concerns about swept path analysis, leading to road safety concerns from unsafe manoeuvres. They

also consider that bin storage is unsatisfactory and may impact on the ability of service vehicles to manoeuvre safely.

They also query the trip rates for the existing office use in the submitted transport assessment which they consider are grossly inflated to make the development look more favourable. They also raise concerns about the parking arrangement which they consider will give rise to potential on-street parking demands to the detriment of local residents contrary to Policy L7.

Daylight and Sunlight Amenity Impacts

The Building Research Establishment (BRE) daylight test requires both the vertical sky component (VSC) and no skyline (NSL) tests to be calculated to enable reliable daylight amenity impacts to be assessment. The NSL test has not been performed in the Flow Analysis Report submitted in support of the application and therefore a credible position on the daylight amenity impacts has not been established.

Support – One comment of support as follows:

I had objected to the previous hotel proposal for this site, however, after seeing the plans for this latest proposal I would like to lend my full support. This is a much improved plan, and I would like to thank everybody involved.

4 further objections were received following the second neighbour notification carried out. Original grounds of objection were reiterated (as summarised above) and the additional points made:

- The light assessments are noted but even if not directly blocking the sun or casting shadow the presence of such a large building on the skyline is oppressive. Not enough information about the impact on Hornby Road
- Concerns about light pollution
- The building of underground parking will be awful for residents.
- No superimposed visuals of how the building will look against residents on Hornby Road, only on heritage buildings.
- Increased traffic activity on street and in particular volume of large deliveries and waste collection will impact on the safety of children playing and cyclists
- Despite good intention for active travel most staff will drive to work due to poor transport links to the wider Greater Manchester area particularly at anti-social times. Staff will move their cars into local streets once restrictions end.
- Detrimental impact on wildlife including bats
- Residents are being asked again for comments when they have already objected. They have been consulted close to Christmas probably because it is considered people won't bother.

- Too many long, repetitive documents to consider, daunting for residents and you cannot open some of them if you don't have word. Keep slightly tweaking the scheme despite resident's objections to the height and disruption.

OBSERVATIONS

The Decision-taking Framework

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Although some aspects of relevant development plan policy are out of date (e.g. the requirement to 'enhance' in Policy R1), in relation to this particular application, when considering the overall basket of 'most important' policies the development plan is considered to be up to date for decision making purposes. The tilted balance in Paragraph 11 of the NPPF is not engaged and the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

PRINCIPLE OF DEVELOPMENT

Loss of Employment Use

5. Policy W1.12 requires an Employment Land Statement to be submitted for applications that would result in the loss of an existing employment use in specific locations. These locations are unallocated employment sites, sites outside of Strategic Locations and sites within an employment place as defined at policy W1.3.
6. The application site is currently in employment use on an unallocated employment site, within a Strategic Location (Lancashire County Cricket Club Quarter) and

therefore an Employment Land Statement is not required for this application and the loss of the employment use is support subject to an appropriate replacement use.

Principle of a town centre use

7. The Core Strategy (2012) identifies five Strategic Locations in the borough as key areas for change. This site is located in Strategic Location 3 (SL3) 'Lancashire Cricket Club Quarter' and the Core Strategy states that the Lancashire County Cricket Club Quarter and surrounding area is one of the most visited places in the Borough.
8. This location covers the Old Trafford cricket ground and is also close to Old Trafford football ground. SL3.1 states that,

"A major mixed-use development will be delivered in this Location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at Lancashire County Cricket Club"
9. Core Strategy Policy R6 'Culture and Tourism' lists the Lancashire County Cricket Club Strategic Location as an area where the Council will encourage and continue to support the culture and tourism and this proposal could help to enhance the offer in this strategic location. The location of the site, between Old Trafford football club and Old Trafford cricket ground, could be a significant draw for visitors.
10. This proposal is for a 'main town centre' use, as defined in the NPPF and is therefore not in accordance with the NPPF or Core Strategy policies SL3 and W2. Policy W2.12 states 'there is a presumption against the development of retail, leisure and other town-centre type uses except where it can be demonstrated that they satisfy the tests outlined in current government guidance'. A hotel is considered to be a main town centre use, as defined in the NPPF. Paragraph 86 of the NPPF, states that a sequential test is required for main town centre uses that are not in an existing centre and which are not in accordance with an up-to-date Local Plan. It goes on to state that 'Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.'
11. The use classes proposed as part of this development (C1) is considered to fall within the definition of 'main town centre uses' in the NPPF.
12. Policy W2 of the Core Strategy, is considered to be compliant with the NPPF in supporting the growth of town centres and the role they play in local communities and is therefore up-to-date for the purposes of decision making. This states that outside the established retail centres, there will be a presumption against the development of retail, leisure and other town centre type uses except where it can

be demonstrated that they satisfy the tests outlined in current Government Guidance.

13. A sequential test was submitted in support of this planning application. Although initially considered inadequate, further assessment work was carried out at the request of officers, which assessed the availability of alternative sites in Stretford town centre and Trafford Bar local centre.
14. The submitted assessment has been considered by officers and it is concluded that the applicant has demonstrated that no sequentially preferable alternative sites are available in Stretford or Trafford Bar for this proposal. The application site is considered to be in a sustainable location, within Greater Manchester Accessibility Level (GMAL) 7, close to bus routes on Chester Road and the Old Trafford Metrolink Stop, which provide connections to Stretford town centre and the regional centre.
15. On the basis that it has been demonstrated that there are no sequentially preferable sites (either within or closer to established retail centres) that could accommodate the proposed hotel it is considered that the proposal is an appropriate use within this location and is compliant with Policy SL3, W2 and the NPPF.

Conclusion

16. For the foregoing reasons it is considered that the principle of a hotel development in this location is acceptable and in compliance with the development plan and national policy. Analysis in the subsequent sections will further consider the proposed development in relation to design and heritage impacts, residential amenity, highways impacts and other relevant matters.

DESIGN

17. Paragraph 124 of the NPPF states: *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*
18. Paragraph 130 urges local planning authorities to refuse development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It continues in para 131 to state that when determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help to raise the standards of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
19. The National Design Guide was published by the Government in October 2019 and sets out how well-designed buildings and places rely on a number of key

components and the manner in which they are put together. These include layout, form, scale, appearance, landscape, materials and detailing.

20. This states at para 120 that '*Well-designed homes and buildings are functional, accessible and sustainable*' and goes on to state at para 122 that '*Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by.*'
21. Policy L7 of the Trafford Core Strategy reflects the importance of design quality to the Borough's built environment and states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*
22. Policy L7 'Design' is considered to be compliant with the NPPF and therefore up to date for the purposes of determining this application as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code.
23. It is not considered that the existing office building on the site contributes positively to the streetscene or the character of the area due to its scale, massing and design. The building has no particular architectural or historic merit and there is no objection in principle to its demolition subject to an appropriate replacement.
24. The site is located at the junction of Chester Road and Warwick Road on a key arterial route through Trafford into Manchester City Centre. The site is currently occupied by a six storey office building, which is proposed for demolition as part of this scheme, with accommodation over floors one to six and parking and limited reception space at ground floor level. The building has an L-shaped footprint and the two main frontages onto Chester Road and Warwick Road comprise a copper tinted glass curtain wall facade. The rear elevations are made up of ribbon style windows set in brown brick. There is a small, open triangular yard area to rear.
25. Planning permission is sought for the demolition of the existing office building and the erection of 190 bedroom hotel (Use Class C1). The building takes the form of a podium and tower varying in height from 2 – 16 storeys of accommodation with screened rooftop plant and a tower feature at the Chester Road / Warwick Road corner of the site. There is also basement accommodation beneath the northern half of the site.
26. The 'front of house' activities are at ground level resulting in active frontages behind areas of glazing on the main road frontages. At the southern end of the building is the electrical substation and incoming gas room at ground level linked to the main

building on the Warwick Road frontage by a section of brick wall. The bedroom accommodation is located within the tower which has staggered sections that vary in height, the highest point of which is the feature at roof level which is essentially a projection formed from a continuation of the frame of the building through which the sky beyond can be viewed due to its open nature. Landscaped roof areas are proposed at first and 13th floor level.

27. Vehicular access is via a gated access off Hornby Road as existing, leading to a service yard with turning head, an accessible parking space and bicycle parking area. The gate design would reflect the graded circular perforations used on the roof of the podium section of the building. A drop off zone is proposed on the Warwick Road frontage and a hatched area is also indicated as match day bays for use by street vendors adjacent to the Warwick Road frontage of the building.
28. The main public pedestrian entrance is on Warwick Road close to the junction with Chester Road. Areas of hard and soft landscaping are shown around the site at ground level and this incorporates planters which would also act as hostile vehicle mitigation are indicated at the corner junction adjacent to the main lobby. In addition to the two areas of green roof proposed, tree planting is shown on the Warwick Road and Chester Road frontages in addition to areas of shrub planting.
29. The podium is situated roughly in the southern half of the site fronting Warwick Road and terminating on Hornby Road. There is a stagger in height between a two storey section at the Hornby Road end and a higher section that includes integrated brick and metal perforated panels to screen plant behind giving it a slightly taller appearance. The design of the taller section utilises splayed brick piers and double height window elements and a red brick. A contrasting bronze metal material is used for the lower Hornby Road section with circular perforations in a random pattern which grades out higher up the building.
30. The tower structure is in the northern half of the site with the tallest element at the northern corner at the junction of Chester Road and Warwick Road. The accommodation within the tower stands at a maximum of 16 storeys and has been conceived as a central glass and metal (copper/bronze-clad) circulation core, with vertical brick framed elements that are extruded above the building mass like flying buttresses. The tower comprises different elements of different heights and widths resulting in an articulated top to the building with screening for rooftop plant areas integrated into the design. The feature corner above the main entrance onto Chester Road / Warwick Road incorporates deeply recessed vertical glazed elements with splay and reveals, highlighted by copper cladding. Brick framed elements are further divided into sections typically 3 storeys high and four bays wide on the Warwick Road and Chester Road elevations with splayed brick piers and full height windows. The main west facade from 6th floor level downwards contains recessed brick infill panels with a splay.

31. The tower is geometrically and functionally separated from the podium and this is highlighted through a change in façade articulation and brick colour and cantilevered wing at second floor level.
32. The site has significant visible presence and is a focal point at the junction of these main roads. The area is mixed in character ranging from 1970's high rise offices such as Trafford House to the west which utilise ribbon style windows and brown brick to two storey red brick residential stock to the north and south. There are also examples of more modern development such as Warwickgate House to the southeast which includes glazing and render as well as the largely clad retail units at White City Retail Park to the east.

Scale, Form and Layout

33. As stated above, the area around the site is mixed in character and use. The surrounding buildings are generally low to medium rise buildings but with some significant taller buildings in the landscape both within Trafford and more distant in the Manchester and Salford City areas.
34. Due to scale and height of the tower element of the proposed development it will be visible from all the surrounding streets and from certain viewpoints in the wider area as demonstrated by the TVIA work undertaken which is considered in more detail under the 'Heritage' section of the report.
35. The development comprises of three linked blocks ranging from two to 16 storeys. The blocks step down to residential development on Warwick Road and in part are lower than the existing building. Whilst the tower block is of a significant height, the footprint of the building is restricted responding to existing urban grain and keeping the massing of the block low.
36. It is considered that a building of some height is appropriate for this prominent site at a junction on a main arterial route through the Borough. There is some precedent for tall buildings in the area with a 15 storey building to the southeast on Talbot Road (Oakland House) a 12 storey building to the west on Chester Road (Trafford House) and an 11 storey building to the southeast on Warwick Road (Warwickgate House). Various permissions have also been granted but not yet implemented for tall buildings including at the site of MKM House to the southeast of the site for a 12 storey building and at 86 Talbot Road for a 10 storey building.
37. Objectors have referred to the Civic Quarter Masterplan (CQM) document which is a draft SPD which went out to consultation in 2018. This indicated that eight storeys of development would be appropriate on this site. However the Civic Quarter Masterplan SPD was a consultation draft document which required further testing of the parameters and assumptions which underpinned it. Legal advice was received that the Council could not lawfully adopt the content of the CQM as SPD and as such the Civic Quarter Masterplan is now being developed as an Area Action Plan. It

is anticipated that consultation on a draft Civic Quarter Area Action Plan will commence in February 2020, subject to Executive approval of the consultation draft. At this time, neither the consultation draft SPD nor the emerging Area Action Plan can be given any weight in the determination of this planning application.

38. The proposal is for 16 storeys of accommodation plus a slender, open rooftop feature. An important aspect of the scheme is that the height is focussed in the northern half of the site and that only two storeys of accommodation is proposed in the southern half of the site with an associated open yard area retained to the adjacent to the existing two storey residential properties. The height of the proposed hotel ranges from 8.8 metres at the southern end to 56.88 metres at the top of the tower feature.
39. The form of the development is well conceived and responds to the site and context. The main entrance to the hotel is close to the corner of the building responding to the junction of the roads and creating activity at street level. Each elevation is articulated with projections such as pronounced framing and architectural fins. This helps to soften the large building form, break down the mass and provide visual interest. Recesses are defined through brick detailing and generous reveals to fenestration creating interest and shadow lines. The linked blocks are expressed through a good quality palette of materials comprising of textured bricks, perforated metal cladding, bronze/copper detailing and grey curtain walling. A key aspect of the design was to replicate the elegance of the town hall clock tower with an interesting roofscape and silhouette to the tower block. The frame projects above the roofscape creating an interesting termination to the building and glimpses of the sky beyond
40. In terms of building lines the development is largely reflective of the existing L-shaped footprint and this serves to retain the building as a cornerstone at the main road junction. The visual presence of the entrance has been improved from earlier iterations with a focal point on Warwick Road close to the junction with Chester Road. The retention of the open courtyard to the rear provides breathing space for residential properties to the southwest.
41. The tower sections are considered to be appropriately slender and as a result of the design approach set out above which seeks to reduce mass at height, the development does not appear squat or bulky and successfully provides a focal point for the site in both short and long range views.

Appearance including Materials

42. Although the final materials will need to be agreed with the Local Planning Authority through the use of a condition, the scheme proposes the use of high quality materials as follows:
- Brick Plinth - 'blue' engineering brick in dark grey/ blue in charcoal mortar jointing

- Podium brickwork - Red brick blend/ multi to create a contemporary, rich, pastel-colour hue.
- Curtain walling - dark grey PPC Aluminium framing with clear glazed or mid grey opaque glazed spandrels or copper/ bronze metal spandrel panels
- Tower brick - textured grey buff brick multi with an antique effect
- Metal perforated panels to rooftop plant openings
- Bronze/ Copper panels - Solid spandrel panels within grey framed curtain walling. Circular perforations in a random pattern will be introduced at lower levels, visible from the street, which will then be graded out higher up the building.
- Soffits - deep exposed soffits will be brick slip assemblies to match curtain walling or bronze/copper in those feature areas.

43. The scheme proposes a change in façade articulation and brick colour between the tower and podium. The podium design uses splayed brick piers to create deeper recesses enlivened by shadows and provides a half tone colour within the palette. The main entrance is on at the Warwick Road close to the junction with Chester Road and is predominately glazed. The main proportions of the podium are double height window elements at ground and first floor with a lower second floor mesh frame to enclose roof plant. A red multi blend brick is proposed to blend with the adjacent residential properties. The contrasting metal material is chosen to reflect the arrangement at the top of the tower but with a horizontal format.

44. The tower comprises a central glass and metal circulation core with vertical brick framed elements that are extruded above the building mass like flying buttresses. These sculptural elements create an articulated silhouette. Rooftop plant areas are enclosed with perforated sheets to allow for cross ventilation while given the screening the appearance of an integral part of the building's design rather than an afterthought and together with the tower feature provides quality high level views.

45. Within the main feature corner of the tower are deeply recessed glazed vertical elements. The splay and reveals are highlighted by the copper cladding and this is designed to identify the corner as the arrival / entrance location. All the bedrooms are located within the tower and full height windows in the tower give the facade a more lightweight appearance. The west facade is set back one metre from the neighbouring building boundary and in order to prevent issues with the potential future redevelopment of the adjacent site, windows are only included above sixth floor level in the hotel where it abuts this adjacent site, with the lower floors in that elevation comprising brick infill panels with chamfered brick detailing.

46. The contrasting geometry between the tower and podium creates interest where they abut and penetrate and defines the legibility of a 'podium' and 'tower'. This results in harmonious and contrasting elements through good detailing and materials. The development draws on the materials found locally on the podium section to assimilate into its context but uses a lighter buff / grey brick to reduce the visual impact of the tower.

Landscaping and Public Realm

47. Core Strategy Policy SL3 requires development to 'incorporate features to enhance the level of biodiversity...such as green roofs and appropriate landscaping'. The built up nature of this area has resulted in limited green infrastructure, but this proposal should seek to address this.
48. Policy SL3 also seeks to deliver a strategic processional route as part of the redevelopment of the strategic location area. The route will be created along the length of Sir Brian Statham Way and Warwick Road to Old Trafford football stadium and beyond. The route will include high quality surfacing and materials and incorporate green infrastructure and provision for walking and cycling.
49. Policy L7.1 of the Core Strategy states that development must 'Enhance the street scene or character of the area by appropriately addressinghard and soft landscaping works and boundary treatment'
50. It is considered that this proposal responds to this policy objective by providing an enhanced footway along Warwick Road and incorporating green infrastructure along the street frontages. The proposal would include the removal of the existing railings and walls around the building and extending public areas of paving into the site effectively giving part of the site back to the processional route.
51. The use of high quality paving, stepped access and incorporation of the site curtilage within the public realm is proposed on the Chester Road frontage. Five *Betula utilis jacquemontii* (West Himalayan Birch) trees and ornamental shrub planting are also proposed on this frontage.
52. On Warwick Road, a level graded access to the main entrance is proposed and large feature planters which incorporate seating to provide an opportunity for informal waiting and enhancement. These planters provide a green buffer and edge protection between the hotel lobby and the road junction. A drop off zone is proposed on Warwick Road which is bordered by stainless steel bollards. Stainless steel metal studs are proposed to be inserted into the new paving to define 'zones for traders' to be adhered to. At the southern end of the Warwick Road frontage three further street trees - *Acer campestre* 'Elsrijk' (Field Maples) are proposed.
53. At the Hornby Road end of the development an area of ornamental shrub planting is proposed adjacent to the pedestrian access to the service yard and a further small area of ornamental shrub planting is proposed on the service yard boundary with the Halfords building and No. 2, Hornby Road.
54. Areas of green roof are indicated at first floor and 13th floor level. The chosen roof system and seed mix indicated in the landscape plans and Design and Access

Statement is a blend developed to meet the needs of exposed rooftop conditions in inner city locations, and includes sedum and a wildflower mix.

55. The proposed landscaping would more than replace the small number of trees and shrubs to be lost as a result of the development which are considered of relatively poor quality. The proposed enhancements to the landscaping of the site set out above can be secured through an appropriate landscaping condition and it is considered that this will contribute to the streetscene and processional route in accordance with Policies SL3 and L7 of the Core Strategy.

Conclusion on design and appearance

56. Good quality design is an integral part of sustainable development. The NPPF and PPG including the National Design Guide recognise that design quality matters and that the planning process should be used to drive up standards across all forms of development.
57. It is accepted that the proposed development at a maximum height of 16 storeys plus tower feature is a significant building in the streetscene. However it is concluded for the foregoing reasons that this site provides an opportunity for a high quality development at a focal corner on the main route through Trafford into Manchester and Salford.
58. The plans and supporting visuals prepared for the application demonstrate that the building will fit into its context and has an acceptable appearance in both short and long terms views from the surrounding area. It is considered that attempts to break up the scale and mass of the building through articulation, verticality and quality of materials and to focus the height of the development in the northern half of the site have been successful. The design approach and contemporary materials proposed within the development result in well composed elevation which appear appropriate within the context of the site without harm to visual amenity.
59. The hotel would be a gateway building and provide an improved public realm providing a high quality experience for visitors to the area travelling between the tram and the various sporting and cultural attractions in the area.
60. It is considered important to the successful outcome of the development that conditions are used to retain control of the detailing, quality materials and the original architects.
61. It is considered that the development would deliver a well-conceived high quality development that utilises massing in a manner that provides a slender elegant tower at the main focal corner of the site and a substantially lower podium that respects the massing and character of the adjacent residential streets to the south. It is therefore concluded that development would meet the requirements of Policy L7 and the NPPF.

HERITAGE

62. As the proposals have the potential to affect the setting of a number of listed buildings, the statutory requirement under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess must be taken into account.
63. The NPPF identifies the setting of a heritage asset as *'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'*.
64. The National Planning Policy Framework (February 2019) sections 192-197 are relevant to this application.
65. In particular para 192 calls on local planning authorities the desirability of new development making a positive contribution to local character and distinctiveness. Furthermore paragraph 190 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
66. Paragraph 193 of the NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).
67. Para 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
68. Para 196 sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
69. The NPPF sets out that harm can either be substantial or less than substantial and the NPPG advises that there will also be cases where development affects heritage assets but from which no harm arises. Significance is defined in the NPPF as the value of a heritage asset to this and future generations because of its heritage

interest, which includes any archaeological, architectural, artistic or historic interest. The significance of a heritage asset also derives from an asset's setting, which is defined in the NPPF as 'the surroundings in which a heritage asset is experienced'.

70. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. The requirement to enhance is not contained within NPPF policy and in this regard R1 is out of date.

71. No less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

Significance of the affected Heritage Assets

Designated heritage assets

Trafford Town Hall, Grade II listed

72. Trafford Town Hall is an important local and distinctive landmark. The clock tower assists in orientating residents and visitors. A clock face is intentionally visible on all four elevations of the tower emphasising the importance and visibility of this civic building at the time of construction in 1933 and this remains the case today.

73. There are key views of the clock tower along Brian Statham Way from the south east (historically the Manchester, South Junction and Altrincham Railway now Metrolink); across the car park at LCCC and from the north-west along Warwick Road. There are also wider, dynamic views including along Chester Road and the junction of Talbot Road & Chester Road (bridge over the Bridgewater Canal).

Entrance portal and lodges to White City, Grade II

74. The White City entrance portal is significant for its aesthetic, illustrative historical, evidential and communal values. The structure is a distinctive landmark.

Gorse Hill Park Entrance Portal and Lodges, Grade II

75. Significant for their aesthetic and illustrative historical values. Formerly one of the entrances to Trafford Hall, the mid-19th century portal and lodges are constructed from ashlar stone with ornate detailing in a classical style with decorative cast iron

gates. The Gates occupy a prominent position on Chester Road and the imposing structure has landmark quality.

The Great Stone, Grade II

76. Lies at the entrance to Gorse Gill Park Gates and is also listed at Grade II. The stone is likely to be the base of a Medieval cross, used later as a plague stone and is significant for its illustrative historical and evidential values

Stretford War Memorial, Grade II

77. Erected in 1923, designed by sculptors J. and M. Patterson sculptors and constructed from ashlar stone with bronze inscriptions. The Memorial is dedicated to the First World War and occupies a prominent position on Chester Road opposite the Gorse Hill Park Gates. The Grade II listed structure is significant for its aesthetic, illustrative and communal values.

Non Designated Heritage Assets

Lancashire County Cricket Club pavilion & ground.

78. The pavilion was constructed in 1895 however it was substantially bombed in the Manchester Blitz of 1940, rebuilt and more recently extended. The pavilion was designed by Thomas Muirhead architect also of the pavilion at the Oval. Despite being altered and rebuilt after World War 2 bomb damage as well as a comprehensive redevelopment in recent years, the building maintains its original layout and relationship with the cricket pitch. The building remains an iconic image of LCCC and has remained in its intended use since 1895, the circa 1920s turnstiles fronting Brian Statham Way are also of interest. It is still a recognisable and distinctive landmark and its contribution to the sporting heritage of Old Trafford should be sufficiently identified.

Impact of the Proposed Development on Heritage Assets

79. A number of illustrative views accompany the application. It is considered there will be no harm to the setting of Gorse Hill Park Entrance Portal and Lodges; the Great Stone or Stretford War Memorial, all Grade II listed or Lancashire County Cricket Club pavilion & ground.

80. The submitted illustrative views indicate the proposed development will be visible in views of White City portal and lodges along Chester Road. However, the hotel will not sit directly behind the principal elevation of the gates and is visible in oblique views along Chester Road. The setting of the Grade II listed structures has been greatly compromised with the existing retail park and bears no resemblance to the former botanical gardens or pleasure grounds. The development will sit amongst a

backdrop of existing tall office blocks on Chester Road and Talbot Road and as such it is considered there will be no harm to the setting of the Grade II listed structures.

81. The illustrative views indicate the proposed development will be visible within a key view of the clock tower and principal elevation of Trafford Town Hall at the junction of Talbot Road and Warwick Road. However due to the alignment of Warwick Road, the tower block will not form the back drop to the clock tower and the landscape setting and silhouette of the Town Hall is preserved. The quality of the design results in a tall, slender building form which does not compete with the Town Hall in views along Warwick Road. It is considered therefore that the proposed development in terms of its form, scale, siting, detail and materials will have a neutral effect on the setting of Trafford Town Hall.
82. The GM Archaeological Advisory Service has been consulted on the application and has confirmed that the proposed development does not threaten the known or suspected archaeological heritage and they do not seek to impose any archaeological conditions on this basis.

Conclusion on Heritage Impacts

83. In accordance with para 192 of the NPPF, it is considered that the development will sustain the significance of the above mentioned heritage assets bearing in mind the statutory requirement of s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building, its setting and any features of special interest. The proposed development is therefore considered to be compliant with heritage policy in the NPPF and broadly compliant with Core Strategy Policy R1.

CRIME PREVENTION AND SECURITY

84. Para 91 of the NPPF states that decisions should aim to achieve places that are 'safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas'
85. Core Strategy Policy L7.4 states that In relation to matters of security, development must: demonstrate that it is designed in a way that reduces opportunities for crime; and not have an adverse impact on public safety.
86. A Crime Impact Statement has been prepared by 'Design for Security', part of the Greater Manchester Police and is submitted in support of the application. The preparation of the document included liaison with the Counter Terrorism Security Advisor. Access control into and around the hotel is a key recommendation of the CIS. A manned 24 hour reception service would be provided to maintain security. Public areas and bedroom windows are non-openable as the building is to be fully

air conditioned. Fire Escape doors will be linked to burglar alarms and no access to the roof areas from bedroom areas is possible without supervision/ keylocks.

87. An active street frontage will provide a deterrent to antisocial behaviour through good surveillance. The creation of a barrier-free public realm around the hotel will help discourage antisocial behaviour and crime and the use of CCTV to cover external spaces is also recommended in the CIS. Details of specialised glazing to reduce the potential for flying glass caused by a blast from distance are also provided.
88. A secure yard is proposed for servicing and service access to hotel areas will be via electronically controlled vehicular and pedestrian gates.
89. GMP Design for Security has confirmed that subject to a condition to reflect the physical security specifications set out in the Crime Impact Statement they have no objection to the proposals.

ACCESSIBILITY

90. Policy L7.5 of the Core Strategy states that development must be fully accessible and useable by all sections of the community.
91. The Design and Access statement identifies that 13 (6.8%) of the rooms within the scheme are to be constructed to meet accessible requirements and that this is in excess of the 5% required under the Part M Building Regulations. An accessible parking space is provided within the secure yard in addition to the drop off / pick up layby.
92. It goes on to state that access provision will as a minimum, be to the extent stipulated within the Part M of the Building Regulations (2015). This will ensure circulation from the front-of-house to the bedroom doors, which includes corridors, principal door openings, stairs and lifts will be accessible. In addition a booking process will be employed as part of the management strategy which ascertains the nature of the individual disability and caters to the specific requirements. It is therefore considered that hotel will have levels of accessibility in accordance with the relevant Regulations and that an appropriate proportion of the bedrooms cater for accessibility requirements.

Fire Safety

93. Although this is primarily a matter for the Building Regulations, the Design and Access Statement sets out in relation to fire safety that the building would be fully sprinklered, in compliance with the Hotel brand standards for buildings above 25m. Two Fire Escape Stairs provide two directions of protected escape. Firefighting personnel would access the building via the service yard into a dedicated Fire-fighting lobby, lift and protected stair which could be controlled by a Fireman's

Switch to open into different demises on every floor level. In the event of a fire, the dry riser inlet is to be located off-street near the service yard to avoid vehicles having to reverse into the courtyard. A set of safe emergency egress strategies for a range of needs will be identified within the hotel operators formal access strategy subject to the recommendations of a fire engineer and these would be agreed with guests at check-in. The GM Fire Authority has been consulted in relation to the application but no response has been received.

Sustainability

94. Core Strategy Policy L5 states that '*New development shouldmaximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.*' While it is noted that Policy L5 is out of date in relation to NPPF guidance on Climate Change it is considered that the environmental efficiencies that the scheme seeks to achieve is in accordance with the general thrust of the NPPF guidance.

95. A Carbon Budget Statement has been submitted in support of the application. This calculates the predicted annual energy demand of the development using the latest benchmarks and calculates the baseline CO2 emissions for the entire development phased by the year that each phase of the building project is completed using the National Calculation Methodology and the latest CO2 emissions factors.

96. The document includes a summary of the proportion of CO2 emissions reduction to be met by additional design measures and the proportion to be met through connection to low carbon energy generation opportunities such as Air Source Heat Pumps in order to reduce CO2 emissions from the development to meet the target. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy. This would include high levels of insulation in the building fabric, use of high efficiency HVAC equipment and efficient lighting with PIR (Passive Infra-Red) activated occupancy sensors. The site is in a sustainable location which will help to reduce its impact on the environment. The document concludes that the final selected building services and costs will differ from the initial figures in the document, following design development and further consideration of Low and Zero Carbon Technologies, however the agent for the application has stated that the development would aim to achieve a BREEAM 'Very Good' rating and has confirmed their agreement to a condition requiring this which is attached accordingly.

Conclusion

97. It is considered that proper consideration has been given to Crime Prevention and Fire Safety in the design of the building. The building would also be accessible and compliant with the requirements of Part M of the Building Regulations in accordance with the provisions of Policy L7 of the Core Strategy. In addition the building will

achieve a BREEAM 'Very Good' rating and the applicant has agreed to a condition requiring this. Consequently the sustainability of the development is considered to be in accordance with Policy L5 of the Core Strategy and the NPPF.

RESIDENTIAL AMENITY

98. Para 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
99. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of future occupants of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. As previously stated, L7 is considered to be up to date for decision making purposes and full weight can be attached to it.
100. The potential amenity impacts of the scheme on the occupiers of existing residential properties adjacent to the site are considered under the sub-headings below.

Daylight and Sunlight

101. The application is accompanied by a Daylight/Sunlight assessment by Flow Analysis Ltd which has sought to establish the extent of any sunlight and daylight loss on surrounding properties, and whether any overshadowing would occur.
102. Daylight is the level of diffuse natural light from the sky that enters a building to provide satisfactory illumination of internal accommodation between sunrise and sunset. Sunlight refers to direct sunshine and is much brighter than ambient daylight. A key difference is that sunlight is highly dependent on orientation whereas this has no effect on daylight. Overshadowing is a consequence of the loss of daylight and sunlight and can occur when buildings are in close proximity relative to their size.
103. The Flow Analysis Study states that in order to achieve objectivity in the study it is based on the methodologies set out in the Building Research Establishment (BRE) report 'Site layout planning for daylight and sunlight - A guide to good practice' 2nd edition 2011.
104. The report refers to two measures to consider the potential for loss of daylight Vertical Sky Component (VSC) and No-Sky Line (NSL). Sunlight is measured as Annual Probable Sunlight Hours (APSH). Each of these is explored in further detail below.
105. Obstructions, such as new development, can limit access to the light from the sky. The VSC method measures the amount of sky that can be seen from the centre

of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. The BRE Report sets out at 2.2.21 that when assessing the VSC of existing developments, if the VSC, measured at the centre of an existing main window with the new development in place, is less than 27% and less than 0.8 times its former value, then the diffuse daylighting of the existing building may be adversely affected. If this occurs then the occupants of the existing building will notice the reduction in the amount of skylight and the affected area may feel gloomier. This is also stated in the submitted Flow Analysis study and assessed as 'Criterion 1' - quantifying the resultant amount of daylight and potential for overshadowing.

106. NSL is a measure of daylight distribution within an existing building/room. The NSL divides points on the working plane which can and cannot see the sky. In housing, the working plane is assumed to be horizontal and 0.85 metres above the floor. If from a point in a room on the working plane it is possible to see some sky then that point will lie inside the NSL contour. Conversely, if no sky is visible from that point then it would lie outside the contour. The effect on daylight distribution is quantified by ascertaining the reduction in room area which can receive direct daylight as a result of new development. Areas beyond the NSL receive no direct daylight, they usually look dark and gloomy compared with the rest of the room, however bright it is outside.
107. When comparing the NSL for existing buildings against that proposed following development, BRE guidelines state that if the no-sky line moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, then this will be noticeable to the occupants, and more of the room will appear poorly lit. This is also set out in the submitted Flow Analysis study and assessed as Criterion 2 – the effect on daylight distribution in a room.
108. Annual Probability of Sunlight Hours (APSH) is a measure of sunlight that a given window may expect over a year period. When assessing the impact of APSH in existing developments, BRE guidelines state at 3.2.11 that if a living room of an existing dwelling has a main window facing within 90 degree of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window, then the sunlighting of the existing dwelling may be adversely affected. The room may appear colder and less pleasant.
109. This will be the case if the centre of the window receives less than 25% of APSH or less than 5% of APSH between 21st September and 21st March and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. Again, this is also set out in the submitted Flow Analysis study and assessed as Criterion 3 – quantifying the potential loss in sunlight. The BRE guidelines suggest that criterion 3

(APSH) need only be assessed for windows serving main living rooms and conservatories if they have a room facing within 90 degrees of due south.

110. In relation to sunlight to garden areas, the BRE document states at 3.3.17 that for a garden to appear adequately sunlit throughout the year at least half of the garden should receive at least two hours of sunlight on March 21st.

Daylight and sunlight impact on existing properties

111. Existing properties should be assessed against the BRE guidelines for VSC, NSL and ASPH. It should be noted that only the worst case scenario houses on Hornby Road are analysed as the impact on properties further away from the site would be reduced.

112. The report focuses on the nearest sensitive receptors, listed below for each criterion:-

VSC (Window Daylight)	NSL (Room Daylight Distribution)	APSH (Window Sunlight)	Amenity Space (Garden) Sunlight
No. 1 Hornby Rd	No. 1 Hornby Rd	672-686 Chester Road	No. 2 Hornby Rd
No. 2 Hornby Rd	No. 2 Hornby Rd	Bishops Blaize P.H.	
No. 8 Warwick Rd	672-686 Chester Rd	670 Chester Road	
672-686 Chester Rd	Bishops Blaize P.H.	The Trafford P. H.	
Bishops Blaize P.H.	670 Chester Rd	Charlton House	
670 Chester Rd	The Trafford P. H.		
The Trafford P. H.	Charlton House		
Charlton House			

113. Of the properties assessed, all are compliant in terms of VSC except for The Trafford Public House. However this is a non-domestic building with no permanent living accommodation within and it is not therefore considered that the affected windows, some of which contain obscure glazing, have the same 'reasonable expectation of daylight' as residential properties. Of the remaining properties they all passed the daylight criterion in terms of the reduction in VSC as a result of the proposed development when compared against its former value exceeding the 0.8 factor reduction.

114. Of the properties assessed in relation to the BRE criteria on NSL, all meet the required factor reduction in terms of room daylight distribution following the proposed

development of 0.8 of their former value. The daylight distribution to one of the ground floor rooms at No. 2 Hornby Road has improved.

115. All of the windows assessed in terms of Annual Probability of Sunlight Hours passed the BRE criteria. As indicated above the BRE guidelines state that loss to sunlight should only be considered for windows which serve either living rooms or conservatories and which face within 90 degrees of due south. The only windows / reference point which face within 90 degrees of due south are on non-domestic properties but have been included for completeness.

116. The report has also been updated to include an assessment of the impact of the development on the rear garden of No. 2 Hornby Road. The area of the garden receiving at least two hours of sunlight on 21st March is predicted to pass and increase from 68.18% at the present time to 68.73% as a result of the development. This represents a slight improvement.

Conclusion on daylight / sunlight impact on existing properties

117. It is noted that while there is a need to use land effectively and efficiently the site is located within (and impacts upon) low density residential properties to the south and west in addition to a more urban environment to the north and east and that the proposed development should therefore comply with the figures set out in BRE guidance in relation to these residential properties. It is the case that when constructing buildings in an urban environment, alterations in daylight and sunlight to adjoining properties are likely to occur.

118. The submitted Daylight / Sunlight Report concludes that the extent of overshadowing has been assessed using 3D computer software and the loss of daylight and sunlight to the affected windows has been analysed using widely accepted criteria. The loss of sunlight is within acceptable limits for all windows, the loss of daylight is within accepted limits (or within an acceptable error bound) for all windows apart from some of those in the adjacent Trafford Public House and the effect on daylight distribution is within acceptable limits. Therefore the proposal passes all the daylight and sunlight tests.

119. The BRE guidelines indicate that in interpreting the results of an assessment, a degree of flexibility is required and it is not considered that the impact on The Trafford Public House would warrant refusal of the application due to its non-domestic nature and the transient nature of the occupiers of that building.

120. The proposal passes the relevant criteria in relation to the most affected residential property (No. 2 Hornby Road). Indeed it is predicted to improve daylight distribution to one of the ground floor windows in this property and sunlight to the rear garden. This is as a result of the reduction in the height of the proposed building in the southern half of the site (2-3 storey) when compared to the 6 storey building currently in situ.

Overlooking

121. Whether a new development would impact negatively on existing residential properties through adverse overlooking is an important consideration. Where there is the potential for direct interlooking between proposed windows and those in adjacent residential properties or between proposed windows and areas of private amenity space, consideration must be given to the separation distances, angles and any proposed methods of screening or obscuration proposed in order to protect the privacy of occupiers of adjacent residential properties.
122. Although the application does not relate to new Residential Development it is considered that the Council's New Residential Development Planning Guidelines document (PG1) is of some relevance in considering the distances necessary to maintain good standards of residential amenity although it carries only limited weight in relation to the current scheme for a hotel building. The guidance document does not include specific guidelines for tall buildings but it does state that for development of four or more storeys where there would be major facing windows, flats should retain a minimum distance of 24m across public highways and 30m across private gardens.
123. The current building on site is an L-shaped 6 storey office building. This is of relevance as the building has significant amounts of glazing in all of the elevations providing clear views directly out of the offices into neighbouring houses, gardens and other premises. In the southern and western elevations the glazing predominantly takes the form of continuous bands of strip glazing. An internal inspection of the existing building demonstrates that while there is some low level obscure glazing in the bands of glazing, there are clear direct views at close proximity (between 3.5 m and 8 m) out from the offices into the neighbouring residential curtilage of No. 2 Hornby Road (the nearest residential property).
124. The proposed hotel building contains windows and other openings in all of the elevations of the building. There are also areas of green roof shown at first floor and 13th floor level. However the hotel building has been designed to limit overlooking into neighbouring houses and vertical brise soleil (fins) in combination with recessed windows and obscured glazing have been incorporated into the design. In addition, bedrooms have been typically grouped facing away from Hornby Road. Areas of glazing required to provide natural light to non-habitable rooms such as stairwells are proposed to be obscure glazed.
125. The impacts of the proposed openings in each elevation on the amenity of adjacent properties are considered in more detail in turn below.

Northern Elevation

126. Opposite the northern elevation of the proposed building is a parade of retail and takeaway units, some of which have residential uses on the upper floors. These properties would be approximately 40m away from the hotel frontage, across a major road and given the distances involved it is not considered that meaningful views could be gained into any of the residential units in the parade. To the northwest of the parade is a public house and to the northeast, across Sir Matt Busby Way, is a car dealership.

Eastern Elevation

127. The eastern elevation of the building would be opposite the Trafford Public House with Charlton House further east.

128. The Trafford Public House is a commercial building which itself has an element of hotel accommodation in addition to the pub use and associated external yard on the southern side. While the tower of the hotel would be significantly taller than the existing offices there is an existing established level of interlocking between the 6 storeys of the office building and the Public House. The hotel building would not be materially closer to the Public House than the offices and it is not considered that a commercial use could reasonably expect levels of privacy that would be afforded to private residential properties.

129. Charlton House is unoccupied and in a semi-derelict state, however even if it were to be brought into residential use the distances involved (approximately 55-60m) are such that again it is not considered that meaningful views could be gained into the building from the hotel windows.

Southern Elevation

130. Due to the L-shaped nature of the proposed hotel footprint there are effectively two southern elevations to the building, one at the southern extent of the site where the podium section terminates, which is two storey in height and the other that forms the rear of the tower. Directly to the south of the application site is No. 8 Warwick Road which is in residential use and is a corner plot at the junction of Hornby Road and Warwick Road. The main front elevation of No. 8 faces east onto Warwick Road but there are windows in the northern elevation facing the site. At the present time there are relatively large stair windows on 5 floors (floors 1-6) at the southern end of the office building which have views onto Hornby Road and the northern boundary of No. 8 Warwick Road. There are also office windows in the southern (rear) elevation of the Chester Road wing of the office block.

131. The nearest windows at the present time from which there is a view towards No. 8 Warwick Road are therefore approximately 17 metres away from the northern side boundary of No. 8, Warwick Road up to six floors in height.

132. In the proposed hotel development one window is proposed in the southern elevation of the podium section of the hotel (nearest to Hornby Road) however this would be obscure glazed. The main windows for consideration in relation to No. 8 Warwick Road are therefore in the southern elevation of the tower. However the nearest of these windows would be in excess of 40 metres away from the northern side boundary of 8 Warwick Road and therefore it is not considered that meaningful views could be gained into the side elevation or curtilage of that property. When compared to the existing situation with 5 floors of windows significantly closer to No. 8 Warwick Road it is considered that there would be an improvement in privacy levels for that property.
133. In addition to consideration of No. 8 Warwick Road the impact of the windows in the southern tower elevation on No's 2 and 4 Hornby Road are also relevant as they are to the southwest of the site and are currently overlooked by the windows in the southern elevation of the Chester Road wing of the office building. However in order to prevent views from the windows in the southern elevation of the hotel tower it has been designed to recess the hotel bedroom windows and screen them to the southwest with metal 'fins' to prevent views out to the side of the windows towards No's 2 and 4 Hornby Road.
134. Various models, plans and videos have been provided from both outside the hotel and inside the rooms to demonstrate how these fins screen potential views into neighbouring residential properties. It is considered that not only do these fins actually prevent views into the adjacent properties but will also provide an increased sense of privacy for neighbouring properties when compared with the large strips of glazing that currently directly overlook them from the office building.
135. A flat green roof is proposed at first floor level adjacent to the western boundary of the site and to the rear of the tower section of the hotel. This area is solely for sustainability purposes and does not have a balcony function. As such this area would only be accessed for maintenance purposes and would comprise plants chosen to support wildlife that require infrequent maintenance (such as sedum that requires attention only once a year). Restriction of access for maintenance purposes only and the type of species to be used can be conditioned. As this area would not be publicly accessible, subject to a condition preventing general public access it is considered that this element of the scheme would not result in loss of privacy and would provide a pleasant visual addition for neighbouring properties.

Western Elevation

136. Again, as a result of the L-shaped footprint of the building there are two western elevations to the proposed hotel building. One forms the rear of the lower podium section and the other forms the western side elevation of the tower.
137. There are various windows in the western elevation of the tower section but the majority of these look onto the roofs of the commercial premises to the west that front Chester Road. Those windows in the tower section that are further back into

the site and therefore closer to the gardens of the residential properties on Hornby Road utilise obscure glazing as they serve lift lobbies and secondary bedroom windows. Therefore no direct views will be possible from the western elevation of the tower into the gardens and houses on Hornby Road.

138. The windows in the western elevation of the podium section of the development are entirely obscure glazed preventing views out onto the gardens of the houses to the west of Hornby Road. This represents an improvement on the current situation where these gardens and houses are directly overlooked over a short distance by a large number of office windows.

Conclusion on privacy and overlooking

139. It is accepted that the proposed development will have a number of windows and other openings in the various elevations and residents concerns in relation to the privacy impacts of this are noted. However at the present time there is established direct overlooking into the adjacent residential properties from all of the office elevations. The hotel building has been designed to reduce the potential for overlooking and loss of privacy to adjacent residential properties and for the foregoing reasons overall it is considered that the proposed development would not result in any undue overlooking or harm to privacy over and above the existing situation subject to appropriate conditions.

Overbearing/Outlook

140. New development should not have an overbearing impact on adjacent residential occupiers or result in a material loss of outlook as these are important residential amenity considerations. Loss of outlook can occur where development as a result of the impact of its height, scale, massing can have an adverse overbearing and over dominating effect resulting in unduly oppressive living conditions.
141. It is considered that the hotel building would not be viewed as overbearing in relation to the residential properties to the north on the opposite side of Chester Road due to the degree of separation involved. However the residential properties to the west and south are in close proximity, with No. 2 Hornby adjoining the site and being domestic in scale at 2 storeys in height. Residents have raised concerns that the scale of the development is such that the hotel will be overbearing and impact on their outlook.
142. There is no doubt that the proposed hotel building would be very evident in views from surrounding properties. However as a baseline, the impact of the existing office building is of relevance. The existing building is 6 storeys high at all points in an L-shaped footprint across the site and at its nearest point is only 2 metres away from the boundary with No. 2 Hornby Road. This provides a sense of enclosure and has

a significant impact on outlook for the residential properties to the southwest on Hornby Road at the present time.

143. The design of the proposed hotel building has been amended a number of times and these changes have sought to address concerns about the bulk, massing and scale of the building and the resultant impact on neighbouring houses. Through the evolution of the design the proposed hotel building has been broken up into distinct 'podium' and 'tower' sections to avoid a continuous unrelenting block of development. The mass of the tower section has been reduced and broken up and the siting of the taller tower section focuses the height of the development in the northern half of the site. This effectively creates a development of two halves. While the tower element of the scheme in the northern half of the site would introduce a building of significant height and scale, with 16 storeys of accommodation and a tower feature, the podium section of the building in the southern half of the site actually represents a significant reduction in height when compared to the existing office building.

144. Visuals have been produced which demonstrate the impact of this change on openness in terms of views across from Hornby Road to Warwick Road. The domestic scale of the podium section in the southern half of the site has been designed as a direct response to the scale of the nearest residential properties to the west and south of the site and it is considered that this design represents a significant improvement on outlook to the east for the residential properties on Hornby Road which has to be balanced against the reduction in outlook to the north. However outlook to the north and east at the present time is limited to sky by virtue of the existing office building. Due to the orientation of the site relative to neighbouring properties it is considered that the significant reduction in massing to the east of the Hornby Road houses outweighs the significant increase in massing to the north of the houses despite the much greater height of the tower. This is partly due to the orientation of the sun but also the fact that the eastern block is parallel / immediately adjacent to the houses and gardens at Hornby Road whereas the tower is offset.

Conclusion on Overbearing impact / outlook

145. Adjacent residents on Hornby Road and Warwick Road will undoubtedly be aware of a very tall building to the north of their properties. However this must be balanced against improvements to the overall sense of enclosure currently experienced by the Hornby Road houses as a result of having a 6 storey building to both the north and east of their gardens and houses.

Glare

146. The existing building has two highly reflective, fully glazed elevations onto Warwick Road and Chester Road. These elevations comprise bronze tinted

reflective curtain walling. The southern and western elevations of the building comprise continuous lines of strip glazing set within a brick wall.

147. By contrast the proposed hotel building has substantial areas of masonry and recessed windows. The majority of windows are recessed and the shadow of the buttresses reduces the potential for glare.
148. Compared with the existing situation there would be reduced extent of glazing in the western podium elevation facing onto No. 2 Hornby Road. In addition the two main elevations onto Chester Road and Warwick Road would due to the significant change in materials and design, also result in reduced potential for glare, particular at road level.
149. A study of the building at night has been provided and this demonstrates that the fins, in combination with the recess of the windows, are effective in managing light emission from within the building. Any external lighting would be subject to a condition requiring details to be submitted to ensure that it is compliant with the relevant guidelines on light pollution so that the amenity impacts are minimised.

Conclusion on Glare

150. It is not considered that the hotel building would result in any material increase in glare given the nature of the existing building and the materials and design of the proposed hotel building.

Wind Microclimate

151. A Wind Microclimate Report has been submitted in support of the planning application. The report assesses the effect of the proposed development on the local microclimate throughout the year against best practice guidelines for pedestrian comfort and safety.
152. Wind environment is defined as the wind flow experienced by people and the subsequent influence it has on their activities. It is concerned primarily with wind characteristics at pedestrian level.
153. The study consisted of CFD (computational fluid dynamics) simulations over a range of wind directions which were combined with long-term wind statistics to provide a statistical representation of the expected wind conditions. The study has been produced using the widely applied wind environment criteria for pedestrian comfort and safety developed by T.V. Lawson (Building Aerodynamics, 2001). The Lawson Criteria have been applied to determine the acceptability of wind conditions for pedestrian safety and comfort.
154. Pedestrian comfort is assessed against wind speed and duration and is split into five 'comfort categories':

Criteria	Suitability	Threshold mean wind for 5% of hours (ms-1)
Sitting	Outdoor seating and areas one can occupy comfortably for long periods.	4
Pedestrian Standing	Main building entrances, pick-up/drop-off points	6
Pedestrian/Leisure Walking	Appropriate for strolling	8
Business Walking	Can be tolerated if one's objective is to walk, run or cycle without lingering	10
Uncomfortable / Unsuitable	Nuisance for most activities, and wind mitigation is typically recommended.	>10

155. Additionally, the Lawson criteria identifies safety criteria defined based on approximately two hours' exceedance per year. These are areas where someone could find walking difficult or even lose their footing. An additional "warning" criteria has been introduced which shows areas which are close to exceeding the S15 criteria.

Criteria	Threshold Mean Wind Speed for 2.2hr/year (ms-1)	Wind conditions as experienced by people
S15	15	Unsuitable for frail persons, cyclists etc
S20	20	Unsuitable for all pedestrians

Baseline Scenario

156. A baseline scenario model was produced to ascertain the existing conditions on the site for all four seasons before the proposed development was modelled. This baseline model shows contours of comfort criteria on a plane 1.5m above the ground. Focussing on the summer and winter extremes the baseline scenario shows that during the summer the majority of the surrounding area was identified as suitable for sitting with a small windier area suitable for standing near the south-eastern corner of the building. In winter there is limited, localised exceedance of the sitting criteria but the areas around the building were generally suitable for sitting or standing. The scenario was analysed for pedestrian safety and no exceedances were recorded. Overall conditions in the baseline scenario are suitable for their intended purpose.

Proposed Scenario

157. Contours of comfort criteria were then applied on a plane 1.5m above the ground for the proposed development in the context of the existing surroundings.
158. Results show that conditions around the site are relatively calm, being generally suitable for sitting or standing. In some locations, conditions are windier than in the baseline case, with an increased area of standing conditions, and the presence of leisure / pedestrian walking conditions on Warwick Road and a small area on Chester Road adjacent to the north-eastern corner of the building in winter. However this region of walking conditions does not extend to building entrances at the Trafford Pub on Warwick Road, and is therefore acceptable for the intended usage. During the summer all areas surrounding the building are identified as suitable for sitting or standing.
159. Although it is acknowledged that conditions on Warwick Road are windier in the proposed scenario than in the baseline scenario even these windier areas are still suitable for pedestrian / leisure walking and therefore they are still suitable for the intended purpose of the areas. The proposed scenario was analysed for pedestrian safety and no exceedances were recorded.

Cumulative Scenario

160. Contours of comfort criteria were also applied on a plane 1.5m above the ground for the proposed development in the context of cumulative future / consented surrounds. The cumulative buildings included in the study were Former MKM House, Warwick Road (88279/FUL/16) 39, Talbot Road (94483/FUL/18) and 86 Talbot Road (88792/FUL/16).
161. Results show that conditions around the site remain relatively calm, being generally suitable for sitting or standing. However the inclusion of the cumulative buildings makes conditions generally windier than in the proposed scenario with the region suitable for leisure / pedestrian walking on Warwick Road having increased in size. However the scenario was analysed for pedestrian safety and no exceedances were recorded. Overall, while conditions in the cumulative scenario are windier than in the proposed scenario all areas remain suitable for their intended usage.

Conclusion on Wind Microclimate

162. The report concludes that the proposed development increases wind speeds on and near the site, however these are still acceptable, in terms of pedestrian comfort, for the desired usage of the areas. When the potential cumulative future surrounds are included in the assessment, conditions on Warwick Road are windier than in the baseline and proposed scenarios however there are no exceedances of safety criteria in any scenario and therefore the wind conditions generated would be suitable for all pedestrians including the frail and also for cyclists.

Noise, Disturbance and Odour

163. Core Strategy Policy L5.13 states that development that has the potential to cause adverse pollution (of air, light, water, ground) noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put into place.
164. A Noise Assessment has been submitted in support of the proposal and this identifies the two main impacts as noise affecting hotel guests internally as a result of traffic and the Old Trafford Stadium and noise from plant associated with the hotel scheme affecting nearby sensitive receptors. It is also considered that noise from deliveries and comings and goings has the potential to impact on existing neighbouring residential properties unless properly controlled.
165. The main source of noise affecting this site and therefore future occupiers of the hotel is road traffic from the A56 and to a lesser extent from Warwick Road. A glazing and ventilation strategy is proposed to mitigate this noise for occupiers of the hotel. The report concludes that the hotel development would use a mechanical ventilation system and that noise level requirements can be achieved with thermal double glazing, with a higher specification on the noisier facades of the building. This will ensure suitable internal noise levels to be achieved with windows closed.
166. In relation to the potential impacts on existing neighbouring residential properties, the plant would predominantly be located at basement and roof level. Noise limits for plant have been set and the report states that these are achievable with a suitable scheme of attenuation for any external plant. Deliveries are proposed only between 7am and 7pm Monday to Saturday and would be to a secure service yard by arrangement. Only one accessible parking space is proposed in the yard so comings and goings would be limited and reduced when compared to the scale of the ground level car park that currently exists and is accessed off Hornby Road.
167. The plans show that the refuse would be stored in the basement and brought down to basement level via an internal hoist so that there is no requirement for staff to leave the building to access the refuse store on a day to day basis. The refuse would only need to be brought up to ground level on bin collection days. This arrangement is proposed to minimise noise nuisance to neighbours. For clarification there is no rooftop bar proposed in this development.
168. The Pollution and Housing section have been consulted on the application and have no objections in principle to the proposed development. They do however comment that various conditions will be required to ensure that the development has acceptable amenity impacts for existing adjacent residents and for the future occupiers of the hotel.

169. A verification report demonstrating that combined plant noise from the development is within acceptable limits in relation to the nearest existing residential receptors will be required. It is recommended that a condition is attached restricting servicing, deliveries and waste and recycling collection between the hours of 7am and 7pm Monday – Saturday.
170. The Pollution and Housing section also recommend that a verification report is required by condition to demonstrate how the development meets the recommendations of the Noise Impact Assessment in terms of meeting minimum requirements for ventilation based on windows being kept closed. They also recommend a condition requiring details of the kitchen ventilation and extraction system to ensure they are designed in a manner that does not result in odour nuisance to residential properties.
171. In relation to concerns raised about the demolition and construction phase, noise and disturbance is an unfortunate side effect of all new construction development but if properly controlled, the impacts can be mitigated. The Pollution and Housing section have recommended a condition requiring a Construction Environmental Management Plan relating to the environmental impacts of the demolition and construction phases and this would cover issues such as hours of operation and measures to control excess dust noise and vibration.

Conclusion on Noise, Disturbance and Odour

172. Subject to appropriate conditions and for the foregoing reasons it is considered that the development would not result in unacceptable levels of noise or disturbance or that it would result in odours to the detriment of amenity in accordance with Policy L7 of the Core Strategy.

Air Quality

173. The site lies partly within the Greater Manchester Air Quality Management Area (AQMA), declared for exceedances of the annual mean NO₂ objective. The A56 and Warwick Rd are a source of air pollution.
174. Paragraph 181 of the NPPF advises that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
175. Policy L5 requires developers to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality.

176. An Air Quality Assessment (AQA) has been submitted in support of the application and this concludes that construction phase impacts can be effectively managed through the implementation of best practise mitigation measures and that the development would result in a net reduction in traffic at the site. Specific details of the proposed energy centre are not known at the present time but it is anticipated that the plant to be installed will be low-NOx, and therefore it is unlikely that plant emissions will have a significant impact on local air quality. Emissions from energy plant can be effectively mitigated through amended stack parameters, and this will be confirmed once the plant design is fixed.
177. The AQA has been reviewed by the Pollution and Licensing Team. They comment that the AQA confirms that demolition and construction phase of development has the potential to result in excessive dust emission from the site which could result in a statutory nuisance at nearby residential properties. This could be adequately mitigated through a planning condition requiring a Construction Environmental Management Plan to ensure that dust, noise and vibration is appropriately controlled and monitored.
178. In relation to the operational phase of the development the AQA supported by the Transport Assessment confirm that vehicle movements will be reduced compared to the current office usage at the site and therefore a detailed air quality assessment is not required which is accepted by the Pollution and Licensing Team. However they note that no data is available at the current time in relation to the size of energy generating plant to be installed or the consequent impact that emissions from that plant would have on local air quality. A condition is therefore recommended requiring the submission of an updated AQA prior to development commencing to demonstrate how the impacts of the on-site energy generating facility on air quality will be appropriately mitigated so that they do not adversely impact on local air quality.
179. It is noted that a Framework Travel Plan has been produced which supports the use of sustainable travel options and on-site green infrastructure is proposed in the form of boundary planting and two areas of roof garden which are positive aspects of the scheme in relation to air quality impacts.

Conclusion on Air Quality

180. It is therefore considered that subject to appropriate conditions the proposed development is acceptable in terms of air quality impacts and that it would contribute to the aims of the Greater Manchester AQAP in relation to construction management, provision of green infrastructure and encouraging sustainable travel options. The proposed development is therefore considered to comply with the aims of the NPPF and Policy L5 in this respect.

Conclusion on Residential Amenity Impacts

181. While it is acknowledged that the tower in the northern half of the site is a significant structure, the scheme taken as a whole represents some improvements to the nearest residential properties, in terms of privacy, daylight and sunlight and outlook. The submitted assessment states that the wind microclimate impacts are acceptable and compliant with the relevant safety criteria and other impacts relating to noise, odours and air quality can be mitigated through the use of suitable conditions. These impacts have been assessed in detail in the foregoing section and it is considered that on balance the impacts on residential amenity would be acceptable and in compliance with the relevant local and national policy.

HIGHWAYS IMPACTS, PARKING AND SERVICING

182. Core Strategy Policy L4 states: [The Council will prioritise] the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.

183. The aim of the policy to deliver sustainable transport is considered to be consistent with the NPPF.

184. Para 103 of the NPPF states 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

185. Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

186. Policy L4.7 states that 'The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.'

187. Policy L4.14 to L4.16 sets out the requirement to comply with the adopted maximum car and cycle parking standards as set out in Appendix 3 to the Core Strategy and within adopted SPD3.

188. Core Strategy Policy L7 states: In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily

located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.

189. Policy SL3 also seeks to deliver a strategic processional route as part of the redevelopment of the strategic location area. The route will be created along the length of Sir Brian Statham Way and Warwick Road to Old Trafford football stadium and beyond, the route will include high quality surfacing and materials and incorporate green infrastructure and provision for walking and cycling. There is an intention to pedestrianise Sir Brian Statham Way but not the section of Warwick Road adjacent to the application site.

190. The main public pedestrian entrance to the Hotel is proposed on Warwick Road close to the corner of Chester Road and Warwick Road. A private car / coach / taxi drop-off layby is proposed on Warwick Road. Vehicular access into the site is provided off Hornby Road. Twenty cycle parking spaces are proposed to be provided in the service yard, between the emergency vehicle access and the vehicle turning head and an accessible guest parking space is also proposed in the rear yard close to the rear access to the hotel building.

Hornby Road Service Yard

191. A separate carriageway with a 1.5m wide pedestrian footway is proposed off Hornby Road into the site. Separate vehicle and pedestrian access gates would be installed at the entrance to the service yard, the former of which would be set-back a sufficient distance from Hornby Road to allow a vehicle to wait in the access, off the main carriageway. Both sets of gates would open internally to prevent obstruction.

192. Inside the proposed service yard, it is proposed to provide an at-grade (informal) pedestrian walkway between the access gates and the building entrance. The walkway would also run in front of the proposed cycle shelter and disabled parking bay. Demountable bollards would be provided to secure the proposed accessible parking space on-site.

193. It is noted that the size of the service yard will limit the number of service vehicles that can be on-site simultaneously and that the maximum vehicle size would be as indicated within the swept path analysis shown within the Transport Assessment (TA) submitted as part of the planning application (8m box van or vehicle of comparable characteristics). The TA referenced similarities with the servicing arrangements for Hampton by Hilton, Lambeth which is a larger hotel (332 bed) with restaurant (120 covers) and café/bar (50 covers) operating with service vehicles at the size proposed in this application. Operators are able to control service vehicle scheduling and can therefore manage the servicing for the hotel.

194. The LHA have therefore requested that a Service Management Plan confirming vehicle sizes and schedule of movements for the hotel and to be secured by

condition is submitted for the written approval of the Local Planning Authority before the development is brought into use.

Warwick Road Drop-Off Bay

195. The LHA has raised concerns that the proposed 'drop off' (loading/unloading) bay for use by private cars, taxis, and coaches may be difficult to manage. Whilst it is proposed to provide a 100-space off-site hotel car park within a five-minute walk of the hotel entrance, there is still a concern that guests who drive to the hotel would utilise the drop-off bay to unload/load luggage and passengers, in addition to the bay being used by taxis/coaches. There is a risk of double-parking taking place during busy periods, which could impact on the public highway (and which may also include unauthorised use of the bay if the proposed restrictions are not enforced).

196. Notwithstanding these concerns it is noted that the developer has stated the intention to close the bay on match days. A management and enforcement plan for the operation of the drop off bay which includes provisions for day-to-day management of the bay and match day closures has been submitted and subject to the content of this being conditioned, the arrangements are considered acceptable.

Car and Motorcycle Parking

197. The Transport Consultants for the application consider that that site characteristics are suitable for car-free development of this type. Notwithstanding this the technical note submitted in relation to highways issues states that it is intended to secure 100 existing off-site car parking spaces at White City Retail Park (via a legal agreement with the landowners Derwent Holdings Limited). All spaces would be pre-booked in advance of guest arrival. The parking spaces would be located within a four to five-minute walk of the proposed development site and would be reviewed on an annual basis, and the level of parking adjusted accordingly to meet the demands of the hotel. Motorcycle parking would also be included within the spaces at White City. Although the applicants propose a legal agreement with Derwent Holdings to secure the spaces at White City, this agreement would fall outside of the planning application process. It is also necessary to secure these spaces through a S106 agreement associated with the planning application to make the development acceptable in planning terms. A Travel Plan condition is also attached to encourage sustainable travel to the hotel for staff and customers.

198. The site is located within a residential area and concerns have been raised by residents in relation to the potential for overspill parking from the hotel impacting on the availability of parking for residents on adjacent roads. The restrictions in place on local roads are mainly during office hours and the closest side roads, Hornby Road and Barlow Road, have yellow lines in place from 9am - 5pm Monday to Saturday, which means that outside the restricted hours residents can park on street and do so.

199. There is a 'residents only' permit holders bay located on the south side of Warwick Road, and on the north side of Warwick Road there is a pay and display / permit holders bay which is restricted Monday to Friday 9am – 5pm and unrestricted outside of those hours. A Section 106 contribution would be sought by Trafford Council to undertake a review of parking restrictions in the immediate area, with a view to extending the existing residents' permit parking zone. The review would also include a modification of waiting restrictions for the proposed hotel guest drop off and loading bay on Warwick Road. These modifications to the current arrangements would mitigate potential any undue harm to the amenity of local residents.

Cycle Parking

200. SPD3 states that 21 cycle parking spaces should be provided for hotel use, plus one space per 50 sq m for restaurant/bar use. Twenty covered cycle parking spaces are proposed for hotel use, which is acceptable to the LHA despite being one space below the minimum cycle parking standards. As stated above no independent bars or restaurants are proposed as part of the scheme and therefore no additional cycle parking is required for this.

Proposed Extent of Adopted Highway and Acquisition of Highway Land by the Developer

201. The submitted 'land adoption' plan identifies an unadopted strip of land on the Warwick Road frontage proposed for adoption by the Council. In addition there is an area of adopted land at the north-eastern corner of the site which is proposed to be stopped up. Whilst the Highway Authority have not raised any objection to this arrangement as part of the consideration of this planning application, planning consent cannot be deemed as acceptance of suitability for adoption although in principle the new footway is likely to be acceptable, subject to the necessary agreements being in place under section 278 of the Highways Act.

202. The LHA request that an informative is attached to any planning permission relating to the requirements for an order under S247 of the Town and Country Planning Act, 1990 to stop up the public highway. The LHA also recommend a condition requiring a Construction Method Statement to address issues such as the parking of site operatives, loading and unloading, storage, security hoardings, wheel-washing and disposal of waste, hours of construction and display on-site of the contact details of site manager.

WASTE MANAGEMENT

203. The application states that the waste strategy has been carefully considered due to the proximity of local residential properties and the potential noise associated with refuse storage and collection. Therefore, it has been designed that the refuse from the hotel will be stored in waste and recycling paladin/bins located in the basement.

These will be raised to ground floor level by the maintenance manager via a hoist on refuse collection days. They can then be wheeled to the kerbside on Hornby Road as per the existing situation. The applicant has confirmed that refuse collection would be via private contract and covered as part of the Service Management Plan.

Conclusion

204. The proposed development is considered to be acceptable in terms of access, servicing and overall accessibility subject to various conditions as set out above. Given the sustainable location the proposed level of car, motorcycle and bicycle parking is also considered to be acceptable subject to a section 106 agreement relating to the provision of off-site parking spaces and a contribution towards a review of parking restrictions in the immediate area, with a view to potentially extending the existing residents' permit parking zone to alleviate any parking overspill on street is required. The proposal responds to the policy objective of SL3 to deliver a strategic processional route by providing an enhanced footway along Warwick Road and incorporating green infrastructure along the street frontages and at roof level.
205. Subject to this, the proposed development is considered to not result in any unacceptable impact on highway safety and it is concluded that the residual cumulative impacts on the road network would not be severe. The development is therefore considered to comply with the requirements of Core Strategy Core Strategy Policies L7 and SL3 and the NPPF.

TREES AND ECOLOGY

206. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 175 of the NPPF states that *"if significant harm to biodiversity resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*.
207. Policy R2 of the Core Strategy (Natural Environment) is considered to be consistent with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on conserving and enhancing the natural environment. Accordingly, full weight can be attached to it in the decision making process.
208. Building Inspection report prepared by ecological consultants has been submitted in support of the application in respect of bats and nesting birds. Nesting birds and all bat species at all times are protected by legislation. The findings of this report were that no bats or evidence of bats was identified within the building onsite, and the building is not considered to have any features which could be used by roosting bats, due to its construction which offers no opportunities to these species. In addition the site is situated within an urban area, well illuminated at night, with limited foraging opportunities within the vicinity. It was therefore concluded that at

the current time the site has no value to or for bats, and the proposed works will have no impact on bats and no further work is considered necessary.

209. With regard to nesting birds the report states that the site provides some limited nesting and foraging habitat for bird species within the small area of landscaping in the south-eastern corner of the site. Given the size of this area it is considered that it is only of value at a site level. However, as birds may nest in this area, without mitigation the removal of the vegetation may result in the destruction of nests and possible killing, injury, and disturbance of birds and/or dependent young. This would constitute an adverse impact. With appropriate precautionary techniques during clearance it is anticipated that there can be a negligible impact on these species.
210. The report recommends that in order to enhance the ecological potential of the site following development, three bird boxes (e.g. Schwegler Brick Nest Box Type 24) should be placed on the building on a northerly elevation at a height of approximately 5 m to provide secure nesting opportunities and improve the ecological potential of the site.
211. The GMEU have considered the findings of the report and accept the findings. They recommend an informative to advise applicant that under the Habitat Regulations it is an offence to disturb, harm or kill bats. In addition and in view of the dense ornamental planting on the boundary of the site and the potential for this to provide a bird nesting habitat a condition is recommended requiring that this area is cleared outside of the nesting season (i.e. September-February) or checked by an ecologist prior to clearance to confirm that no active bird nests are present.
212. Paragraph 175 d) of the NPPF requires developments to take opportunities to incorporate biodiversity improvements in and around developments.
213. The GMEU consider that the site currently has negligible ecological value, the only areas with any ecological value restricted to the boundary planting which appears to be primarily if not totally ornamental with a small area having bird nesting potential.
214. The proposed layout includes tree and shrub planting and two areas of green roof. The chosen roof system and seed mix indicated in the landscape plans and Design and Access Statement is a blend developed to meet the needs of exposed rooftop conditions in inner city locations that also delivers maximum biodiversity enhancements. Wildflowers are included within the seed mix which provide; a nectar and pollen rich habitat for priority pollinators, larval food plants for butterflies and a foraging habitat for birds and will support Biodiversity Action Plan (BAP) priority species.
215. Given the existing value of the site the GMEU are satisfied that the proposed planting provides scope to mitigate for what will be lost but that the planting detail

should be conditioned to include elements to mitigate for loss of trees shrubs and bird nesting habitat and to ensure implementation of the green roofs.

Trees

216. At the present time there is a small portion of laurel hedge and relatively small self-seeded trees on the site boundary. None of the trees on the site are covered by a TPO and are not considered worthy of retention. There are no arboricultural objections to the proposals to remove these trees. The landscaping plans proposed show three field maples to be planted on the Warwick Road frontage with a row of jacquemontii birches on the Chester Road frontage. These will need to be planted in raft systems in order to provide enough rooting volume to allow them to grow successfully for their whole lifespan.
217. Therefore subject to biodiversity enhancements secured through conditions requiring native tree and shrub planting and bird boxes it is considered that the scheme would represent an improvement in the biodiversity of the site and consequently the application is considered to be compliant with Policy R2 and the NPPF.

FLOODING, DRAINAGE AND CONTAMINATION

218. 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 155 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere.
219. The site lies within Flood Zone 1 indicating that the probability of flooding from rivers or the sea is low however it does lie also within a Critical Drainage Area as identified in the Manchester, Salford and Trafford Level 2 Hybrid SFRA. Therefore a Flood Risk Assessment and Drainage Strategy have been submitted to take into consideration the management of surface water run-off. A drainage channel is indicated on plan across the entrance to the service yard to ensure water runoff is not discharged directly onto Hornby Road. The LLFA consider that the proposed development is satisfactory subject to a condition requiring the submission of a surface water drainage scheme to ensure adequate consideration is given to Sustainable Drainage to limit the surface water run-off generated by the 1 in 100 year (+30%CC) critical storm so that it will not exceed 8.4 l/s and not increase the risk of flooding off-site and the provision of 56m³ attenuation flood storage on the site to a 1 in 100 year (+30% CC).
220. The LLFA consider that the scheme should include the utilisation of holding sustainable drainage techniques with the incorporation of two treatment trains to help improve water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the

critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features. United Utilities have commented that foul and surface water should be drained on separate systems.

221. Policy L5 also states that *‘Development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place’*

222. With regard to site contamination it is noted that the Environment Agency recommend that the scoping decision in relation to the lack of the need for a desktop study in relation to contaminated land is referred to the Council’s Environmental Health section for their views. The Council’s Pollution and Housing section have been made aware of the Environment Agency’s comments and have reviewed the information held by the Council in relation to the proposed development and do not consider that conditions are required in relation to contaminated land.

223. It is therefore considered that in relation to flood risk, drainage and contamination the development is acceptable and compliant with Core Strategy Policy L5 and the NPPF.

OTHER MATTERS

224. There were some initial discrepancies and inconsistencies on some of the documents submitted originally as part of the application referring to matters relating to earlier iterations of the scheme such as incorrect hotel room numbers and the inclusion of the rooftop bar. These issues have been corrected through the submission of amended and updated documents.

225. Although not directly a planning consideration, in response to some comments received querying the proximity of the hotel, which is proposed to be operated by the ‘Hampton by Hilton’, to the existing ‘Hilton Garden Inn’ Hotel at LCCC the applicant has provided information prepared by a specialist hotel consultancy. This states that there are a number of crucial differences in the brand offering between Hampton by Hilton and Hilton Garden Inn. The positioning of the former is as an economy hotel whereas the latter is a mid-market product which as a result has larger rooms and more extensive facilities. These key differences allow each brand to pitch at different price points in the market and therefore to different user groups. It is not uncommon to find Hamptons and Garden Inns in close proximity to each other such as is the case in Luton/Luton Airport, Birmingham City Centre, Bristol City Centre and Glasgow City Centre.

226. Hilton also has a number of ‘dual-brand’ properties worldwide and there are current proposals at Manchester Airport for a dual brand Hampton by Hilton and Hilton Garden Inn. Having two brands in close proximity allows for cross selling opportunities for groups with differing price points as well as allowing them to benefit

from high demand nights such as concerts and major sporting events. It is therefore considered that two Hilton brands operating in close proximity would not be unusual or problematic.

227. In addition to this officers have requested additional supporting information relating to visual impact assessment, heritage impact, wind microclimate and other amenity issues, additional information relating to parking and highways impacts, landscaping details and a more robust sequential assessment.
228. Upon receipt of all of the additional and amended information submitted, a full 28 day neighbour re-consultation was carried out and this included any unsolicited responses to the original consultation. The additional 7 days reflected the fact that the consultation extended over the Christmas period.
229. All comments received in relation to the first round of neighbour consultation carried out in September 2019 have been summarised and reported under the 'Representations' section. This is in addition to any further comments received in relation to the consultation carried out in relation to the additional supporting information and amendments and clarifications submitted.
230. The Council has fulfilled its statutory requirements and those in the Statement of Community Involvement in relation to consultation and publicity.
231. The concerns raised in relation to the television reception impacts are noted. Given the height and massing of the development a condition is recommended in relation to television reception in order that the impact of the proposals during construction and operation phases on television reception is assessed and any mitigation required is identified.
232. Concerns have been raised that the previous application for conversion of the office building to flats is being used as a 'fall-back position' to justify the current hotel scheme when it has expired and is no longer implementable. Other objectors have commented that the apartment application was more in keeping and that there is more need for apartments than a hotel. It is the case that application 87743/PRO/16 expired in April 2019. However the current application has been assessed on its own merits.
233. Neighbours have raised concerns about structural damage, physical safety and an increase in rodents. A condition is attached as stated earlier in the report relating to vibration. However any damage caused as a direct result of the development would be the responsibility of the contractor. Construction sites are covered by legal safety regulations overseen by the Health and Safety Executive and the Construction (Design and Management) Regulations 2015 provide guidance on these requirements to ensure projects are carried out in a way that secures health and safety. In relation to concerns about rodents there is nothing to suggest that the

redevelopment of the site would result in increases in rodents in the area but again this would be a matter for the construction site management.

DEVELOPER CONTRIBUTIONS

234. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'hotel' development, consequently the development will be liable to a CIL charge rate of £10 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

235. This proposal also requires the delivery of off-site car parking provision to make the development acceptable in planning terms which will be secured through a Section 106 agreement subject to annual review to ensure appropriate provision level is maintained.

236. A contribution is also required via S106 Agreement for a review of parking restrictions in the immediate area with a view to potentially extending the residents' permit parking area to protect amenity of local residents and prevent overspill parking.

237. 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 tree, hedge and shrub planting and green roof areas.

PLANNING BALANCE AND CONCLUSION

238. This planning application seeks permission for a 190 bed hotel with two to sixteen storeys of accommodation and a tower feature, associated parking, servicing and landscaping.

239. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an ***up to date*** (emphasis added) development plan, permission should not normally be granted.

240. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.

241. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. It is acknowledged that in some cases elements of the development plan are out of date: for example heritage policies in that they do not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF; and highway policies in that the NPPF sets a more stringent test for the residual cumulative impacts on the road network, but these are not particularly determinative issues in the consideration of this application. However, other policies relevant to this application, for example those relating to design and impact on amenity, remain up to date and can be given full weight in the consideration of this application. Therefore, when considering the overall basket of 'most important' policies the development plan is considered to be up to date for decision making purposes. The tilted balance in Paragraph 11 of the NPPF is not engaged and the application should be determined in accordance with the development plan unless material considerations indicate otherwise.
242. Analysis in the Heritage section of this report concludes that the development will not result in harm to Trafford Town Hall or White City Entrance Portal and Lodges, both of which are Grade II listed, or other identified designated and non-designated heritage assets.
243. It is considered that the development would result in a well designed building which would contribute to the quality of the built environment and that the site is capable of accommodating a building of the scale and massing proposed.
244. Various reports have been submitted which demonstrate that when considered against the current situation the impacts on residential amenity would be acceptable.
245. The highways impacts of the development have been assessed and subject to various conditions and a section 106 agreement relating to the provision of off-site parking and a contribution towards a review of parking restrictions in the immediate area they are considered to be acceptable.
246. Subject to appropriate conditions the development is also considered to have an acceptable impact on a number of other matters considered in the foregoing report including ecology and drainage.
247. The proposed development would provide a hotel and improved public realm, in a location identified for mixed use development that will provide a high quality experience for visitors and contribute to a processional route along Warwick Road. It is considered that the impacts of the development, subject to appropriate mitigation through conditions and section 106 agreement would be acceptable. The proposed development would be in compliance with the development plan and relevant policy in the NPPF and would result in a well designed, high quality development that will contribute to the aspirations for the Lancashire Cricket Club Quarter Strategic

Location while retaining an acceptable level of amenity for existing residents. It is therefore concluded that the application should be approved subject to appropriate conditions and a section 106 agreement.

RECOMMENDATION:

That Members resolve that they would be **MINDED TO GRANT** planning permission for this development and that the determination of the application hereafter be 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:

- An appropriate financial contribution towards a review of parking restrictions in the area
- The provision of 100 off-site parking spaces
- The retention of Stride Treglown in the role of design certifier throughout the construction period, or alternatively to secure a commuted sum to cover the professional fees required to enable the local planning authority and developer to work together to secure the involvement of an architectural practice of their choice in the role of design certifier;

(ii) To carry out minor drafting amendments to any planning condition.

(iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.

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

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

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

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

Plans

150099-STL-XX-XX-DR-A-XXXX-PL_001 Rev Y - Site Location Plan
150099-STL-XX-XX-DR-A-XXXX-PL_002 Rev Y - Existing Site Plan

150099-STL-XX-XX-DR-A-XXXX-PL_003 Rev Y - Proposed Site Plan
150099-STL-XX-XX-DR-A-XXXX-PL_004 Rev Y - Proposals to Prevent Overlooking
150099-STL-XX-XX-DR-A-XXXX-PL_005 Rev AB - Land Adoption Plan - Option A
150099-STL-XX-XX-DR-A-XXXX-PL_100 Rev Y - Ground Floor Plan
150099-STL-XX-XX-DR-A-XXXX-PL_101 Rev Y - First Floor Plan - Living & Gathering Zones
150099-STL-XX-XX-DR-A-XXXX-PL_102 Rev Y - Second Floor Plan - Roof Plant
150099-STL-XX-XX-DR-A-XXXX-PL_103 Rev Y - Third to Twelfth Floor - Typical Guestroom Floor
150099-STL-XX-XX-DR-A-XXXX-PL_104 Rev Y - Thirteenth and Fourteenth Floor
150099-STL-XX-XX-DR-A-XXXX-PL_106 Rev Y - Top Floor - Fifteenth Floor
150099-STL-XX-XX-DR-A-XXXX-PL_107 Rev Y - Roof Floor - Sixteenth Floor
150099-STL-XX-XX-DR-A-XXXX-PL_108 Rev Y – Basement
150099-STL-XX-XX-DR-A-XXXX-PL_700 Rev Y - GEA area
150099-STL-XX-XX-DR-A-XXXX-PL_701 Rev Y - Hilton Departments Schedules
150099-STL-XX-XX-DR-A-XXXX-PL_702 Rev Y - GIA area

Elevations / Sections

150099-STL-XX-XX-DR-A-XXXX-PL_200 Rev Y - Tower Elevations - North and East
150099-STL-XX-XX-DR-A-XXXX-PL_201 Rev Y - Tower Elevations - West and South
150099-STL-XX-XX-DR-A-XXXX-PL_202 Rev Y - Context Elevations
150099-STL-XX-XX-DR-A-XXXX-PL_300 Rev Y - Building Sections - Along Warwick Road
150099-STL-XX-XX-DR-A-XXXX-PL_E001 Rev Y - Existing Building to be demolished

Details

150099-STL-XX-XX-DR-A-XXXX-PL_401 Rev Y - Detail 01 - Podium - Brick Bays
150099-STL-XX-XX-DR-A-XXXX-PL_402 Rev Y - Detail 02 - Podium Hornby Road End
150099-STL-XX-XX-DR-A-XXXX-PL_453 Rev Y - Detail 08 - Tower - 3 Storey Bays
150099-STL-XX-XX-DR-A-XXXX-PL_456 Rev Y - Detail 11 - Tower - Plant Area Enclosure
150099-STL-XX-XX-DR-A-XXXX-PL_458 Rev Y - Detail 13 - Tower - Top Corner Feature
150099-STL-XX-XX-DR-A-XXXX-PL_460 Rev Y - Detail 14 - Tower - North Facade Lower Levels
150099-STL-XX-XX-DR-A-XXXX-PL_462 Rev Y - Detail 16 - Tower - Corner Splay Feature
150099-STL-XX-XX-DR-A-XXXX-PL_463 Rev Y - Detail 17 - Tower - Curtain Wall Corner

150099-STL-XX-XX-DR-A-XXXX-PL_470 Rev Y - Detail 20 - Tower - West Facade Lower Levels

150099-STL-XX-XX-DR-A-XXXX-PL_475 Rev Y - Detail 25 - Tower - West Facade Upper Levels

150099-STL-XX-XX-DR-A-XXXX-PL_476 Rev Y - Detail 29 - Podium - West Facade

150099-STL-XX-XX-DR-A-XXXX-PL_481 Rev Y - Detail 33 - Tower - South Facade Fins

3D Views

150099-STL-XX-XX-DR-A-XXXX-PL_600 Rev Y - 3D Views

150099-STL-XX-XX-DR-A-XXXX-PL_602 Rev Y - 3D View - North East Corner

150099-STL-XX-XX-DR-A-XXXX-PL_603 Rev Y - 3D View - North West - Chester Road

150099-STL-XX-XX-DR-A-XXXX-PL_604 Rev Y - 3D View - South East - Warwick Road

150099-STL-XX-XX-DR-A-XXXX-PL_605 Rev Y - 3D View - South West - Hornby Road

150099-STL-XX-XX-DR-A-XXXX-PL_610 Rev Y - 3D - Proposed vs Existing

150099-STL-XX-XX-DR-A-XXXX-PL_611 Rev Y - 3D - Proposed vs Existing

150099-STL-XX-XX-DR-A-XXXX-PL_E600 Rev Y - 3D – Existing

Render Images

150099-STL-XX-XX-DR-A-XXXX-PL_621 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL_622 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL_623 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL_624 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL_625 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL_626 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL_627 Rev Y - Render images

Illustrative Views

150099-STL-XX-XX-DR-A-XXXX-PL_651 Rev Y - Illustrative View A

150099-STL-XX-XX-DR-A-XXXX-PL_652 Rev Y - Illustrative View B

150099-STL-XX-XX-DR-A-XXXX-PL_653 Rev Y - Illustrative View C

150099-STL-XX-XX-DR-A-XXXX-PL_654 Rev Y - Illustrative View D

150099-STL-XX-XX-DR-A-XXXX-PL_655 Rev Y - Illustrative View E

Landscaping

150099-STL-00-XX-DR-L-09000 Rev PL01 – Landscape General Arrangement

150099-STL-00-XX-DR-L-09140 Rev PL01 – Soft Landscape Plan

150099-STL-XX-XX-DR-L-09141 Rev PL01 - Level 2 and 13 Green Roof

150099-STL-00-XX-DR-L-09160 Rev PL01 – Hard Landscape Plan

150099-STL-00-XX-DR-L-09401 Rev PL01 – Entrance Planter Details
150099-STL-XX-XX-DR-L-09402 Rev PL01 – Gate Details
150099-STL-XX-XX-DR-L-09403 Rev PL01 – Cycle Shelter Details
150099-STL-XX-XX-DR-L-09404 Rev PL01 - Tree Pit in Hard Details
150099-STL-XX-XX-DR-L-09405 Rev PL01 – Tree Planter Details
150099-STL-XX-XX-DR-L-09410 Rev PL01 - Landscape Paving and Boundary Treatment Details

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

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

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

4. No above-ground construction works shall take place unless and until a detailed façade schedule for all elevations of the building has first been submitted to and approved in writing by the local planning authority. The schedule shall be provided in tabulated form with cross referencing to submitted drawings, include the provision of further additional drawings and the building of sample panels on site as necessary and shall include:
 - (i) All brickwork detailing
 - (ii) All fenestration details and recesses
 - (iii) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (iv) Trim and coping details to the top of all buildings
 - (v) A methodology for the means by which the appointed Design Certifier will check the first introduction of each design detail to the building as it is being built out.

Development shall proceed in accordance with the approved detailed façade schedule, and as approved on site by the Design Certifier.

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

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any green roofs, banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), details of the raft system in relation to the trees to include area the system will cover and soil to be used 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.

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

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

7. There shall be no public access to the flat roofed areas above the two storey podium element of the development labelled 'Flat Roof' and 'Mechanical Plant' on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL_102 Rev Y or to the first floor area identified as 'Green Roof' on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL_101 Rev Y, at any time.

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

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 vehicles

have been provided, constructed and surfaced in complete accordance with the plans hereby approved.

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. The proposed 'drop off layby' on Warwick Road as indicated on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL_003 Rev Y shall be operated in accordance with the provisions of the submitted document 'Layby Management Plan REVISED 070120' at all times.

Reason: In the interests of highway safety and to ensure the free flow of traffic having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. The development hereby approved shall not be occupied unless and until full details of secure cycle parking have first been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

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

11. Prior to the development being brought into use a full Travel Plan, which shall include measurable targets for reducing car travel, shall be submitted to and approved in writing by the local planning authority. On or before the first occupation of the development the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of ten years commencing on the date of this first occupation.

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

12. Upon first installation the windows identified on drawing no. 150099-STL-XX-XX-DR-A-XXXX-PL_201 Rev Y as 'Frosted Glass' shall be non-opening and fitted with textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and shall be retained as such thereafter.

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

13. The development hereby approved shall not be occupied until the vertical fins to screen windows in the southeastern elevations of the building, the design of which is shown on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL_481 Rev Y have been installed in the locations identified on the drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL_004 Rev Y and shall be retained thereafter.

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

14. No development shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the local planning authority. The scheme shall include adequate consideration and incorporation of Sustainable Drainage methods to:

- Limit the surface water run-off generated by the 1 in 100 year (+30%CC) critical storm so that it will not exceed 8.4 l/s and not increase the risk of flooding off-site.
- Provide 56m³ of attenuation flood storage on the site to a 1 in 100 year (+30% CC).

The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of two treatment trains to help improve water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: Such details need to be incorporated into the design of the development prior to development taking place 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.

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

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment, having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

16.No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-August inclusive) unless an ecological survey has been submitted to and approved in writing by the local planning authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance 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.

17.The development hereby approved shall be constructed in accordance with the recommendations contained within sections 3, 4 and 5 of the submitted Crime Impact Statement Version A dated 14th August 2019, reference 2018/0906/CIS/01. Prior to the development being brought into use a verification report shall be submitted to and approved in writing by the local planning authority which shall confirm that the above recommendations of the Crime Impact Statement have been implemented in full. Thereafter, the development shall be maintained in accordance with the approved details for the lifetime of the development.

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

18.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 demolition/construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials including times of access/egress
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoardings including decorative displays and information for members of the public, including contact details of the site manager
- v. wheel washing facilities, including measures for keeping the highway clean
- vi. measures to control the emission of dust and dirt during demolition and construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. proposed days and hours of demolition and construction activity (in accordance with Trafford Councils recommended hours of operation for construction works)
- ix. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity including details as to how this will be monitored
- x. procedures for dealing with any complaints

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 L4 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

19.No development shall take place until an updated air quality assessment of the impacts on air quality at off-site sensitive receptors and also the air quality for on-site sensitive receptors has taken place for the proposed development which includes the proposed on site energy generating facility. The air quality assessment shall be submitted to and approved in writing by the Local Planning Authority and should take account of the current Greater Manchester Air Quality Action Plan when considering balancing measures and shall:

- i. Assess the existing air quality in the study area (existing baseline);
- ii. Predict the future air quality without the development in place (future baseline which may or may not include the contribution of committed development);
- iii. Predict the future air quality with the development in place (with development). The possibility of cumulative impacts should also be considered.
- iv. Identify mitigation measures to be implemented that prevent any exceedance of national objective levels for nitrogen dioxide at nearby sensitive receptors due to the use of this development and maintains and, where possible, improves air quality in the vicinity of the development.

All measures identified within the approved updated air quality assessment shall be installed and fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been submitted to and approved in writing by the Planning Authority.

Reason: In the interests of air quality and amenity having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

21. No servicing, deliveries or refuse collections to the development hereby approved shall be made after 1900 hours or before 0700 hours Mondays to Saturdays (including Bank Holidays) and at no other time.

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

22. The glazing and ventilation scheme for the development hereby approved shall comply with the recommendations of section 4.1 of the SRL Noise Assessment ref. C/42512A/T01 dated 18th October 2019 and achieve minimum requirements for ventilation based on windows being kept closed. The development shall not be occupied until a verification report has been submitted to and approved in writing by the Local Planning Authority, to demonstrate that the glazing and ventilation scheme complies with the recommendations of the report and the approved scheme shall be retained thereafter in good working order.

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

23. The combined fixed plant noise level (when rated in accordance with BS 4142: 2014) shall not exceed 45dB (LAr) between 0700-2300h and 37 dB (LAr) between 2300-0700h at the boundary of the nearest existing residential receptors. The development shall not be occupied until a verification report, which shall include any necessary mitigation measures, has been submitted to and approved in writing by the Local Planning Authority to demonstrate that these levels can be met. The approved mitigation measures shall be retained thereafter in good working order.

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

24. a) No above-ground development shall take place until the potential impact area in which television reception is likely to be adversely affected by the development hereby approved, during its construction and operational phases is identified, and details are provided to the local planning authority of when in the construction process an impact on television reception might occur;
- b) The existing television signal reception within the potential impact area identified in (a) above shall be measured before above ground works on the relevant phase first takes place, and details provided to the local planning authority of the results obtained.
- c) The construction and operational impacts of the development of the relevant phases on television signal reception shall be assessed within the potential impact area identified in (a) prior to any above ground development within the relevant phase first taking place. Such assessment shall identify measures to maintain at least the pre-existing level and quality of signal reception identified by the measurements undertaken in accordance with (b) above, and such measures shall be submitted to and approved in writing by the local planning authority prior to any

above ground development within the relevant phase first taking place. The approved measures shall be implemented within a timescale that shall have first been agreed in writing with the Local Planning Authority and retained and maintained thereafter.

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

25. Prior to the development being brought into use, a Service Management Plan, which shall include a waste management strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include a strategy for the appropriate management of deliveries and waste removal. The servicing provision shall be provided before the development is first brought into use and deliveries shall thereafter take place in accordance with the approved plan.

Reason: To ensure that the site is properly and safely serviced in the interests of highway safety, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

26. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the Local Planning Authority, before the development hereby approved is first occupied.

Reason: In order to minimise the environmental impact of the development, having regard to Policy L5 of the Core Strategy and the National Planning Policy Framework.

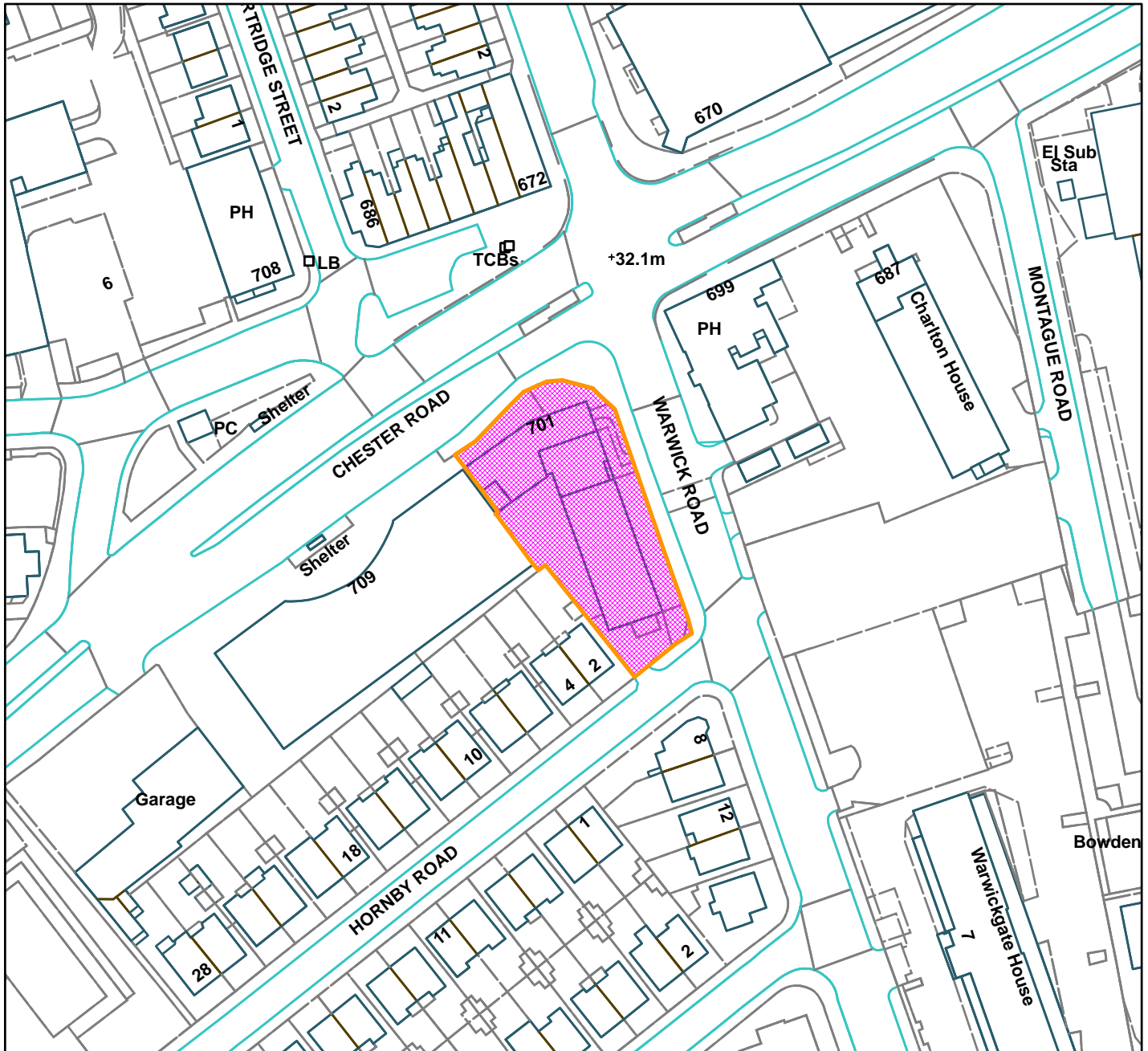
27. Notwithstanding the details shown on the approved plans, prior to first occupation of the development hereby permitted, a scheme showing details of the means of extraction and filtration of cooking odours including details of the finish of any external flue(s), manufacturer's operating instructions and a programme of equipment servicing/maintenance shall be submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted first takes place and shall remain operational thereafter.

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

JJ



City Point, 701 Chester Road, Stretford, M32 0RW (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)

WARD: Village

98764/FUL/19

DEPARTURE: No

Erection of a 3 storey building to accommodate 10 two bedroom and 20 one bedroom affordable apartments, together with associated access road, car parking, refuse storage and amenity space.

Land on Corner, Carrfield Avenue And Mossfield Road, Timperley

APPLICANT: Trafford Housing Trust Developments Ltd.

AGENT: Arcus Consulting

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

The application has been reported to the Planning and Development Management Committee due to Council interest in the site. The proposed development has an agreement in principle to receive funding from the Council's Affordable Housing Fund.

SITE

The application site comprises an irregular shaped parcel of land at the junction of Carrfield Avenue and Mossfield Road. The site was formerly occupied by two 3-storey blocks of flats with other associated buildings and is now vacant and grassed over.

A small path links the south-eastern corner of the site to Keswick Road. The site is surrounded by residential properties with a wood to the south, Broom Wood which is identified on the UDP as Protected Open Space and an Area of Nature Conservation Value.

The surrounding area is largely residential with 3 storey apartments sited to the east of the site and two storey semi-detached and terraced properties to the north, south and west of the application site.

There is an electricity sub-station located within the site close to the south-east boundary and a public footpath runs along the eastern edge of the site.

PROPOSAL

Permission is sought for the erection of a flat roof, three storey building consisting of 30 social rented apartments, of which 20 would be one bed and 10 would be two bed. The building is to be constructed primarily of buff brick with recesses and detailing in a blue/grey brick.

The proposed building is double aspect, with a public frontage to Carrfield Avenue and also facing private parking and amenity area sited to the rear of the building. Access to

the car park is to be from Mossfield Lane. Additional parking is to be provided to the front of the units off Carrfield Avenue.

Value Added:- Amended plans have been received which have made amendments to the design of the building including:-

- The addition of a soldier course at coping level;
- The addition of porches to define the entrances;
- The addition of a panel of projecting (10mm) blue-grey headers on each floor adjacent to the lounge windows on both end elevations;
- The addition of brick head and cill details;
- The addition of planting to protect ground floor windows, hedges to give privacy from public spaces and trees to reinforce the line of the street;
- Rainwater pipes are located within the recesses at the rear of the building.

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 Houses
L2 – Meeting Housing Needs
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
R2 – Natural Environment
R3 – Green Infrastructure

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in summer 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

75922/RENEWAL/2010 – Application to extend the time limit for implementation of Outline Application H/LPA/OUT/63647 (Development of land for residential purposes).
Approved with conditions 20 April 2011

H/ARM/64434 – Erection of three storey building to form 24 apartments; provision of car parking with access onto Mossfield Road; associated landscaping and fencing; rerouting of existing path between Keswick Road and Mossfield Road (application for approval of reserved matters pursuant to outline planning permission H/LPA/OUT/63647).
Approved with conditions 9 March 2007

H/OUT/63647 – Development of land for residential purposes.
Approved with conditions 27 February 2006

H/LPA/OUT/58145 – Development of land for residential purposes.
Approved with conditions 15 February 2004

H/LPA/DEM/57317 – Demolition of two 3-storey blocks of flats, three stores and 15 garages followed by levelling of ground, re-seeding, erection of new fencing and repair of existing fencing. (Application for prior approval under schedule 2, part 31 of the Town and Country Planning (General Permitted Development) Order 1995.

APPLICANT'S SUBMISSION

The applicant has submitted the following information in support of the application which will be referred to as necessary within this report:-

- Design and Access Statement;
- Flood Risk Assessment;
- Ecology Assessment;
- Crime Impact Statement;
- Community Consultation Statement;
- Phase 1 Desk Study and Preliminary Geoenvironmental Assessment;
- Phase 2 Geo-Environmental Investigation & Assessment;
- Arboricultural Implications Assessment;
- Arboricultural Method Statement;

In addition the applicant has responded to the Greater Manchester Police and United Utilities consultation comments as follows:-

GMP Crime Impact Statement

GMP have recommended that the contents of Section 4 Physical Security of the CIS be conditioned as part of a planning approval. Some aspects of Section 4 give concern and it is requested that these are not included within the proposals:

- Boundaries – GMP require a 2.1m high perimeter boundary including automatic gates for access to the rear car park. The response states that *“THT’s Estate Team who are very familiar and experienced in managing properties in the area of this application do not recognise the scale of risk expressed by GMP. It is felt that the provision of high security gates is not necessary, creates a significant management problem, gives concern for maintenance, promotes a negative image of the development and in the case of technical failure would result in vehicles being unable to leave the car park.*

In addition, unfettered access to the electricity substation is needed at all times and we have been advised that the provision of fob access to facilitate this would not be acceptable.”

- Bin Stores - GMP require that the bin store is enclosed using 1.8m – 2.1m high walls/railings/fences with self-closing, slam lock fob controlled gates.

The applicant’s preferred approach is to simply screen the refuse containers with 1.5m fencing. This would enable visibility and passive supervision. It is also preferred not to lock this facility which the residents would be encouraged to use.

United Utilities

United Utilities have recommended that 24 hours water storage capacity is provided. This is considered to be unusual and has not been applied to other similar THT projects.

Given the size of the suggested installation and its loading on the structure it is not proposed to implement this recommendation.

CONSULTATIONS

Housing Strategy – No objections to the application which will bring much needed social rented accommodation into Altrincham.

Local Highway Authority – No objections to the application on highways grounds. Comments are incorporated into the main body of the report.

Greater Manchester Ecology Unit – No significant ecological issues were identified by the developer's ecological consultant. Issues relating to nesting birds and landscaping can be resolved by suggested conditions/informatives.

Greater Manchester Police – Recommend a condition attached to any approval to reflect the physical security specifications set out in the Crime Impact Statement.

Lead Local Flood Authority – The proposed development is acceptable subject to conditions relating to the submitted drainage strategy and the requirement of a management and maintenance plan.

United Utilities – In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Conditions are recommended to this effect.

Pollution and Licensing (Contaminated Land) – No comments or objections to make in relation to contaminated land.

Pollution and Licensing (Nuisance) – Raise no objections to the application. There is however a concern relating to potential noise from the operation of the substation which could negatively impact upon the occupants of the new apartments. Conditions are recommended relating to a Noise Impact Assessment, controlling noise levels from plant and equipment associated with the development, Construction Management Plan and a scheme for external lighting.

It would be advantageous for provision to be made for low emission vehicle charging points as part of the development. This will benefit local air quality and help promote the uptake of low emission vehicles.

Arboriculturist – No objections to the proposals on arboricultural grounds.

REPRESENTATIONS

Letters of support have been received from 1 address. The main points raised are summarised below:

- Provide much-needed accommodation;
- Replace housing lost by demolition some years ago;
- Positive to see development on brownfield land;

Letters of objection have been received from 4 addresses. The main points raised are summarised below:

- Siting at end of very busy cul-de-sac;
- Insufficient parking provision will exacerbate existing parking issues in the area;
- Local infrastructure cannot cope with the additional population;
- Too many apartments and not sympathetic to the character of the area;
- Too high and out of character with the surrounding area;
- Loss of privacy and daylight to neighbours on opposite side of Carrfield Avenue;
- Insufficient parking provision leading to parking on surrounding roads and concerns regarding blocking of neighbouring driveways;
- Escalation of anti-social behaviour and crime in the area;
- Exacerbation of road safety issues caused by parked and speeding cars;
- Affordable houses would be preferred to flats to encourage people to stay in the community;
- Loss of trees

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Section 38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an ***up to date*** (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. Nevertheless, without a five year housing land supply, where applications include housing development, the NPPF advises in Paragraph 11 and the associated footnotes that all relevant development plan policies should be deemed to be out of date. This means that unless NPPF policy that protects areas or assets of particular importance provides a clear reason for refusing the development proposed the tilted balance is engaged i.e. any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. For the avoidance

of doubt, there are no NPPF policies which provide a clear reason for refusing this scheme and so the tilted balance is engaged.

3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.

Housing Land Supply

4. The NPPF places great emphasis on the need to plan for and deliver new housing throughout the UK, and local planning authorities (LPAs) are required to support the Government's objective of significantly boosting the supply of homes. The responsibility of local planning authorities in supporting the Government's ambitions include identifying and updating annually a supply of specific deliverable sites to provide five years' worth of housing against their housing requirement. However, latest housing land monitoring for Trafford indicates a supply of only some 2.8 years.
5. Policy L2 of the Core Strategy indicates that all new residential proposals will be assessed for the contribution that would be made to meeting the Borough's housing needs. The proposal would deliver thirty new residential units. Whilst this is a modest figure in the context of the overall housing requirement, nonetheless the proposal would make a contribution to housing supply targets, and would deliver new housing on a brownfield site. The site sits within walking distance of Timperley District Centre and can therefore be considered to be a suitable and sustainable location for meeting housing need as set out in the NPPF.
6. As a result of the contribution the proposal makes to housing numbers it is considered that significant weight should 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.
7. In addition the application proposal would deliver 30 affordable socially rented residential units. The development has an agreement in principle to be funded by the Council's Affordable Housing Fund. This Fund was established in September 2018 and combines all S106 monies received from developers for off-site affordable housing. The main focus of the Fund is to increase the provision of new build social rented accommodation in Trafford. Currently there are approximately 2,500 people of the Council's Housing Register waiting for 1 or 2 bed properties therefore the scheme will meet local demand.
8. The NPPF also requires policies and decisions to support development that makes efficient use of land. The application site is brownfield land and it is considered that the proposal would make best use of the site by delivering 30 no. new homes in a sustainable urban location. The proposal would contribute to

meeting targets for the development of brownfield land (Policy L1.7) and the aspirations within the emerging GMSF.

Affordable Housing

9. The NPPF defines affordable housing as: housing for sale or rent for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). It includes affordable housing for rent (including affordable rented and social rented), starter homes, discount market sales housing, and other affordable routes of home ownership (including shared ownership and rent to buy). Paragraph 63 states that affordable homes should be sought within all new residential proposals for major development (i.e. developments for ten units or more). Paragraph 64 indicates that with major developments, at least 10% of the homes should be available for affordable home ownership as part of the overall affordable housing offer. Core Strategy Policy L2.3 states that 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. Policy L2.14 states that in terms of the required affordable housing provision, the Council will adopt the following principles:
 - (a) The expected method of delivery will be on site;
 - (b) At least 50% of the affordable housing provision will be required to be accommodation suitable for families;
 - (c) In developments where there is a mix of both houses and apartments, the affordable housing element should reflect the overall mix of unit types on the site; and
 - (d) A split of 50:50 in the affordable housing units to be provided between intermediate (commonly shared ownership) and social/affordable rented housing units, unless exception circumstances can be demonstrated as set out in the Planning Obligations SPD.
10. The site is located within a 'Hot' market location for the purposes of applying Policy L2, and with the Borough now in 'Good' market conditions, there is a requirement for 45% of the units provided to be delivered on an affordable basis.
11. The application would deliver 30 affordable socially rented residential units. Therefore, given the proposed scheme is 100% affordable, the policy requirements of L2 have been exceeded. Whilst the proposal is for 1 and 2 bedroom apartments and therefore not providing family homes, given that the scheme exceeds policy in regard to affordable housing provision, this is considered to be acceptable in this instance.
12. Affordable housing remains outside of the remit of CIL and as such will continue to be required by condition or planning obligation. A suitably worded condition is recommended in this instance.

Conclusion on Housing

13. This application would provide 30 new affordable homes and as such would make a contribution to housing land supply. In addition these new homes would be provided on brownfield land in an accessible, sustainable location and as such would align with the policy objectives of the NPPF and emerging GMSF.
14. Officers have been mindful of the policy aim to achieve mixed, balanced and sustainable communities. The proposal is therefore regarded as being fully reflective of the Government's NPPF objective regarding increasing the supply of housing, as well as reflecting the Core Strategy aims regarding the scale, distribution and nature of new housing to meet the needs of Trafford.
15. It is therefore concluded that the scheme's contribution to housing supply, and particularly affordable housing, weighs positively and significantly in its favour.

DESIGN AND IMPACT ON THE STREETSCENE

16. Paragraph 124 of the NPPF states that *"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"*. Paragraph 130 states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions"*.
17. 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"*.
18. The Council's adopted planning guidance for new residential development (referred to onwards as 'PG1') notes that *"development should complement the characteristics of the surrounding area"* and that *"if a taller building is to be allowed it will normally need significantly more space around it than would a lower building for it to be properly assimilated in the area"*.
19. The application has been assessed against Policy L7 in relation to design.
20. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given significant weight in the decision making process. For

the purposes of the determination of this planning application, Policy R5 of the Core Strategy is also considered to be 'up to date' in NPPF paragraph 11 terms.

21. The design approach is contemporary with a flat roof, simple form and openings. The design includes window reveals, stepping back of the building to provide interest and the use of a contrasting brick. Additional improvements have been negotiated into the scheme with addition of details such as soldier courses and heads and cills and simple glass canopies over the entrances. These details result in a well-designed, high-quality building that will constitute a positive addition to the streetscape.
22. The building itself positively addresses both the Mossfield Road and Carrfield Avenue street scenes. Whilst the Mossfield Avenue elevation is a side elevation, the scheme incorporates large habitable room windows and the addition of details through contrasting brick panels to add visual interest to this elevation. The Carrfield Avenue elevation also includes contrasting, darker brickwork to the recessed elements and to add detail around the windows. The addition of simple glass canopies defines the main building entrances on this elevation.
23. Landscaping provides a physical and visual separation between the street and the building itself on both Mossfield Road and Carrfield Avenue, in keeping with the existing building pattern within the street scene. The addition of planting within these areas provides both privacy and a physical barrier between public areas and the ground floor windows and the addition of trees softens the visual appearance of the development. Additional landscaping is provided within the garden area to the south of the building which also acts as a buffer to Broom Wood, the adjacent area of Protected Open Space and the Area of Nature Conservation Value.
24. Subject to agreeing an acceptable palette of quality materials by condition, it is considered that the proposed building and associated landscaping would enhance the character of the area.
25. The design of the proposed development is therefore considered acceptable and would not adversely impact on the character of the surrounding area in accordance with Policy L7 and the guidance set out in the NPPF.

RESIDENTIAL AMENITY

26. The application has been assessed against Policy L7 and SPG1 in relation to residential amenity.

Impact on existing adjacent properties

27. There would be a separation distance of approximately 24m between the windows on the front Carrfield Avenue elevation of the proposed development and the facing windows of existing properties on Carrfield Avenue on the opposite side of the road. The proposal therefore complies with guidance in SPG1 in relation to facing windows across public highways for three storey

buildings (24m).

28. To the rear of the site, there are windows in the facing side elevations of the apartments on Mossfield Road to the north east of the site and 8 and 10 Keswick Road to the east of the site.
29. The closest of these buildings is the block of apartments to the north east of the site. The windows in the side elevation of the apartments on Mossfield Road are positioned at first and second floor and appear to be secondary windows. The closest corner of the building would be approximately 14m from the gable elevation. Taking into consideration the angle of the building away from the facing gable, it is considered that there would be no undue overshadowing, overbearing impact or loss of light to these neighbouring properties. The guidelines in SPG1 in relation to overlooking of neighbouring gardens to the apartments are achieved. All privacy distances would be achieved to 8 and 10 Keswick Road and to properties on the opposite side of Mossfield Road. It is considered that there would be no undue impact from any associated parking/refuse collection areas associated with the development in terms of noise and disturbance given the scale of the development and the residential character of the surrounding area.

Amenity of Future Occupiers

30. Future occupants will benefit from a private garden area, private parking and cycle storage. The units are considered to be of an acceptable size and comply with the nationally described space standard (approved March 2015). All habitable room windows have access to natural light and an outlook.
31. Concern has been raised from Pollution and Licensing regarding potential impact of noise from the existing substation on future residents and requested a condition in their consultation response for a noise impact assessment in relation to the impact of the external noise climate on the proposed residential apartments. The agent has confirmed that the substation does not create any noise that would cause nuisance. The development site is located on a site fronting two residential streets with no other abnormal sources of noise and it is therefore considered that such a condition is not reasonable or necessary in this instance.

HIGHWAYS AND PARKING

32. Core Strategy Policy L4 states that the Council will prioritise *'the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.'*

33. Core Strategy Policy L7 states: *'In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.'*
34. Paragraph 109 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. Given the more stringent test for the residual cumulative impacts on the road network set by the NPPF, it is considered that Core Strategy Policy L4 should be considered to be out of date for the purposes of decision making.
35. The LHA has been consulted and raise no objection subject to conditions requiring a Construction Method Statement and the accessible spaces to have hatched aisle markings provided. A suitably worded condition is recommended to secure the provision of Electric Vehicle Charging Points (EVCP) within the site.
36. SPD3 states that a one-bedroom dwelling in this location would require one car parking space, and two-bedroom units will require two car parking spaces. Therefore, the proposed development requires a provision of 40 car parking spaces. The proposed site plan shows a provision of 39 car parking spaces, therefore falling short of the maximum standards by 1 space. The location is considered to be in a sustainable area with Timperley centre being approximately a fifteen-minute walk away, the nearest bus stops 0.4 miles away, the nearest tram stops two miles away, and Altrincham train station just under 2 miles away. The standards shown within SPD3 are maximum requirements and, subject to receiving further information from the developer with regards to the usability of the proposed car parking spaces on Carrfield Avenue, it is considered that a shortfall of one parking space is acceptable when also considering sustainable transport options for the location.

TREES AND ECOLOGY

37. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 175 of the NPPF states that *"if significant harm to biodiversity resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*.
38. Policy R2 of the Core Strategy (Natural Environment) is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.
39. The Council's Arboriculturist has been consulted and raises no objections to the proposals on arboricultural grounds. There are no Tree Preservation Orders

within the site and it does not lie within a Conservation Area. The onsite trees proposed for removal are not high quality specimens.

40. Tree protection fencing detailed on the submitted Tree Protection Plan, drawing No.19/00021/MS, should be in place after the identified trees on site have been removed but prior to construction works.
41. New planting is indicated on revised site plan, drawing number P03-02, Rev A. but there are no other details. There seems to be very little planting proposed along the eastern boundary with the existing dwellings on Mossfield Road and Keswick Road, some planting for screening should be proposed. A detailed landscape plan should be submitted with suitable proposals for replacement tree planting.
42. The current site consists primarily of low ecological value grassland, this is to be replaced by hardstanding, buildings and soft landscaping. In order to enhance the natural environment on site, the soft landscaping will need to include features of ecological value such as native trees, wildlife attracting shrubs and artificial features such as nest boxes. The proposed development would introduce some, albeit limited planting to the site including the planting of trees in the communal external space and along the rear boundary. Given the indicative layout it is considered that improvement in the biodiversity of the site can be achieved subject to an appropriately worded landscaping condition including measures for biodiversity enhancement including native trees and bird boxes. Consequently the application is considered to be compliant with Policy R2 and the NPPF. It is recommended that the standard landscaping condition is amended to reflect the ecology requirements.

DRAINAGE

43. 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 155 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere. Policy L5 is considered to be up to date in this regard and so full weight can be attached to it.
44. Subject to conditions set out in the consultation response from the LLFA it is considered that the scheme is compliant with Policies L5 and L7 of the NPPF.

DESIGNING OUT CRIME

45. GMP Design for Security has recommended that the proposed recommendations in Section 4 of the Crime Impact Statement are conditioned. As set out in the Applicant's Submission section of this report, the agents are reluctant to implement some of these recommendations. It is considered that the alternative approach as set out by the agent is acceptable for the reasons stated in that part

of the report and an appropriately worded condition is recommended to this effect.

DEVELOPER CONTRIBUTIONS

46. 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). However developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and there the CIL payments will be reduced according.
47. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide 45% (14 no.) affordable housing. The scheme exceeds these requirements with a 100% affordable housing provision and this is to be secured through a suitably worded condition.
48. 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 and an appropriate contribution will be brought forward as part of the landscaping scheme required by condition.
49. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

50. The scheme complies with the development plan, the starting point for decision making, which would indicate in itself that planning permission should be granted. In NPPF terms Paragraph 11(d)(i) terms there is no clear reason for refusing the development proposed. Therefore, as this is an application for housing development and , given the Council's shortfall in housing land Paragraph 11(d)(ii) of the NPPF requires the 'tilted balance' to be applied in decision making.
51. A number of public benefits arise from the proposed scheme which are considered to demonstrably outweigh any residual harm. These are that the scheme will deliver a sustainable development including 30 no. new residential units on a brownfield site, a significant contribution to the Council's housing land supply figures and targets for delivering residential development on brownfield sites. The scheme will also deliver 30 no. affordable, social rented units.
52. All other detailed matters have been assessed, including visual amenity and design, highway safety and residential amenity. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition. 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. Approval is therefore recommended.

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).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers P03-01; P03-02 Rev C; P03-03 Rev D; P03-04 Rev D and P03-05 Rev B.

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

3. The residential apartments hereby approved shall only be used for the purposes of providing affordable housing for social rent (as defined by the NPPF Annex 2, or any subsequent amendment thereof) to be occupied by households or individuals from within the boundaries of Trafford in housing need and shall not be offered for sale or rent on the open market. Provided that this condition shall not apply to the part of the property over which:- (i) a tenant has exercised the right to acquire, right to buy or any similar statutory provision and for the avoidance of doubt once such right to acquire or right to buy has been exercised, the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market.

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

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

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

4. No above-ground construction works shall take place unless and until a detailed scheme for the provision of all energy supplies, meter boxes, external plant, and mechanical and electrical systems (M&E) has first been submitted to and approved in writing by the Local Planning Authority. Notwithstanding the vent shaft shown on the approved plans, the scheme shall ensure that:
- (i) All apartments are provided with appropriate heating and ventilation systems
 - (ii) There are no individual extraction vents or flues to apartments visible on the exterior façade of the building, and that the M&E solutions do not impact on the fenestration detailing shown on the approved elevational drawings
 - (iii) All plant is included within the building façade and is not located on or protruding above the roof parapets of the buildings
 - (iv) There are no gas supply pipes or meter boxes fitted to the exterior of the building other than those approved as part of this scheme.

Development shall proceed in accordance with the approved scheme.

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

5. Notwithstanding the details hereby approved, no above ground works shall take place until detailed plans and sections at a scale of 1:5 showing the external reveals, detailing of window and door openings (including heads, cills and jambs), the screens for the roof terrace and the treatment of facade and roof edges have been submitted to and approved in writing by the local planning authority together with sample panels of window openings to demonstrate reveals. The 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.

6. The development shall be carried out in accordance with the physical specification measures outlined in section 4 of the submitted Crime Impact Statement (ref 2019/0408/CIS/01) with the exception of the details relating to boundary treatments and bins stores which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works. The development shall be carried out in accordance with the approved details.

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

7. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works. The soft landscaping will need to include features of ecological value such as native trees, wildlife attracting shrubs and artificial features such as nest boxes to mitigate for loss of existing ecological interest.

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

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

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

8. The development hereby approved shall not be occupied until a schedule of landscape maintenance for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Maintenance 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 L5, L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The development permitted by this planning permission shall only be carried out in accordance with the approved drainage strategy drawing (Ref: 8724G-WML-00-XX-DR-C-1001 P03) and the following mitigation measures details within the Flood Risk Assessment:

- Limiting the surface water run-off generated by the 1 in 100 year critical storm so that it will not exceed 5 l/s and not increase the risk of flooding off-site.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site in accordance with Trafford Core Strategy L5 and relevant sections of the NPPF.

10. Prior to occupation a management and maintenance plan for the lifetime of the development shall be submitted and approved in writing by the Local Planning Authority, the plan shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation and maintenance of the sustainable drainage scheme detailed on approved drawing number Ref: 8724G-WML-00-XX-DR-C-1001 P03 throughout its lifetime has been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures, having regard to Trafford Core Strategy Policy L5 and relevant sections of the NPPF.

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

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. The rating level (LAeq,T) from any plant and equipment associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises at the quietest time that the equipment would be operating/in use. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas."

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

13. No works of development or site preparation shall take place until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority to include details of the measures proposed during construction to manage and mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:

- Suitable hours of construction and demolition activity;
- The parking of vehicles of site operatives and visitors (all within the site);

- Loading and unloading of plant and materials (all within the site), times of access/egress;
- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoardings;
- Measures to control the emission of dust and dirt during construction and procedures to be adopted in response to complaints of fugitive dust emissions;
- A scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
- Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity;
- Information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
- Information to be made available for members of the public;

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

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

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. 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.

16. The development hereby approved 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 submitted plans and the details approved in relation to condition 23. 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.

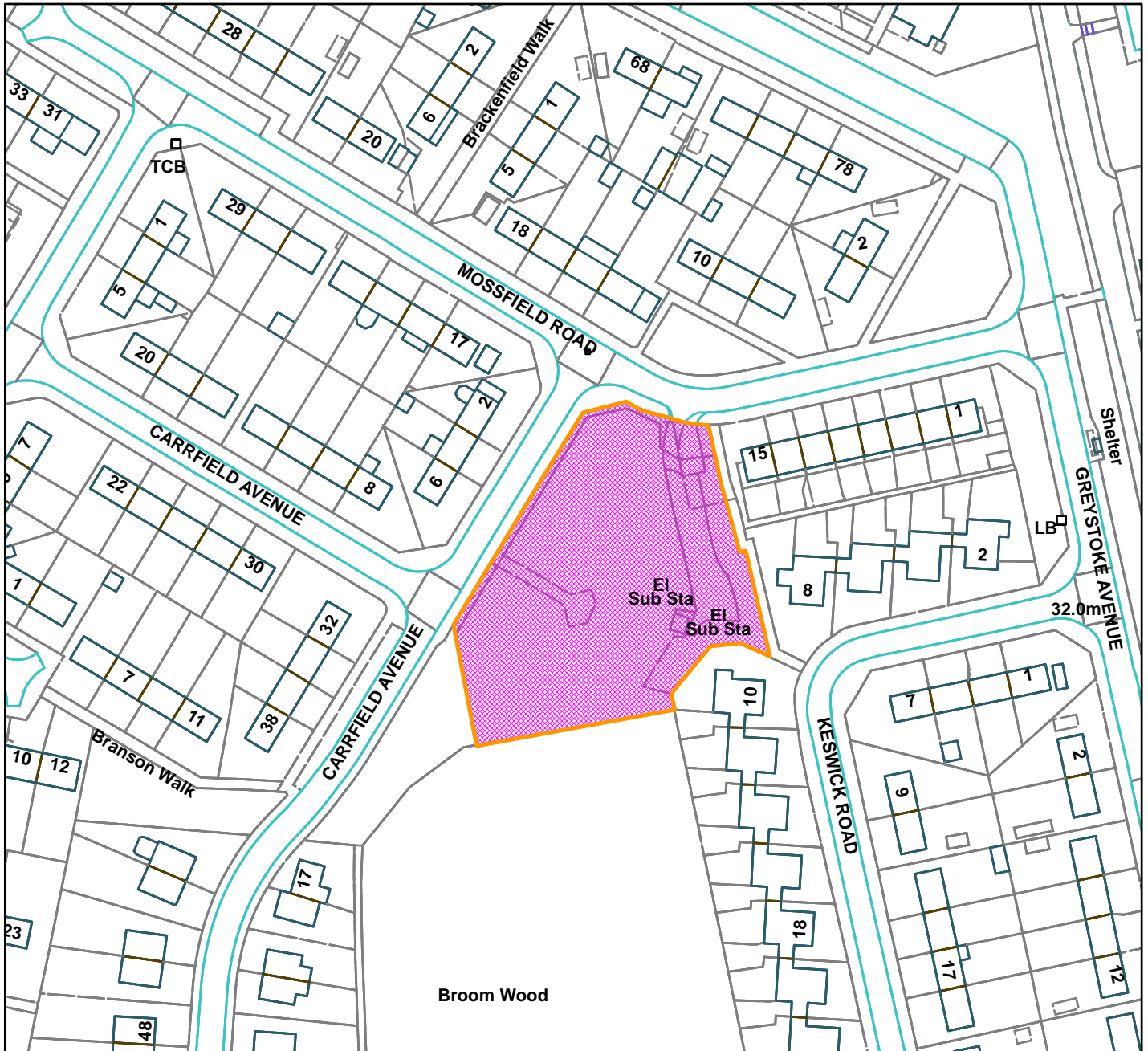
17. The development hereby approved shall not be occupied unless and until a scheme for the provision and implementation of electric vehicle charging points has first been submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved scheme 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.

JE



Land on corner of Carrfield Avenue and Mossfield Road, Timperley (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)

WARD: Longford

99062/HHA/19

DEPARTURE: No

Demolition of existing conservatory and erection of single storey rear extension with raised patio and steps

70 Norwood Road, Stretford, M32 8PW

APPLICANT: Ms McCarrick

AGENT: Steve Elson Architecture

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee as the applicant is a Council employee.

SITE

The application refers to a two-storey semi-detached property in a mainly residential area surrounded by houses of a similar design and appearance.

To the front of the property is a paved driveway with hedges along both the side and front boundaries. The front elevation has a bay window on both floors with a small gable roof extending over the first floor bay and a single sloped roof that extends across the ground floor bay window and front door. A passageway extends down the South side elevation, with a 1.5m high fence separating the property on both sides. To the rear the boundaries are established with hedges and bushes.

The rear elevation has a conservatory on the left hand side adjoining a small patio. A large dormer extends across the full length of the rear roof elevation which appears to have been done under Permitted Development.

PROPOSAL

The application proposes the demolition of the existing rear conservatory and the erection of a full width single storey rear extension with a depth of approximately 3m, leaving a 0.15m distance to the adjoining property boundary. The extension would provide space for an enlarged kitchen/lounge/dining area. The rear elevation would include a set of bi fold doors which provide access to the garden via a small raised (0.3m high) patio and steps. The side of the extension would have a small window. It has a flat roof at a height of 3.6m with a skylight. The extension would add 15m² to the floor space of the property

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

SUPPLEMENTARY PLANNING DOCUMENTS

SPD4: A Guide for Designing Housing Extensions and Alterations

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in summer 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

None

CONSULTATIONS

Cadent gas 20/11/2019

It does not appear that the proposed works would ill directly affect nearby gas pipelines. Relevant pipeline development guidance and maps are to be given to the applicant/agent.

REPRESENTATIONS

None received

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. Householder extensions and alterations are acceptable in principle subject to there being no harm to the character and appearance of the property through unsympathetic design or harm to the amenity of neighbouring properties and residential areas.

DESIGN AND APPEARANCE

2. The design has been considered in line with Policy L7 and guidance contained in SPD4.
3. The proposal consists of the erection of a single storey rear extension which extends 3.038m from the original property and extends across the rear elevation leaving a 0.15m gap from the adjoining property boundary. The scale of the extension is considered proportionate to the existing property and would have a reduced depth to the existing conservatory, although increased width. A sufficient amount of garden space is retained to the rear, with the extension appropriately sized for the plot.

4. The proposed design and materials would be in keeping with the existing dwelling, with the brickwork proposed to match the existing. The inclusion of a roof lantern and bi-fold doors are considered appropriate for the style of the property.
5. Therefore in reference to design and appearance the proposal would be acceptable.

RESIDENTIAL AMENITY

6. Impact on amenity of neighbouring residents and the occupiers of the application property have been considered in line with Policy L7 and guidance contained in SPD4.
7. SPD4 sets out detailed guidance for protecting neighbouring amenity (paras 2.14 to 2.18) as well as under the relevant sections for particular types of development (3.4).

Impact on 68 Norwood Road

8. A small window would be placed on the south side elevation facing no.68 which is 1.5m away from the boundary and is screened partly by a fence. There are no windows opposing this window which would cause a loss of privacy or lead to overlooking and the 3m extension is in line with the guidelines of SPD4 paragraph 3.4 and so the extension would not be considered overbearing.

Impact on 72 Norwood Road

9. A 15cm gap has been left between the boundary and the rear extension to avoid it being overbearing on the boundary and the 3m extension is in line with the guidelines of SPD4 paragraph 3.4 and so the extension would not be considered overbearing. The windows and bi-fold doors would may partly overlook the garden however there would not be a significant difference as to the current situation; furthermore, there is adequate screening by the boundary fence, hedges and bushes as for there to be no significant loss of privacy.
10. The proposed patio and steps are not considered to cause any undue overlooking or loss of privacy to either of the neighbouring properties due to the height.
11. Given the modest depth of the extension and distance to the rear boundary it is not considered the proposal would impact the occupiers of properties to the rear of the site.
12. The proposal would have an acceptable impact on the amenity of the adjacent dwellings and its design and appearance would be in keeping with the existing area.

DEVELOPER CONTRIBUTIONS

13. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

14. The scheme has been assessed against the development plan and national guidance and it is considered that the proposed development will result in an acceptable form of development with regard to the scale and design and the impact on the amenity of neighbouring residents and the surrounding area more generally.

15. All relevant planning issues have been considered and representations taken into consideration in concluding that the proposal comprises an appropriate form of development for the site. The application is therefore recommended for approval.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers; 1073 05; 1073 07 and the associated site location plan.

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

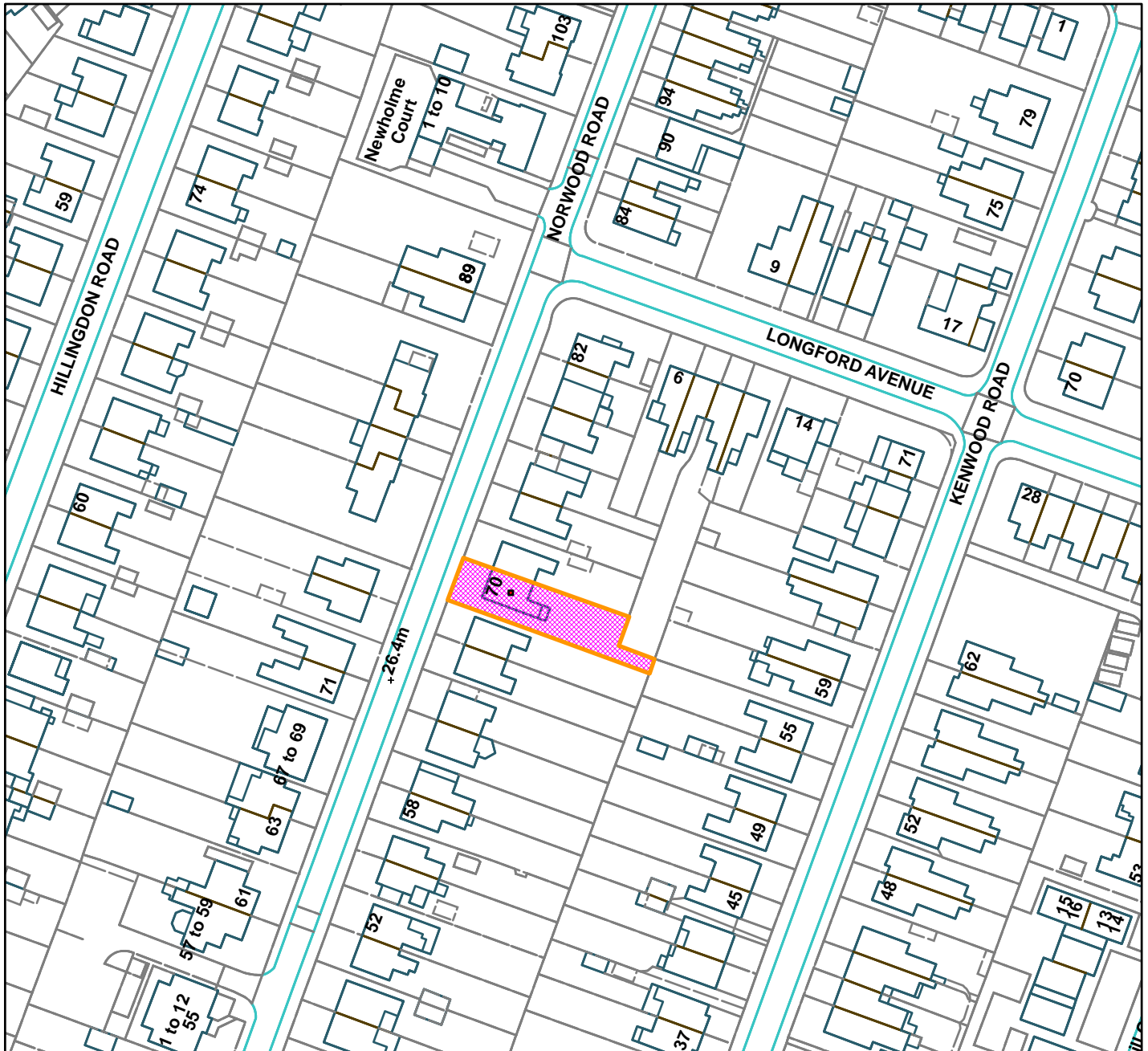
3. The brickwork used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

NB



70 norwood Road, Stretford, M32 8PW (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)

WARD: Longford

99105/FUL/19

DEPARTURE: No

Demolition of Red Rose Suite and erection of new grandstand (total capacity 4,935 seats) with associated facilities including museum, retail and ticket sales space; erection of a 6 storey block on eastern side of Brian Statham Way to provide a 109 bed hotel extension and ground floor retail/food and drink use and associated pedestrian bridge structure linking to existing hotel; ground floor and first floor extensions of existing hotel; relocation of existing replay screen and erection of additional screens within the cricket ground; realignment of Brian Statham Way and associated public realm and landscaping works.

Lancashire County Cricket Club, Brian Statham Way, Stretford, M16 0PX

APPLICANT: Lancashire County Cricket Club

AGENT: Paul Butler Associates

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site for the proposed re-development comprises the existing Red Rose Suite and Red Rose Stand at Old Trafford Cricket Ground, which is home to Lancashire Cricket Club, which is located on the western side of Brian Statham Way, and a plot of land adjacent to UA92 on the eastern side of Brian Statham Way.

The wider complex of Old Trafford Cricket Ground includes the stadium, offices, a 150 bed Hilton Garden Inn, conferencing facilities for up to 2000 visitors, Caffé Nero, as well as open areas for parking (circa 700 spaces), crowd circulation, and external entertaining. The ground at present has an approximate capacity of 19,000 seats for domestic cricket and 26,000 for international games, for the latter of which temporary stands are erected. The ground is also occasionally used for large open air music concerts with capacity for 50,000 people.

The existing Red Rose Suite is a brick built structure which is three storeys high. The facade of the stand facing Brian Statham Way has a projecting element at first floor level which overhangs Brian Statham Way. This element of the stand has a decorative scalloped cream rendered edge and a mono pitch roof. The façade has a number of small window openings facing onto Brian Statham Way. At ground floor level the site has a number of openings into the cricket club which are enclosed with wrought iron railings. To the north of the stand there is a low level stand, circa one to two storeys in height; part of this stand is also proposed to be demolished. Further to the north of the stand are Caffé Nero and the existing Hilton Garden Inn.

To the south of the Red Rose Suite are the Metrolink line and the Old Trafford stop, existing spectator stands and an existing large screen within the cricket ground. The boundary of the site is formed by a combination of brick walls and decorative wrought iron railings.

The proposed hotel extension would be located on the opposite side of Brian Statham Way, on the car park to the north of UA92 and an adjacent landscaped area.

The wider area around the cricket ground centred around Trafford Town Hall is known as the Civic Quarter and, pending approval by the Council's Executive, will be the subject of a forthcoming consultation draft Civic Quarter Area Action Plan which will outline the Council's ambitions for development in the local area which is an area of change and which will become the statutory development plan for this area, replacing the Strategic Location allocation in the Council's Core Strategy.

PROPOSAL

Grandstand

The proposed development involves the demolition of the existing red rose suite (removal of 1,355 seats) and the erection of a new grandstand (capacity 4,935 seats), resulting in the provision of 3,580 additional seats.

The proposed grandstand would contain ancillary retail floorspace, a club museum and ticket office at ground floor (361 m²). The upper floors will include a new members' suite and food and drink serving areas for use on matchdays (376m²).

As part of the proposed development Brian Statham Way would be realigned to accommodate the proposed development by curving around the new grandstand. The proposed grandstand would over sail the footway and would be the equivalent of 6-7 storeys in height, being slightly higher than the proposed hotel.

The proposed stand would be contemporary in appearance with a glazed ground floor and a combination of glazed balustrading with rainscreen cladding and projecting steel fins on the upper floors facing Brian Statham Way. The structural supports are proposed to be metallic painted primary steel superstructure, whilst the proposed stands (terrace steps, stairs, vomitory walls) will be pre cast concrete supported by concrete spine walls. Tensioned fabric graphic panels are proposed to be suspended from the underside of the terrace steppings. The stand will have an overall height of 24 metres.

A glazed footbridge at 'Lower Tier Terrace' level would link the proposed grandstand to the existing stand to the north of the proposed stand and the 'Terrace Bar'.

The proposed development also seeks permission for the relocation of the existing 60 m² replay screen which is located in the south-east corner of the ground (adjacent to the Metrolink stop) to the south-west part of the ground in between C and D Stands. In

place of the existing screen, a new screen will be provided slightly to the west to be visible above the rear of the existing B Stand upper tier structure. The screen measures 6.49 metres high and 6.85 metres wide and will be attached to a 15.8 metre high steel structure, resulting in an overall height of 22.6 metres. The proposed structure comprises a steel supporting frame with a caged ladder for access and maintenance of the screen.

A continuous LED ribbon screen will also be provided to the leading edge of the new grandstand upper tier grandstand which will be visible from within the ground.

Hotel

The development also involves the provision of a single storey glazed atrium to the existing Hilton Garden Inn hotel to provide an extended restaurant dining area and front of house facilities at the existing site.

A glazed walkway is proposed at third floor level of the existing hotel which would connect to the proposed hotel extension on the eastern side of Brian Statham Way.

The proposed hotel extension building would be six storeys in height with a flat roof and would provide 109 additional rooms across five storeys of hotel accommodation above ground floor A1 (Retail) / A3 Restaurant and Café) floorspace.

It is proposed that hotel extension will be clad in red brick with deep recessed windows and brick detail panels. Areas of contrasting grey brick are proposed at first floor level above the proposed signage zones on the front elevation of the hotel, in door surrounds and to separate the glazing in the proposed double height windows and at ground floor level on the rear elevation.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL3 – Lancashire County Cricket Club Quarter
L3 – Regeneration and Reducing Inequalities
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
W1 – Economy
W2 – Town Centres and Retail
R1 – Historic Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation
R6 – Culture and Tourism

PROPOSALS MAP NOTATION

Trafford Inner Area
Priority Area for Regeneration
Main Office Development Areas

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

H10 – Priority Regeneration Area – Old Trafford

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in summer 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

Cricket Ground

There is an extensive planning history at the Old Trafford Cricket Ground and the following represents the most pertinent recent planning applications on this site:

85781/FUL/15 – Demolition of existing Old Trafford Lodge; rear section of ‘A-Stand; three storey ‘Development House’ and the former turnstile block. Erection of a replacement 150 bedroom hotel with coffee shop; new ticket office building; ‘pop-up’ bar facility and other external works, including alterations to the rear of ‘A’-Stand. Approved 04.12.2015

74393/FULL/2009 - Part Full/part Outline Planning Application for redevelopment of Old Trafford Cricket Ground and erection of food superstore. Full consent sought for the erection of a (Class A1) food superstore (measuring 15,500 sqm gross internal area) incorporating car parking plus associated petrol filling station, landscaping and infrastructure; creation of pedestrian link between Talbot Road and Chester Road; demolition and replacement of existing Old Trafford Cricket Ground stands and other associated buildings/structures to create a new cricket stadium (Class D2) with new media players and education building, extension to existing cricket school, reconfigured and extended members pavilion, spectator seating, hospitality and ancillary facilities including food and non food retail units, replay/scoreboard screens, sightscreens, 6 no. 60m high floodlighting columns and other associated cricket ground equipment. Outline consent sought for extension to Trafford Lodge Hotel (Class C1) including the creation of a maximum of 82 no. additional hotel rooms, a new fitness suite and a brasserie with details sought for means of access and layout with all other matters reserved for subsequent consideration. Approved 29.09.2010.

H70373 - Demolition of existing County, Jubilee and Tyldesley Suites and associated area of terraced seating and development of a new grandstand comprising a hospitality and events venue and associated section of new terraced seating (with a total capacity of approximately 2,250). Associated alterations to access road layout. Approved 25.02.2009

H45367 - Erection of 70 bedroomed hotel. Approved 03.06.1998

H16725 - Demolition of existing stands ‘a’, ‘b’ and ‘c’ known as pavilion stand and erection of new stand. Approved 09.09.1982

Proposed Hotel Site (part Former Kellogg's Site)

98661/EIASCO/19 - Request for a Scoping Opinion in respect of a residential-led, mixed-use development.

Adjacent UA92 Site (part of the Former Kellogg's Site)

94747/FUL/18 - Full planning permission for change of use to part educational use (Use Class D1) and part office space (Use Class B1), together with ancillary IT demonstration / experience centre (Use Class D1), café (Use Class A3) and external alterations including selective demolition to facilitate conversion, landscaping, public realm and other associated works. Approved 10.08.2018

Former Kellogg's Site Masterplan

A Scoping Opinion (98661/EIASCO/19) was issued in November for a residential-led, mixed-use development on the site of the former Kellogg's headquarters, situated to the south-east of the junction of Talbot Road and Brian Statham Way in Stretford. The proposed outline application will seek approval for the following elements:

- Up to 750 residential units (Use Class C3);
- Up to 7,000m² for a 2FE Primary school (Use Class D1);
- Up to 18,500m² for Office/ Education use (Use Class B1a/D1);
- Up to 4,500m² for a Local Centre (Use Class A1-A4 & D1);
- Up to 100-bedroom hotel (Use Class C1);
- Up to 600m² for an Energy Centre (Use Class B2);
- Open space, sustainable drainage systems (SuDS) and landscaping; and
- Associated infrastructure.

This proposed development was the subject of a public consultation event which commenced on 7 November 2019 which included an indicative layout of the proposed development.

It is anticipated that an outline planning application for a mixed-use development on this site will be submitted imminently.

APPLICANT'S SUBMISSION

The planning application was accompanied by the following documents:

- Application form and completed ownership certificates
- Design and Access Statement (prepared by BDP Architects)
- Crime Impact Statement (prepared by GMP)
- Preliminary Ecological Appraisal (prepared by Tyrer Ecological Consultants)
- Employment Land Assessment (prepared by Paul Butler Associates)
- Flood Risk Assessment and Outline Drainage Strategy (prepared by Marston & Grundy LLP)
- Heritage Statement (prepared by Paul Butler Associates)

- Noise Impact Assessment (prepared by Cundall)
- Statement of Community Involvement (prepared by Paul Butler Associates)
- Townscape Appraisal (prepared by Exterior Architecture)
- Town Centre Statement (prepared by Paul Butler Associates)
- Transport Assessment (prepared by Axis Transportation Planning)
- Arboricultural Impact Assessment (prepared by Urban Green)
- Waste Management Strategy (prepared by Axis Transportation Planning)
- Contamination Desktop Study / Phase 1 Assessment (prepared by Applied Archaeology)

REPRESENTATIONS

Three letters of objection have been received in response to this application on the following grounds:

- Previous extensions at the cricket ground have been permitted with no extra parking provided;
- Where is the extra car parking for the proposed development;
- The local area suffers from parking problems on match days with cars blocking driveways and vehicles parked from 9am to 6/7pm for cricket matches;
- A multi storey car park should be provided next to the hotel extension and parking permits should be provided for residents with parking prohibited on surrounding residential streets;
- The extension to Manchester United had to provide parking – the same should apply to the cricket ground;
- The closure of Talbot Road will divert more traffic down Kings Road and Greatstone Road;
- No plan to deal with the displaced parking spaces which will be lost;
- There are currently over 30 on street parking bays on Brian Statham Way, Brian Statham Way will be closed to vehicles and car parking spaces will be lost on the former Kellogg's car park;
- This will not discourage drivers from using their vehicles and will encourage drivers to park on surrounding residential streets;
- The application has not been widely advertised;
- The proposed stand extends across Brian Statham Way - this blocking of the "Processional Way" resulting in a need to bend it around the proposed new stand, would be highly damaging;
- The Civic Quarter Framework reimagines the link as a "pedestrianised ceremonial route". A ceremonial route with a substantial kink in it would become a laughing stock, as well as destroying the current clear view of the Football Stadium from the Tram stop;
- Concerned that the proposed layout for the UA92 Campus had been based, in part, around the proposed extension to the LCCC cricket ground;
- The UA92 Campus site is one in which the Council has a legal and financial interest, alongside its commercial partner "Bruntwood". LCCC is a private organisation. For the Council's own consultants to present the public with a scheme designed to accommodate a private planning proposal, the application

for which has not yet been determined, must be a highly debatable practice, and one that gives an impression that planning permission for LCCC is a done deal. Otherwise, why would the UA92 campus scheme not instead have been designed specifically in the best interests of the community, and in conformity with the Civic Quarter Framework. The interests of LCCC, as expressed in the planning application, should be considered in the light of the established planning framework, including the proposed processional way and the desperate need for housing, and not accommodated by the Council in advance.

- The Council must have given its consultants a brief upon which to base the design of the UA92 Campus site. This brief, quite clearly, must have included a requirement to accommodate the LCCC proposal in the final version to be presented to the Public. On the face of it, this must prejudice the ability of the Planning Authority to deal with both the LCCC and the UA92 Campus proposals independently, taking into account consultations with the public and other bodies on those, now intimately connected, proposals.
- LCCC, as a private body, has received enough help from the people of Trafford in the past to bring the ground up to required standards, and no more should be given up for the benefit of a private organisation

CONSULTATIONS

Environment Agency – no comment

Greater Manchester Archaeological Advisory Service (GMAAS) – the proposed development does not threaten the known or suspected archaeological heritage. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

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

Greater Manchester Police Design for Security – no objection subject to condition

Local Highway Authority (LHA) – no objection subject to condition

Local Lead Flood Authority (LLFA) – no objection subject to condition

Pollution Control, Air Quality – no objection

Pollution Control, Nuisance – no objection subject to the implementation of recommended conditions and informatives

Pollution Control, Contaminated Land – The assessment has identified the requirement for an intrusive site investigation to confirm the presence of any contamination which may affect future site users and/or groundwater. To ensure that a suitable investigation is undertaken conditions should be attached.

Trafford Council, Heritage Development Officer – The development would obscure views of the Grade II listed Town Hall Clock Tower from the southern area of the former Kellogg's Site and from the Altrincham bound Metrolink platform. The proposed bridge would also act as a visual barrier to views of the Town Hall along Brian Statham Way. It is considered that the proposed development would cause negligible harm to the setting of Trafford Town Hall.

Trafford Council, Tree officer – no objection to the proposal on arboricultural grounds subject to conditions. Further details of the proposed tree planters are required to ensure the new trees can flourish and grow to maturity.

Trafford Council, Strategic Planning – the submitted Employment Land Assessment sufficiently justifies the loss of employment land and the Sequential Test in the submitted Town Centre Statement adequately considers in centre and edge of centre site in Stretford Town Centre with regard to the proposed town centre uses. There are no objections to this application.

Trafford Council, Waste – no comments to make.

Transport for Greater Manchester (TfGM) – no objection.

TfGM Metrolink – no objection subject to condition.

United Utilities – no objection subject to the implementation of recommended conditions

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT AND THE DECISION-TAKING PROCESS

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but was drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.

4. Policies relating to the town centre uses, the strategic location, design, impact on amenity and heritage are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they control the principle of the development and are relevant to the impact of the proposed development and surrounding area:
 - Policy W2 of the Core Strategy is considered to generally be consistent with the NPPF in supporting the growth of Trafford's town centres and the role they play in local communities.
 - Policy SL3 of the Core Strategy is generally in compliance with the NPPF in relation to the regeneration and provision of new sustainable communities. However the references to specific housing numbers and heritage are not consistent with the NPPF. In all other aspects this policy is consistent with the NPPF.
 - Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. Full weight can be afforded to this policy.
 - Policy R1 of the Core Strategy, relating to the historic environment, with its requirement to enhance, does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF.
5. Although some aspects of relevant development plan policy are out of date (e.g. the requirement to 'enhance' in Policy R1), in relation to this particular application, although the overarching policy is considered 'most important' for decision making purposes, the aspects of these policies which are out of date are not determinative. Therefore, when considering the overall basket of 'most important' policies the development plan is considered to be up to date for decision making purposes. The tilted balance in Paragraph 11 of the NPPF is not engaged and the application should be determined in accordance with the development plan unless material considerations indicate otherwise.
6. No less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

The Strategic Location

7. The Lancashire County Cricket Club Quarter Strategic Location allocation, which is covered by Core Strategy Policy SL3, is identified in the Draft Land Allocations Plan (LAP) as LAN1 and LAN2. The Draft LAP is at a very early stage in its preparation and has been put on hold, pending the production of the Greater Manchester Strategic Framework and therefore has limited material weight in the

determination of this application. Notwithstanding this, pending the publication of the consultation draft Civic Quarter Area Action Plan, the LAP remains the most recent statement of policy published by the Council (2014) in respect of this site.

8. The Core Strategy outlines a number of Strategic and Place Objectives. Strategic Objectives relevant to this application include regeneration, the provision of employment opportunities, reducing the need to travel, securing sustainable development and protecting the historic built environment. Place Objectives of relevance to this application include OTO 11 which seeks to maximise the potential of Lancashire Cricket Club as a visitor attraction and its potential to lead major regeneration in the area.
9. As seen on the Land Allocations Consultation Draft Policies Map, which accompanies the Draft (LAP) the application site is partially located in the 'Lancashire Cricket Club Quarter' Strategic Location. The proposed Hotel extension is the only part of this application which falls outside of the boundary of SL3.
10. SL3 is considered to be broadly compliant with the NPPF as it seeks to deliver a strengthened mixed use community centred around the existing sporting and community facilities. The LCC Quarter is one of the most visited places in the Borough containing the sporting attraction that is the Cricket Club and a number of important community facilities such as Trafford Town Hall, Trafford College and Stretford Leisure Centre, the area is however also fragmented by a number of large footprint single uses. CS Policy SL3 identifies a significant opportunity to improve the visitor experience for its sporting attractions and to create a new residential neighbourhood.
11. CS Policy SL3 states that major mixed-use development will be delivered in this Location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at LCC. CS Policy SL3 goes on to state that the Council considers that this Location can deliver:
 - A redeveloped LCC sports stadium with ancillary sports and leisure facilities;
 - 400 residential units comprising predominantly accommodation suitable for families;
 - A redeveloped and renovated Trafford Town Hall providing new accommodation for Trafford Council's and administrative functions;
 - Improvements to education, community and commercial facilities (including a superstore); and
 - Improvements to the local highway network and better linkages with public transport infrastructure.
12. Policy SL3.4 states that in order for development to be considered acceptable a contribution to the provision of a strategic processional route, suitable for a variety

of users with a high quality public realm area incorporating green infrastructure along Warwick Road and Brian Statham Way to enhance visitor experience and to link to existing and future public transport improvements. This application incorporates a realigned Brian Statham Way which will ultimately form part of the proposed processional route and the developer has indicated that they will provide developer contributions towards the delivery of the strategic processional route.

13. It should be noted that the LCC Strategic Location has already delivered a partially redeveloped LCC sports stadium, a redeveloped and renovated Trafford Town Hall and a superstore. Improvements have also been made to the local highway network including the introduction of cycle route improvements along Talbot Road.
14. Policy LAN1 of the Draft LAP encourages a mix of uses, including a range of retail uses (Use Classes A1 to A5), commercial, leisure and community facilities (Use Classes D1 and D2) at a scale to serve the needs of the proposed communities within the Strategic Location. This policy also details the provision of new open space and green infrastructure required to support the anticipated residential development in this area.
15. Policy LAN 2 of the Draft LAP states that the Council will support the continued use and improvement of the area identified on the Policies Map for a cricket stadium and associated hospitality, conference, club store, events, hotel and spectator/visitor car park uses by Lancashire Cricket Club. A range of commercial and/or community uses (including use classes A1, A2, A3, A4, A5, B1, C1, D1, D2 and similar appropriate uses) will be encouraged where they support the operation of the Stadium and are consistent with other policies within the Local Plan and relevant criteria within national policy.
16. It should be noted that the justification for Policy LAN2 states *“The function of the area as a stadium and major tourist destination should not be compromised through significant impact on the operation and/or amenity of the LCC Stadium or other uses in the vicinity of the proposal, including issues of security and overlooking.”*
17. The Civic Quarter Masterplan (CQM) and Refreshed Stretford Masterplan are not considered to be determinative documents in the assessment of this planning application. Although of negligible weight the CQM notes that the ‘Former Kelloggs Site/UA92’ area provides a significant opportunity to create a vibrant new mixed use community around the UA92 building, including further residential, leisure and commercial uses and the enhancement of Brian Statham Way and Warwick Road. It is noted that Brian Statham Way and Warwick Road could be developed as a pedestrianised ceremonial linkage between Lancashire Cricket Club and Manchester United Football Club. However the CQM will be cancelled on publication of the Civic Quarter AAP, which equally can be given negligible

weight as at this stage a consultation draft is yet to be published. The Stretford Masterplan also reflects the desire for a 'Processional Route' and new development within the vicinity of the cricket club to improve the visitor experience in this area and promote improved links with the wider Stretford area.

Main Town Centre Uses

18. In addition to the proposed grandstand the submitted planning application also seeks planning permission for the development of a 109 bed hotel with A1/A3 retail space (total 340 m²) at ground floor level, museum and retail space (total 361 m²) at ground floor level of the stadium and as part of the new grandstand, food and drink serving areas (total 376m²). The use classes proposed as part of this development fall within the definition of 'main town centre uses' in the NPPF.
19. Paragraph 86 of the NPPF requires local planning authorities to apply a sequential test to planning applications for main town centre uses which are not located within an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
20. A Town Centre Statement has been submitted in support of the application, which focuses on the hotel floorspace and the associated ground floor retail space. It is considered that the museum, retail, food and drink floorspace provided as part of the grand stand is ancillary to the leisure use of the cricket club and does not need to be assessed as part of this application.
21. The proposed grandstand is a leisure use and also falls within the definition of a 'main town centre use'. This new stand does however fall within the defined SL3 boundary which refers specifically to leisure facilities as an acceptable use in the area. The retail, food and drink uses proposed as part of the grandstand redevelopment are considered to be ancillary to the proposed use. Due to the site's location in the SL3 boundary and the fact that the proposed stand is an extension and improvement to the existing facilities, it is considered that there is no requirement for this element of the proposed development to be sequentially assessed.
22. Policy W2 of the Core Strategy, which is considered to be compliant with the NPPF in supporting the growth of town centres and the role they play in local communities and is therefore up-to-date for the purposes of decision making. It states that outside the established retail centres, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.

23. A sequential test was submitted in support of this planning application, which assessed the level of floor space on an aggregated basis and assessed the availability of floorspace (ranging between 3,375 m² and 5,625 m², allowing for a flexibility of 10% in floorspace area against the proposed level of floorspace at 4,500 m² either way) within an agreed search area.
24. The assessment focused on Stretford Town Centre and edge of centre. Seven sites in the defined centre and within circa 300m (edge of centre) were identified for evaluation and assessed.
25. The assessment found that there were no sequentially preferable sites within, or on the edge of the identified centres. Officers have analysed the submitted assessment and concluded that the applicant has satisfied the requirements of the sequential test, in that it has been demonstrated that there are no sequentially preferable sites (either within or closer to established retail centres) that could accommodate the proposed hotel and retail floorspace.

Loss of Employment Floorspace

26. The proposed hotel extension is located on the former Kellogg's site. Although there was an application to change the use of the former Kellogg's Headquarters building, the application site boundary did not extend to include the car park. The site is identified within the Development Plan as an employment site.
27. Core Strategy Policy W1.12 seeks to protect unallocated employment sites and sites outside of Strategic Locations from non-employment uses. This policy requires applicants to demonstrate that:
 - There is no need for the site to be retained for employment purposes and it is therefore redundant;
 - There is a clear need for the proposed land use in this locality;
 - There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
 - The proposed redevelopment would not compromise the primary function of the locality of the operations of neighbouring users; and,
 - The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.
28. The application is supported by an Employment Land Assessment which assessed the proposed development against the criteria outlined above and it is considered that the submitted statement satisfactorily demonstrates that the proposed development accords with the requirements of policy W1.12 and that the loss of an employment use in this instance is acceptable.

Conclusion on the principle of development

29. The majority of the proposed development is located within the LCCC Quarter Strategic Location. Overall it is considered that the provision of a new grandstand with ancillary A1, A3, A4 and D1 uses within the strategic location is acceptable in principle and complies with policy SL3.
30. The proposed hotel is however located outside the Strategic Location and the proposed development is therefore subject to consideration against main town centre use policy and the loss of employment land. The application has been considered against the policy set out in the NPPF and Core Strategy and it is considered that the principle of the proposed hotel, A1 and A3 floorspace in this location is acceptable.

DESIGN

31. The promotion of high standards of design is a central narrative within the NPPF, which states at paragraph 124, that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 130 urges local planning authorities to refuse development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. The importance of design in determining planning applications is emphasised in the NPPG and National Design Guide (October 2019).
32. Policy L7 of the Core Strategy attaches importance to the design and quality of the Borough's built environment and states that design solutions must: be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments, the policy is clear. Policy L7 is considered to be compliant with the NPPF as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.

Layout

33. The layout of the proposed development is reflective of the needs of the LCC and hotel operator.
34. The proposed grandstand is set out symmetrically around the centreline of midwicket. The lower tier seating maintains the pitch geometry defined by the playing area, whilst repositioning the match day entrance (and concert mode entrance) further north along Brian Statham Way will reduce the potential for congestion back to the Old Trafford Metrolink stop south of the site.

35. The upper tier seating is positioned to complement the adjacent existing upper tier seating to the south of the ground. The new grandstand will extend back at a rake which will allow high quality sight lines for spectators from this location.
36. The curve of the new grandstand requires the realignment of Brian Statham Way. This realignment results in the widening of the ground level spectator concourse to improve spectator safety and the overall flow in circumnavigating the cricket ground. The re-developed grandstand also creates an active frontage to positively improve the character of the streetscene and pedestrian environment of Brian Statham Way especially when alighting from Old Trafford Metrolink stop. The realignment marks the entrance to the Processional Route up to Old Trafford Football Ground.
37. The proposed hotel is an extension to the existing hotel at the cricket ground, Hilton Garden Inn. The proposed extension will share facilities with the existing hotel, which has led to the incorporation of a bridge into the proposed development to connect the two buildings.
38. The layout of the hotel extension follows the line of the realigned Brian Statham Way. The building is set back to address the grandstand and with active frontages at ground floor the space between will create interest and activity within the street environment.
39. In order to accommodate the additional guests an extension to the existing hotel dining facilities is proposed.
40. The layout of proposed development reflects the functional need of the site to provide a new grandstand to the existing cricket ground and the requirement for new hotel space to connect with the existing hotel. The development and the proposed realignment provides a new area of public realm with active frontages to Brian Statham Way which will ultimately form an integral part of the Processional Route from the Cricket Ground to the Old Trafford football stadium which is set out as a main development requirement in Policy SL3.
41. It is considered that the layout of the proposed development will accord with the requirements of Policy L7 by improving the character and quality of the area and is acceptable.

Grandstand Design

42. The proposed grandstand is contemporary in appearance and will have an overall height of 24 metres to the top of the proposed stand. The stand is functional in its appearance, largely being constructed from concrete with an open aspect to the cricket ground and an active frontage to the realigned Brian Statham Way.
43. Assessment Viewpoints contained within Appendix B of the submitted Townscape Appraisal demonstrate that the scale of the proposed grandstand

development is similar to the existing stands at the cricket ground and views of the re-developed grandstand will generally be from the immediate surrounding area. The scale and massing of the proposed grandstand is considered to be acceptable.

44. The ground floor, lower tier terrace and second floor have a commercial and active appearance, in particular the ground floor which proposes a wholly glazed ground floor space to Brian Statham Way providing the museum, ticket office and retail space.
45. Design drawings have been submitted providing large scale detailed sections of each element of the proposed stand (drawing no.s LCCC-BDP-Z1-XX-DR-A-(21)-001 and LCCC-BDP-Z1-XX-DR-A-(21)-002).
46. At the 'Upper Tier Level' the balustrading facing Brian Statham Way (eastern elevation) comprises 275 mm dark grey aluminium fins at 840 mm centres with glazing panels in between. Dark grey aluminium fascia panels are located below the glazed element with the projecting fin detail continued along the fascia panels and 'hang' below.
47. The projecting fin feature continues throughout the design of the eastern elevation and is present along the site frontage at 'Lower Tier' terrace level (third floor) and second floor level along with expanded aluminium cladding.
48. As noted above the ground floor of the stand is proposed to be wholly glazed. A dark grey painted steel fin fence line with integrated entrance gates either side of the stand.
49. The submitted information indicates that a high quality palette of materials is proposed to be used throughout the proposed stand and a condition is recommended requiring materials details to be submitted prior to the commencement of development.
50. The proposed development also seeks permission for the relocation of the existing 60 m² replay screen to the south western corner of the site adjacent to the existing stand C (backing on the Manchester platform of the Old Trafford Metrolink stop) and the car parking area. A new screen which has an overall height of 22.6 metres is proposed to the rear of the existing Stand B upper tier structure and adjacent to an existing lighting column, which is 60 metres high.
51. The relocation of the existing screen and the proposed new screen are required to ensure that there is visibility of the scoreboard from all parts of ground in order to comply with England and Wales Cricket Board requirement.
52. The proposed new screen is larger in scale than the existing screens as the increased scale of the new grandstand upper tier obscures views of the existing

screen location, and therefore a taller (but smaller) screen is required to provide scoreboard visibility in this sector of the ground. Relocating the existing screen to the opposite side of the ground is intended to re-use the existing screen structure in a location where its scale will still provide adequate visibility.

53. The design of each screen is functional to its use and whilst they are not considered to represent high quality design, they are necessary to the functioning of the cricket ground. The relocated screen will not be highly visible from outside the Cricket Ground and is considered to be acceptable.
54. Whilst the proposed new screen to the rear of Stand B will be visible from outside the Cricket Ground, given the surrounding context and the location of the new taller screen adjacent to the existing stands and lighting column it is not considered that the screen would look out of place in this location.
55. A continuous LED ribbon screen will also be provided to the leading edge of the new grandstand upper tier grandstand. This will not be visible from outside the ground and is considered to be acceptable.
56. It is considered that the scale, massing, design and appearance of the proposed Grandstand, whilst being functional is also contemporary and high quality. The use of the projecting steel fins adds interest to the prominent eastern elevation facing the realigned Brian Statham Way. The proposed development adds visual interest to Brian Statham Way with an active façade at ground, first and second floor levels and offers a significant improvement to the existing development on site. The design, appearance and location of the new and relocated screens are considered to be acceptable. It is considered that the proposed development complies with Policy L7 and the NPPF.

Hotel Extension Design

57. The proposed hotel extension is six storeys in height with a flat roof and an overall height of 20.78 metres. The proposed building will be faced in red brick and incorporates panels of detailed brickwork and recessed windows. The ground floor reflects its commercial use with a higher floor height than the remaining floors at 4 metres, the first to fifth floors each measure 3 metres in height. The fenestration to the hotel is rhythmic and has a vertical emphasis with the windows at second to fifth floors being double height.
58. The scale of the proposed development at six storeys in height is considered to be acceptable with development in the surrounding area being circa 5 to 6 storey's in height, for example, the existing cricket club stands, UA92 (Former Kellogg's HQ), British Gas and Warwick House. The application was supported by a Townscape Appraisal which demonstrates that the scale of the proposed hotel is not out of keeping with the surrounding area.

59. The Assessment Viewpoints included in Appendix B of the Townscape Appraisal demonstrate that the proposed hotel extension will be visible from the local area only and that the scale and massing of the proposed development is appropriate to its location.
60. The hotel extension will have two access points, one from Brian Statham Way at ground floor level and the second from the main hotel entrance on the opposite side of Brian Statham Way and via a glazed footbridge. Retail entrance points are located at ground floor level.
61. During the application process additional information has been submitted to demonstrate the design quality of the proposed development and detailed design drawings have been received. The submitted drawings show that the proposed development incorporates chamfered recessed windows with a 550mm set back. The 550mm recesses continue throughout the design of the proposed hotel extension continues at ground floor level with the proposed shopfronts being set back from brick pillars at ground floor level. At roof level a 2 metre high parapet will screen any roof top plant and provides a visual top to the development. Articulated brickwork detailing is proposed along the parapet and side elevations. The deep fenestration reveals and articulated brickwork add to the articulation and the design quality of the proposal.
62. The ground floor rear elevation of the proposed hotel extension incorporates a number of doorways which provide access points to the retail delivery area and store, plant room, transformer room and refuse/laundry room. These doors would at present open out to the car park which served the former Kellogg's headquarters and this relationship is considered to be acceptable.
63. It is however noted that an outline application will be submitted imminently seeking outline planning permission for a residential led mixed use development on the site of the former Kellogg's headquarters. The indicative outline masterplan which forms part of the public consultation process indicates that the masterplan proposes the development of residential dwellings to the rear of the proposed hotel. Although the indicative outline masterplan can only be given limited weight as a material consideration at present it is considered that although the ground floor of the rear elevation of the hotel does largely provide a blank elevation to what may be an active area, the design appropriately balances the functional requirements of the proposed hotel extension building with design and amenity considerations of potential future residential uses.
64. The primary material of red brick with limited grey brick detailing on the rear elevation is considered to be appropriate and reflects the materiality of other red brick buildings in the locality including the Cricket Club Pavilion, Trafford Town Hall and the UA92 building. Grey glazed spandrel panels are proposed to be used at first floor level above the proposed signage zones, within door surrounds and as a horizontal feature separate the glazing in the proposed double height

windows. This alternative material adds a contrasting material to the scheme, which is considered to be acceptable.

Bridge

65. A glazed footbridge is proposed between the hotel extension and the existing hotel over Brian Statham Way. This footbridge will connect the third floor of the proposed hotel extension to the third floor of the existing hotel and is required to provide a covered access point from the main hotel building within the cricket ground.
66. Details have been provided in relation to the design of the bridge which comprises a steel structure enclosed in glazing. The structure will measure 3.3 metres high by 2.7 metres in width and will appear as a largely unsupported structure spanning 21.5 metres across Brian Statham Way, with the exception of a totem which is proposed adjacent to the existing hotel and provides structural support to the structure. The totem will also include wayfinding information for visitors.
67. The design of the proposed foot bridge is reflective of the existing footbridges which link the existing hotel to the Pavilion and the Pavilion to The Point which face Talbot Road.
68. There are concerns that bridge will result in the visual effect of enclosing Brian Statham Way and obscuring key views along Brian Statham Way and Warwick Road is not considered to represent good design. It is however acknowledged that the proposed footbridge incorporates a lightweight design and appearance which will allow for glimpses through the structure and that it is required for functional purposes.

Existing Hotel Extension

69. A small glazed extension is proposed to the rear of the existing hotel projecting into the existing car park which serves the hotel and wider cricket ground. The extension will provide a larger dining area to accommodate the increase in the number of guests resulting from the proposed 109 bed hotel extension.
70. The proposed extension has a chamfered design and layout which is 35 metres wide where it is attached to the hotel and reduces in width to 29 metres fronting the car park. The extension is 6 metres deep.
71. The extension is wholly glazed with dark grey aluminium fins and glazed doors. Four panels to the western end of the extension are proposed to be glazed with frosted glazing. The floor plans indicate that this area of the extension will host an additional kitchen area and cellar.

72. External doors are proposed along the northern elevation facing the car park onto an external seating area. A set of doors are also proposed in the western elevation to the cellar.
73. It is considered that the proposed extension is small in scale and will improve the functionality of the existing dining area which is required to serve the proposed additional guests to the hotel extension. The design and appearance of the proposed extension is lightweight and contemporary and reflects certain design elements of the proposed grandstand development. The proposed extension is considered to be acceptable.

Landscaping

74. The realignment of Brian Statham Way contributes towards the provision of Council's aspiration to provide a strategic processional route. As noted in Policy SL3.4 development in this location will be expected to contribute towards the provision of a strategic processional route and as part of this application, Lancashire Cricket Club has agreed to pay a developer contribution towards the cost of delivery of the new public realm. The design of the processional route is being led by Trafford Council who have appointed external consultants to carry out initial design work which is ongoing. This design work will provide a cost for the processional route including public realm on Brian Statham Way. It is this part of the processional route which this application should reasonably contribute to. Until such a time as the cost is established it is not possible to precisely identify the level of contribution required. The applicant is aware of this and is satisfied with the approach in the recommendation that agreement of the precise figure is to be deferred and delegated to the Head of Planning and secured by a S106 Agreement.
75. It is acknowledged that the processional route may not be delivered until after the hotel and grandstand have been completed and the implementation of this is not within the control of the applicant. Therefore should this situation arise, there will be a requirement for Brian Statham Way to be temporarily reinstated.
76. The temporary reinstatement works comprise the realignment of Brian Statham Way to accommodate the proposed grandstand and hotel, the retention of an existing taxi bay adjacent to the gates serving the car park of the former Kellogg's offices and the provision of a new service bay. The temporary reinstatement works will comprise a black tarmac surface to the areas of adopted highway.
77. The site frontage of the proposed hotel extension is outside of the adopted highway boundary and is proposed to be demarcated from the area of existing and proposed adopted highway with an alternative hard landscaping material and linear planting beds. These details will be secured by condition.

78. Boundary fencing is proposed to the north of the proposed hotel extension and will adjoin the existing railings to the former Kellogg's office car park, and the adjoining Metrolink site to the south of the site. The design of the proposed fencing in this location has not been submitted and is recommended to be agreed via condition.

Conclusion on design

79. It is considered that the scale, massing, design and layout of the proposed development will enhance the street scene and character of the Strategic Location area through the introduction of two contemporary buildings which will incorporate active frontages at ground floor level to an area which has not activity at present.
80. It is considered that the proposed development complies with Policy L7 and the NPPF.

Heritage

81. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
83. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date and can be given limited weight.
84. Paragraph 193 of the NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The NPPF sets out that harm can either be substantial or less than substantial and there will also be cases where development affects heritage assets but from which no harm arises. Significance is defined in the NPPF as the value of a heritage asset to this and future generations because of its heritage interest, which includes any archaeological, architectural, artistic or historic interest. The significance of a heritage asset also derives from an asset's setting, which is defined in the NPPF as 'the surroundings in which a heritage asset is experienced'.

85. The application site lies within the setting of Trafford Town Hall which is Grade II listed, Longford Park Conservation Area and Old Trafford Cricket Ground, which is considered to be a non-designated heritage asset.
86. The application is accompanied by a detailed heritage statement and townscape analysis. It is concluded in the Statement that with regard to Trafford Town Hall and the cricket club there will be “no adverse impact on the setting or significance of either of these buildings. Were some harm to be identified then this could only be regarded as being of a very low magnitude and would be outweighed by the substantial public benefits associated with the proposal which are discussed within the accompanying Planning Statement.”

Trafford Town Hall

87. Trafford Town Hall is significant for its aesthetic, historical illustrative and communal values. The clock tower in particular is an important local and distinctive landmark and views of this contribute greatly to its aesthetic value. Its landmark quality orientates residents and visitors and provides a focal point within the locality. A clock face is intentionally visible on all four elevations of the tower emphasising the importance and visibility of this civic building at the time of construction in 1933 and this remains the case today. During this period Talbot Road was extended to the west through the Clifford Cricket ground (immediately north of the LCCC) and Gorse Hill golf course to join Chester Road.
88. There are views of the clock tower looking northwest along Brian Statham Way, these views contribute to the significance of this Grade II listed building. There may also be glimpses of the clock tower from within the cricket ground however it is unlikely it can be seen from the existing Red Rose Stand due to the siting of the Hilton Garden Inn. Until the 1980s a third platform was in operation at Old Trafford Station (formerly known as Warwick Road Station). This remains dis-used but in situ and views are possible across the former Kellogg’s site to the clock tower.
89. The application proposes the replacement of the existing Red Rose stand, which lies adjacent to Brian Statham Way. The proposals also include linking the existing Hilton Garden Inn Hotel to an extension on the east side of Brian Statham Way.
90. Brian Statham Way has historically provided access north from the station and following the erection of Trafford Town Hall in 1933 is the main route leading from the station to the Town Hall. The clock tower is currently only visible when aligned with Caffé Nero looking northwards as demonstrated by Viewpoint 2 in Appendix B of the Townscape Appraisal. There are concerns in terms of heritage that as Brian Statham Way is proposed to be realigned to the east this may well reveal further views of the clock tower which have been not considered in this analysis.

91. Additional views have been provided taking this into consideration. The additional viewpoints indicate that the hotel extension will result in the loss of a kinetic view of the clock tower along the Metrolink platform and a view within the southern section of the UA92 site. The obscuring of these views will diminish the significance of Trafford Town Hall as a landmark building.
92. There are also concerns that the proposed footbridge in conjunction with the grandstand and hotel extension will result in the enclosure of Brian Statham Way and as a visual barrier to views along the route. The townscape analysis indicates that the bridge will truncate views looking north and south along the Brian Statham Way. It is considered that the bridge will impact on the experience of visitors as the clock tower comes into view along Brian Statham Way.
93. Overall it is considered that the proposed development will result in minor harm to the setting of the Town Hall, which equates to less than substantial harm at the lower end, in NPPF terms.

Longford Park Conservation Area

94. The site will be visible from Longford Park Conservation Area. The significance of the conservation area derives from the site of the former Longford Hall and its association with John Rylands. During the 20th century, the Estate was designated as a public park and a key aesthetic value of the site comes from its green spaces, mature trees and planting. The layout of the spaces reflects both the park's historic estate use and changes made during its use as a park. The central and southern parts of the conservation area are defined by the estate buildings, formal gardens and tree lined paths, whereas the northern end of the park is much more open in character, with wide expanses of fields. In the 1930s a number of buildings and structures were added to the park including the former Firwood Library and entrance from the Quadrant to the north. The park, which is also highly valued as a recreational facility, provides vistas across to the open space to the north of the conservation area and beyond from the former Firwood Library towards the cricket ground application site.
95. The submitted Townscape Analysis indicates there will be no impact on views from the north of Longford Park Conservation Area and it is considered that the proposed development will not impact on or cause harm to the setting of this designated heritage asset.

Old Trafford Cricket Ground and Pavilion

96. The Old Trafford Cricket Ground and pavilion are identified as a non-designated heritage asset. The pavilion was designed by Thomas Muirhead architect, also of the pavilion at the Oval. Despite being altered and rebuilt after WWII bomb damage as well as a comprehensive redevelopment in recent years, the building maintains its original layout and relationship with the cricket pitch. The Pavilion

remains an iconic image of LCC and has remained in its intended use since 1895. Limited glimpses of the Pavilion can be seen from Brian Statham Way. The circa 1920s turnstiles fronting Brian Statham Way are also of interest. The site of the existing Red Rose Stand is part of the non-designated heritage asset and any proposal to replace the stand is required to enhance and sustain its significance.

97. There are no objections in principle to the demolition of the existing Red Rose Suite which it is understood dates from the 1970/80s, however a condition is recommended requiring the building to be recorded prior to demolition to ensure there is an adequate record of the historic development of the cricket ground.
98. It is considered that the replacement stand will sit comfortably alongside the existing 21st century grandstands in terms of scale, massing, form, appearance and materials and will therefore not impact on the setting of the Old Trafford Cricket Ground and Pavilion.

Conclusion on heritage

99. It is not considered that the proposed development will impact on the Old Trafford Cricket Ground and Pavilion or Longford Park Conservation Area.
100. However, it is considered that there will be harm to the setting of Trafford Town Hall primarily due to the proposed footbridge which encloses and truncates existing views along Brian Statham Way. The realignment of Brian Statham Way would conversely open up views of the clock tower from the realigned highway, which would then be obscured through the development of the proposed hotel extension. It is therefore considered that the proposed development would cause less than substantial harm to the setting of Trafford Town Hall.
101. In accordance with paragraph 196 of the NPPF, this less than substantial harm should be weighed against the public benefits of the proposal.
102. The redevelopment of the Red Rose Suite to provide a new grandstand and hotel extension will provide a contemporary new development which will not only vastly improve the character and appearance of the area and provide active ground floor frontages and a contribution to the processional route in accordance with policies SL3 and L7 but will also provide an enhanced visitor experience as encouraged by Policy R6 which seeks to support the cultural and tourism offer in the Borough.
103. Overall it is considered that the whilst the proposed development will lead to less than substantial harm to the Town Hall, the significant public benefits of this proposal would outweigh any harm to the significance of the Grade II listed Trafford Town Hall.

AMENITY

104. In addition to ensuring that developments are designed to be visually attractive Para 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
105. Policy L7 of the Core Strategy contains similar requirements and requires development to be compatible with the surrounding area and not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of, amongst others, overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance. It has already been concluded earlier in this report that L7 is considered to be up to date for decision making purposes and that full weight can be attached to it.
106. The application is accompanied by a Noise Impact Assessment (NIA) which sets out the findings of environmental noise surveys undertaken in relation to the proposed scheme. It is acknowledged that in the process of assessing the prevailing noise environment and subsequent impacts on the proposed development, noise egress from match day and event holding at the Old Trafford Cricket Ground has not been taken into consideration in the submitted NIA.

Grandstand

107. The proposed grandstand will increase the number of spectators able to visit the site. The proposed new grandstand will provide a total of 3,580 additional seats to the existing permanent stands which can accommodate approximately 19,000 spectators, bringing the total permanent capacity of the ground to 22,580.
108. The application site is a long established cricket ground which hosts a number of international and domestic cricket events throughout the year. On these occasions and when large crowds are present it is acknowledged that noise does emanate from the site.
109. It is not considered that the proposed replacement grandstand would considerably alter the situation with regard to noise egress from the ground as a whole.
110. With regard to concert noise, the Cricket Ground is permitted to host a total of seven events per annum. However, if seven events are held within one year they are only permitted to host five events the following year.
111. Environmental Health have advised that the proposed Grandstand development could significantly alter the propagation of sound from large-scale open air concerts held at the Emirates Old Trafford stadium and there is no discussion within the Noise Impact Assessment on the extent of the potential changes in sound propagation from a concert.

112. Environmental Health have advised that whilst there is no objection to the proposed development with regard to concert noise, it is recommended that an informative paragraph is appended to any granted planning permission to advise that the applicant engages a suitably qualified acoustician to conduct an assessment of the likely change in concert noise propagation brought about by the development, including during the demolition and construction phases, and to identify any areas of concern where further mitigation would be required to ensure that off-site noise impacts that would be influenced by the development can comply with current applicable national guidelines.
113. It should be noted that as part of the premises licence a noise limit is in place and noise is monitored from three locations around the site during concerts.
114. As well as nuisance, the impact of the proposed grandstand on the surrounding area in terms of overbearing impact / overshadowing / overlooking / visual intrusion is also a material consideration.
115. The proposed grandstand is located on Brian Statham Way. The nearest dwellings are located on Trent Bridge Walk, approximately 70 metres away. The front elevations of these existing dwellings look over the Metrolink line and directly on to the rear of the south eastern stand. The proposed stand will not impact on these existing dwellings in terms of overbearing impact or overshadowing. Oblique views to these dwellings may be possible from the higher tiers of the proposed grandstand, however given the distances between the proposed development and existing dwellings it is not considered that the proposed development would result in overlooking. The stand will be visible from the existing dwellings, however it is not considered that it will look out of place in context with the existing cricket club stands, and would not result in visual intrusions to surrounding occupiers.
116. As noted earlier within this report it is anticipated that an outline application will be submitted imminently seeking outline planning permission for a residential led mixed use development on the site of the former Kellogg's headquarters. The indicative application proposes the development of residential dwellings to the rear of the proposed hotel. Although the indicative outline masterplan can only be given limited weight as a material consideration at present it is not considered that the proposed replacement grandstand would detrimentally impact on the amenity of future occupiers of this development given the separation distance and location of the proposed hotel between them.

Hotel Extension

117. The proposed hotel building is intended to form an extension of the existing Hilton Garden Inn located at the Cricket Club. The proposed hotel extension would be located adjacent to the UA92 building and opposite the proposed Grandstand.

Given the scale and location of the proposed hotel it is not considered that the proposed development will impact on existing residents or occupiers in terms of overlooking, overshadowing, overbearing impact or visual intrusion.

118. The proposed hotel has been assessed in terms of its impact on other noise sensitive uses in the local area and against the hotel operator's brand standards, relevant British Standards and local and national planning policy.
119. Environmental Health has reviewed the proposed development and the submitted Noise Impact Assessment. The NIA advises that the operation of new fixed plant may have an adverse impact on noise sensitive receptors in the area. It is however advised that any plant noise emanating from the development site can be suitably controlled and a number of conditions are recommended to control the combined noise level from fixed plant items on the site through suitable mitigation measures.
120. The NIA also recommends a glazing and ventilation specification to ensure that the hotel operator's brand standards can be met under typical environmental noise conditions. This can be adequately controlled by condition.
121. Servicing, deliveries and waste and recycling collections for any commercial uses of the development should only take place between the hours of 07:00 – 19:00 hrs on Mondays to Saturdays and 09:00 – 17:00 on Sundays in view of the potential of undue disturbance affecting adjacent residents on the opposite side of the Metrolink line, should these activities occur at other times.
122. Although the proposed hotel and associated uses will have a limited impact on the adjacent residential dwellings in terms of noise and disturbance, it is recommended as a precautionary measure to restrict the times at which servicing, deliveries and waste and recycling collections for any commercial uses can take place.
123. As noted in paragraph 112 of this report the indicative outline masterplan for the former Kellogg's site proposes the development of residential dwellings to the rear of the proposed hotel. Although the indicative outline masterplan can only be given limited weight as a material consideration at present it is noted that the hotel has been designed to be serviced from Brian Statham Way (deliveries and waste collection), so it is not considered that the hotel use should generate a level of noise that would impact adversely on potential future residents of the former Kellogg's site.

Air Quality

124. The proposed development does not propose the provision of any additional car parking spaces. The proposed development is considered to be acceptable in terms of air quality impact.

Lighting

125. No lighting proposal have been submitted as part of this application, however it is considered that any impacts could be adequately dealt with by condition. A condition is therefore recommended to be attached should permission be granted requiring an Exterior Lighting Impact assessment to be submitted for approval prior to the first operation of the development

Conclusion on amenity

126. The proposed development proposes the development of a replacement cricket stand, albeit with 3,850 additional seats to the existing 19,000 seats. Overall it is not considered that the increase in capacity or the introduction of the proposed new uses within the area would detrimentally impact on the amenity of existing or future residents in the local area.

HIGHWAYS

Road Layout and Adopted Highway

127. As part of the proposed development Brian Satham Way is to be realigned to accommodate the Grandstand as shown on Drawing No. ZZ-XX-DR-A-(0)-002 – Proposed Site Plan – P02 contained in Appendix E of the Transport Assessment. It is envisaged that the realigned route is also proposed to be pedestrianised as part of the delivery of the processional route, which is noted in Policy SL3.4 to be a development requirement within the LCCC Strategic Location.
128. The realignment of Brian Satham Way will result in the loss of the existing 29 on-street parking bays along the eastern side of the road. The realignment will also require the dedication of a small sliver of the private land on the eastern side of Brian Satham Way (UA92) as new highway.
129. A minimum vertical clearance of 5.7m is required for any oversail of a structure above the adopted public highway. The proposed grandstand would oversail the highway at a vertical clearance of less than 5.7m. It is not possible to increase the vertical clearance and as such, it is proposed that the developer would acquire a small area of highway land under S247 of the Town and Country Planning Act, 1990, also known as 'stopping up'.
130. The Axis Technical Note 01 and preliminary design drawing number 2693-01-D01 dated November 2019 identifies the proposed areas to be stopped up and submitted for adoption by the LHA, which the LHA have confirmed as being acceptable. A condition is however recommended to secure a detailed design for the proposed highway construction, including materials specification and road marking details.

131. The proposed footbridge has a vertical clearance of approximately 9.4 metres and as such the proposed development complies with the minimum clearance criteria. The developer is however required to submit an 'Approval in Principle' to the LHA which will outline the concept for the design of the footbridge structure.
132. The change in ownership of the highway will be delineated through the use of highway studs.
133. As noted in paragraphs 75 to 77 an interim landscaping scheme, including the temporary reinstatement of the adopted highway may be required depending on the phasing of the proposed development and the proposed processional route works. The temporary reinstatement works would incorporate the retention of an existing taxi bay adjacent to the gates serving the car park of the former Kellogg's offices and the provision of a new service bay, and the resurfacing of the highway with a black tarmac surface to the areas of adopted highway.
134. As noted in paragraphs 75 and 76 the design and implementation of the processional route is being led by Trafford Council and it is considered appropriate for a developer contribution through a S106 agreement to the works to be secured in this instance to enable the proposed pedestrianisation and public realm works to Brian Statham Way to be completed at one time.
135. Service access to the proposed hotel and retail units will be retained along Brian Statham Way with turning space provided to the south of the proposed hotel. Although the area will be pedestrianised, access for authorised vehicles for the purpose of servicing the proposed development and Metrolink infrastructure will be retained.

Car Parking and Accessibility

136. Policy L4 of the Core Strategy states that the Council will prioritise the location of development within the most sustainable areas accessible by a choice of modes of transport. The site is within a highly sustainable and accessible location given its location next to the Old Trafford Metrolink stop, bus services and cycle infrastructure. The site is within walking distance of Old Trafford Metrolink stop (within a 2 minute walk) providing frequent services between Altrincham, Manchester and Bury). Trafford Bar Metrolink stop is located within a 15 minute walk from the application site and provides additional links to the whole tram network providing links to Manchester Airport, Eccles, Bury, Rochdale Town Centre and Ashton-under-Lyne.
137. The nearest bus stops are located on Talbot Road, Chester Road and Kings Road. Metrolink services will likely be the most utilised giving visitors to the cricket club and hotel guests access to a choice of travel modes which would reduce the amount of car travel otherwise generated by this development.

138. No additional car parking is proposed as part of the development. Visitors to the cricket club and hotel guests will have access to the existing car parking facilities at the cricket ground.
139. However, on event days, and depending on the scale of the event, much of the existing car parking is reduced due to the operation of fan villages, the increase in off-site parking and encouragement to use public transport, which all forms part of the major event management plans. During major events all hotel guests must have a match ticket. On non-match days, hotel guests will be able to make use of the existing car parks at the cricket ground.
140. Cycle parking facilities are available on the existing site with 33 parking spaces for pedal cycles / light motorcycles in the form of 14 'Sheffield Hoops' (each capable of having two cycles secured to them) and 5 'Wheeled bays' (each taking one motorcycle. The former are located under the overhang of The Point and the latter at the entrance to the Indoor Cricket Centre. The proposed cycle parking arrangements are acceptable to the LHA.
141. Due to the site's highly sustainable location, the provision of zero additional car parking spaces as part of this development is considered to be acceptable.

Event Traffic Management

142. It is understood that Lancashire Cricket Club produce bespoke Travel Management Plans for each major event. It is also understood from Greater Manchester Police that "the principles of partnership with event organisers are already applied at Sporting Events and Stadia. These events are the subjects of written agreement, Statement of Intent, between the club and the police. Although Statements of Intent are not legally binding contracts, they provide a constructive focus for the police and the clubs, to ensure that all the important issues are addressed". Under the Traffic Management Act 2004 the Traffic Authority has a duty to ensure the efficient movement of traffic (pedestrians, cars, cycles, etc) on the highway network. To facilitate this and to manage the traffic impact generated by planned events, a condition requiring the production of a Traffic Management Plan is recommended.

DRAINAGE

143. The NPPF sets strict tests in order to protect people and property from flooding, which all local planning authorities are expected to follow. In summary these tests are designed to ensure that if there are better sites in terms of flood risk, or if a proposed development cannot be made safe from the risks of flooding, then it should not be permitted. A similar approach is embodied in Core Strategy Policy L5 (and thus this aspect of Policy L5 is also up-to-date for the purpose of decision-taking).The application site is located within Flood Zone 1 and is thus

categorised as having the lowest probability of river or sea flooding. The site also sits within a Critical Drainage Area as defined by the Council's Strategic Flood Risk Assessment (SFRA). The Local Lead Flood Authority have reviewed the submitted Flood Risk Assessment and Drainage Strategy and have concluded that the proposed works will not cause flood risk to the development or the surrounding area. The application is considered to be acceptable, subject to the measures outlined in the submitted documents being implemented.

144. The submitted Drainage Strategy assessed a number of options for surface water disposal. Due to the design and use of the grandstand it is not possible to incorporate SuDS, so the drainage strategy focuses on the provision of SuDS methods in the hotel and highway. Permeable paving and bio-retention pits are proposed within the curtilage of the hotel. In order to achieve the water discharge rates set by the Greater Manchester Strategic Flood Risk Assessment site control SuDS in the form of geocellular crates or oversized pipes will act as the storage measure upstream of the flow restricting devices.
145. Having regard to flood risk and drainage matters, the development is considered to be acceptable and compliant with Core Strategy Policy L5 and the NPPF.

CONTAMINATED LAND

146. The planning application was accompanied by a Ground Contamination Survey. The survey identified the requirement for an intrusive site investigation to be completed to confirm the presence of any contamination which may affect future site users and/or groundwater. A condition is therefore recommended to be attached should planning permission be forthcoming requiring such a survey to be completed prior to the commencement of development.

CRIME PREVENTION AND SECURITY

147. The application was accompanied by a Crime Impact Statement which set out a number of physical security specifications. Greater Manchester Police have recommended that a condition is attached requiring the physical specifications to be implemented as part of the development.
148. The physical security specifications note the required standards for areas of the development such as doors, windows, glazing, curtain walls, boundaries, landscaping and lighting amongst other areas of note. The required standards are capable of being implemented and an appropriate condition is recommended to be attached.

TREES

149. There are a number of trees and tree groups within and around the site; these are generally located to the south of the site with the exception of two trees to the north of the site.
150. Three young lime trees are proposed to be felled, two to accommodate the proposed development and one for health and safety reasons. Two of the trees are in good condition, whilst the third is in a poor condition and unsuitable for retention. The two groups of trees are also considered to be in good condition and are required to be felled to accommodate the proposed development.
151. The trees to be felled are not considered to be in a condition which warrants their protection or retention and the felling of these specimens is considered to be acceptable.
152. Furthermore, there are no objections to the proposals on arboricultural grounds, providing the tree protection measures shown in the submitted Tree Protection Plan, within the Arboricultural Impact Assessment are in place before demolition and construction begin on site.
153. The submitted Landscape Statement indicates that two trees are proposed to be planted within two feature planters close to the proposed loading bay and several multi stemmed specimens in planters to the rear of the HGI hotel dining room extension. Further details of these are required to ensure the new trees can flourish and grow to maturity.

ECOLOGY

154. Core Strategy Policy R2 seeks to protect and enhance biodiversity of sites and their surroundings and protect the natural environment throughout the construction process. Policy R2 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on protecting and enhancing landscapes, habitats and biodiversity. Accordingly, full weight can be attached to it in the decision making process.
155. Section 15 of the NPPF requires planning decisions to contribute to and enhance the natural and local environment. Specifically paragraph 175 d) of the NPPF requires developments to take opportunities to incorporate biodiversity improvements in and around developments.
156. The application was accompanied by a Preliminary Ecological Appraisal which has been assessed by GMEU who have advised that the submitted appraisal has adequately assessed the site.

157. It is concluded that the site supports habitats of limited biodiversity value within the urban context and there are no substantive habitats which would be a material consideration in the determination of the application. The structures on site were found to have negligible potential to support bats. However, despite this assessment it was observed that the Red Rose Grandstand has a crack below the terrace which could have potential to be used on a casual basis by single or very small numbers of bats and as a result precautionary measures are proposed during demolition. A condition is recommended to ensure that the demolition of this area undergoes supervision work by a suitably licenced ecologist during its demolition.
158. No planting specification has been submitted as part of the application and it is recommended that ornamental species of trees, shrubs and ground cover are planted which are of benefit to insect pollinators and birds. This would include flowering species that are insect pollinated along with berry or seed bearing trees and shrubs.
159. In order to achieve biodiversity enhancements on the site it is advised that the proposed development incorporates at least 2x bat boxes (or other bat brick) and 1x bird box (starling or house sparrow terrace) into the new scheme in appropriate locations. This is recommended to be secure by condition.
160. It is considered that the proposed development complies with the NPPF and Policy R2.

DEVELOPER CONTRIBUTIONS

Community Infrastructure Levy (CIL)

161. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'leisure' and 'hotel' development; consequently the development will be liable to a CIL charge rate of £10 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

SPD1: Planning Obligations

162. This supplementary planning document sets out Trafford Council's approach to seeking planning obligations for the provision of infrastructure and environmental improvements required in relation to new development. Contributions sought through SPD1 will be through the established mechanism of a Section 106 agreement.
163. SPD1 states that enhancements to public spaces will be sought as an integral element to any development with a significant impact on its physical environment and setting.

164. Policy SL3 states that developments within the Strategic Location will be required to contribute to the “provision of a strategic processional route, suitable for a variety of users with a high quality public realm area incorporating green infrastructure along Warwick Road and Brian Statham Way to enhance visitor experience and to link to existing and future public transport improvements.”
165. The Council has instructed an external consultancy to carry out initial design work for the area of public realm and once this scheme has been agreed and costed an appropriate developer contribution towards the implementation of the scheme will be agreed with the developer and secured through a S106 Agreement. The recommendation therefore puts forward that a S106 financial contribution towards the processional route is required to make the development acceptable in planning terms, but that agreement of the precise figure and completion of the S106 agreement is deferred and delegated to the Head of Planning.

PLANNING BALANCE AND CONCLUSION

166. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making. It has been concluded earlier in this report that the tilted balance at Paragraph 11 of the NPPF is not engaged in the context of this application.
167. Analysis in the Heritage section of this report concludes that the development will result in less than substantial harm to Trafford Town Hall, a Grade II listed building. In such circumstances, NPPF Paragraph 196 advises that this harm should be weighed against the public benefits of the scheme. The analysis already undertaken in the Heritage section of the report identifies that the scheme will provide public benefits which outweigh this harm and so the development is considered to be acceptable in terms of impact on heritage assets.
168. Core Strategy policies SL3, W1 and W2 indicate that the principle of a new grandstand and hotel extension development with ancillary development including A1, A3, A4 and D1 uses is acceptable in this location.
169. The proposed development, which is located in a highly sustainable location, seeks to realign Brian Statham Way to provide an enhanced area of public realm which is bounded with buildings of contemporary design which introduce activity at ground floor level and within the area in general. The introduction of active uses is a positive addition to the area given the status of Old Trafford as an international sporting venue. The design and appearance of the proposed development is considered to be high quality and although there are concerns

over the proposed foot bridge and the impact this will have on views along Brian Statham Way, it is on balance considered to be acceptable in light of the functional need for a bridge to be provided to connect the existing hotel and proposed hotel extension together and the wider benefits that this proposal will provide to the area. The small extension to the rear of the HGI hotel is considered to be acceptable in terms of design and appearance. It is not considered that there needs to be any car parking provision given the nature of the development and the highly sustainable location of the site.

170. All other detailed matters have been assessed, including ecology, amenity, noise, waste provision, contamination and security. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition. 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 scheme complies with the development plan, the starting point for decision making, and is therefore recommended for approval subject to a s106 legal agreement to secure an appropriate contribution towards public realm works as part of the processional route.

RECOMMENDATION:

That Members resolve that they would be MINDED TO GRANT planning permission for this development and that the determination of the application hereafter be 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:
 - An appropriate developer contribution towards public realm works as part of the Processional Route.
- (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.
- (ii) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):
 1. The development must be begun not later than three years beginning with the date of this permission.

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

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

ZZ-XX-DR-A-(0-)-001-P02 - Site Location Plan
ZZ-XX-DR-A-(0-)-002-P02 - Proposed Site Plan
ZZ-XX-DR-A-(0-)-004-P02 - Demolition Plan
ZZ-XX-DR-A-(0-)-101-P02 - General Arrangement Elevation - North & East
ZZ-XX-DR-A-(0-)-102-P02 - General Arrangement Elevation - South & West
ZZ-XX-DR-A-(0-)-103-P02 - General Arrangement Elevation - Northeast &

Southeast

2262-VW-001-01-P01 - Landscape GA
ZZ-00-DR-A-(PL)-005 - P00 - Proposed Cross Sections (B&W)

Red Rose Grandstand:

Z1-00-DR-A-(0-)-001 - P02 - Red Rose Grandstand - Ground Floor
Z1-01-DR-A-(0-)-002 - P02 - Red Rose Grandstand - First Floor - Lower Tier

Terrace

Z1-02-DR-A-(0-)-003 - P02 - Red Rose Grandstand – Second Floor
Z1-03-DR-A-(0-)-004 - P02 - Red Rose Grandstand - Third Floor
Z1-04-DR-A-(0-)-005 - P02 - Red Rose Grandstand – Fourth Floor – Upper Tier
Z1-00-DR-A-(PL)-002 - P00 - Red Rose Grandstand - East & West Elevations
Z1-00-DR-A-(PL)-001 - P00 - Red Rose Grandstand - North & South Elevations
Z1-XX-DR-A-(0-)-101 - P02 - Red Rose Grandstand - North Elevation
Z1-XX-DR-A-(0-)-102 - P02 - Red Rose Grandstand – East Elevation
Z1-XX-DR-A-(0-)-103 - P02 - Red Rose Grandstand - South Elevation
Z1-XX-DR-A-(0-)-104 - P02 - Red Rose Grandstand – West Elevation
05c. Z1-XX-DR-A-(0-)-105 - P00 - Red Rose Grandstand - East Elevation
Z1-XX-DR-A-(0-)-200 - P02 - Red Rose Grandstand – Section AA
ZZ-XX-DR-A-(0-)-301 - P00 - Replay Screen - Relocated to South West Material

Details

ZZ-XX-DR-A-(0-)-302 - P00 - New Replay Screen to South East Pitch Side
Z1-XX-DR-A-(0-)-301 - P00 - Grandstand - Axonometric 1
Z1-XX-DR-A-(0-)-302 - P00 - Grandstand - Axonometric 2
Z1-XX-DR-A-(0-)-303 - P00 - Grandstand - Axonometric 3
Z1-XX-DR-A-(21)-001 - P00 - Grandstand Design Intent Typical Details
7e. Z1-XX-DR-A-(21)-002 - P00 - Grandstand Balustrade Details

Hotel Extension:

Z2-00-DR-A-(0-)-001-P03 - Proposed Hotel Extension - Ground Floor Plan
Z2-01-DR-A-(0-)-002-P02 - Proposed Hotel Extension - First Floor Plan
Z2-02-DR-A-(0-)-003-P02 - Proposed Hotel Extension – Second Floor Plan
Z2-03-DR-A-(0-)-004-P02 - Proposed Hotel Extension - Third Floor Plan
Z2-04-DR-A-(0-)-005-P02 - Proposed Hotel Extension - Fourth Floor Plan
Z2-05-DR-A-(0-)-006-P02 - Proposed Hotel Extension - Fifth Floor Plan
Z2-06-DR-A-(0-)-007-P02 - Proposed Hotel Extension - Roof Plan
Z2-XX-DR-A-(PL)-003 - P00 - Proposed Hotel Extension Elevations
Z2-XX-DR-A-(0-)-101-P02 - Proposed Hotel Extension - North Elevation
Z2-XX-DR-A-(0-)-102-P03 - Proposed Hotel Extension - East Elevation
Z2-XX-DR-A-(0-)-103-P02 - Proposed Hotel Extension - South Elevation
Z2-XX-DR-A-(0-)-104-P02 - Proposed Hotel Extension - West Elevation
Z2-XX-DR-A-(0-)-201-P02 - Proposed Hotel Extension – Section AA
Z2-ZZ-DR-A-(0-)-304 - P00 - Link Bridge Materiality Details
Z2-XX-DR-A-(21)-001 - P00 - Hotel Design Intent Typical Details
Z2-XX-DR-A-(21)-002 - P00 - Hotel Typical Plan Details
Z2-ZZ-DR-A-(0-)-301 - P00 - Proposed Hotel Extension - Axonometric 1
Z2-ZZ-DR-A-(0-)-302 - P00 - Proposed Hotel Extension - Axonometric 2
Z2-ZZ-DR-A-(0-)-303 - P00 - Proposed Hotel Extension - Axonometric 3

HGI Extension:

Z3-00-DR-A-(0-)-001-P02 - Hilton Garden Inn Extension - Ground Floor Plan
Z3-01-DR-A-(0-)-002-P02 - Hilton Garden Inn Extension – First Floor Plan
Z3-XX-DR-A-(PL)-004 - P00 - Hilton Garden Inn Extension & Terrace Bar
Extension Elevations
Z3-XX-DR-A-(0-)-101-P02 - Hilton Garden Inn Extension - Northeast Elevation
Z3-XX-DR-A-(0-)-102-P02 - Hilton Garden Inn Extension - Southeast Elevation
Z3-XX-DR-A-(0-)-103 - P00 - Hilton Garden Inn Extension - North West Elevation
Z3-XX-DR-A-(0-)-201-P02 - Hilton Garden Inn Extension – Section BB
Z3-ZZ-DR-A-(0-)-301 - P00 - Hilton Garden Inn Extension - Axonometric 1
Z3-ZZ-DR-A-(0-)-302 - P00 - Hilton Garden Inn Extension - Axonometric 2
Z3-ZZ-DR-A-(0-)-303 - P00 - Hilton Garden Inn Extension - Axonometric 3

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and or full specification of all materials to be used externally on the building(s) 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. The samples shall include the building of sample panels incorporating window recesses and surrounds for the hotel extension. 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 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. No soft-strip or demolition of the Red Rose Suite shall take place until the applicant has secured the implementation of a programme of historic building recording in accordance with a Written Scheme of Investigation which has first been submitted to and approved in writing by the Local Planning Authority. The programme shall be undertaken by a suitably qualified historic buildings surveyor and conducted to Recording Level 1 of the English Heritage document 'Understanding Historic Buildings' (2016).

Reason: In order to ensure that there is an adequate record of the historic development of the cricket ground through the recording of the site prior to demolition having regard to Core Strategy Policy R1 and the National Planning Policy Framework.

5. 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.

6. Other than the demolition of the buildings and structures down to ground level (in accordance with drawing no. ZZ-XX-DR-A-(0-)-004-P02), and site clearance works, no development shall take place until an investigation and risk assessment in relation to contamination on site (in addition to any assessment provided with the planning application) has first been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place other than the excluded works listed above. The submitted report shall include:
 - a) a survey of the extent, scale and nature of contamination
 - b) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, and

- service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments;
- c) 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;
 - d) a remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
 - e) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

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

7. The development hereby permitted shall not be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan, where required (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

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

8. Prior to the commencement of the development (including demolition), a Construction and Pre-Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The approved CEMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CEMP shall address, but not be limited to the following matters:

- a) Suitable hours of construction and pre-construction (including demolition) activity;
- b) The parking of vehicles of site operatives and visitors (all within the site);
- c) The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- d) Excavation details;
- e) Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- f) Pedestrian access;
- g) Loading and unloading of plant and materials (all within the site), including times of access/egress;
- h) Storage of plant and materials used in constructing the development;
- i) The erection and maintenance of security hoardings;
- j) Wheel washing facilities;
- k) Measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions;
- l) A scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
- m) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity;
- n) Information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
- o) Information to be made available for members of the public;
- p) Contact details of site manager to be advertised at the site in case of issues arising.

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

Reason: To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system and 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.

9. Prior to the commencement of the development a Works Phasing plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfGM).

Reason: To enable safe crowd management on event days, in the interests of pedestrian safety.

10. Prior to any demolition works first taking place an endoscope survey shall be completed under the supervision of a suitably licenced ecologist, or ecological clerk of works in accordance with the precautionary measures outlined in section 9.2 of the Preliminary Ecological Appraisal, dated 6 September 2019. If bats are found, demolition works shall cease and a full survey report should be submitted to and approved in writing by the Local Planning Authority including details of the proposed mitigation measures and an assessment for the need for protected species licences. Any necessary mitigation measures shall thereafter be carried out in accordance with the approved survey report.

Reason: In the interests of the preservation of bats, a protected species, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

11. Prior to the implementation of the realigned Brian Statham Way a detailed design for the proposed highway construction and highway layout shall be submitted to and approved by the Local Planning Authority in consultation with the LHA and TfGM. The submitted details shall demonstrate that access is retained to Metrolink land and the sub-station access track by all classes of vehicle and include material specifications and road marking. The scheme shall be implemented in accordance with the approved details prior to first use of the development.

Reason: In the interests of highway safety, having regard to Policy L4 of the Trafford Core Strategy.

12. Prior to the first operation of the development, a report shall be submitted for approval providing details of the fixed plant schedule and sufficient information to demonstrate that the combined noise level from fixed plant items (when rated in accordance with BS 4142: 2014) shall not exceed 44dB (LAr) between 0700-2300h and 34dB (LAr) between 2300-0700h on any day at 1m from the façade of the nearest noise-sensitive receptor. The approved plant schedule and mitigation measures shall be retained in good order for the duration of the development.

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

13. Prior to any above ground construction works on the hotel, a scheme for acoustically insulating the hotel against vibration from the adjacent Metrolink line shall be submitted to and approved in writing by the Local Planning Authority. If necessary, the approved vibration insulation measures shall be completed in accordance with the approved scheme before the hotel use first takes place.

Reason: To secure a reduction in noise from Metrolink in order to protect the business and users of the facility from noise nuisance, having regard to policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. Prior to above any above ground construction works, a scheme for the provision of a minimum of 2 x bat boxes (or other bat brick) and 1x bird box (starling or house sparrow terrace), together with a timetable for their provision shall be submitted to and approved in writing by the Local Planning Authority. The bat boxes and bird boxes shall be provided in accordance with the approved scheme and retained thereafter.

Reason: To provide mitigation for bats using the building and to enhance the biodiversity value of the site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

15. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 15 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.

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

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

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

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

18. Prior to first use of the grandstand a Traffic Management Plan detailing how the traffic impact generated by major planned events at Lancashire Cricket Club will be managed shall be submitted to and approved in writing by the Local Planning Authority. The approved Traffic Management Plan shall be implemented for all major planned events thereafter.

Reason: To ensure the function of the highway is maintained during planned events, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

19. Prior to the first occupation of the approved hotel extension, details of the hotel guest bedroom glazing and ventilation scheme shall be submitted to the Local Planning Authority for approval, including sufficient information pertaining to the acoustic performance of the selected products, in order to ensure that they meet with the recommendations of the Noise Impact Assessment prepared by Cundall Johnston & Partners LLP, dated 18 October 2019 (ref:1023931-RPT-AS-001, revision: B). The development shall be implemented in accordance with the approved plans.

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

20. The development hereby approved shall not be brought into use unless and until a Travel Plan, which should include measurable targets for reducing car travel to the hotel and cricket club, 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.

21. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and Outline Drainage Strategy (2/12/2019 / Job No: 11706 Rev. 03 / Marston & Grundy LLP (Consulting

Engineers)) and the following mitigation measures detailed within the FRA and submitted Drawings:

- Limiting the surface water run-off generated by the 1 in 100 yr + Climate Change (40%) critical storm so that it will not exceed 31 l/s (5.5 l/s from the hotel extension, 10.5 l/s from the Highway and, 15 l/s from the Grandstand) and not increase the risk of flooding off-site.
- Provision of 166m³ of attenuation flood storage (67m³ from the hotel extension, 46m³ from the Highway and, 53m³ from the Grandstand) on the site to a 1 in 100 yr + Climate Change (40%) standard.
- SuDS as shown in the Landscape GA (Dwg No: 2262-VW-001-01 Rev: P03) and Drainage Strategy Plan (Dwg No: LCCC-MG-ZZ-ZZ-DR-C-92002).

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure sustainable drainage is used in accordance with policy with the Guidance Document to the Manchester City, Salford City and Trafford Councils' Level 2 Hybrid Strategic Flood Risk Assessment, Policies L5, L7 and SL1 of the Trafford Core Strategy and the National Planning Policy Framework.

22. Prior to first occupation of the development hereby permitted, a sustainable drainage management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved plan shall be implemented for the lifetime of the development.

Reason: To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures, having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

23. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 4 of the submitted Crime Impact Statement dated 8 October 2019, reference 2019/0690/CIS/01, and retained thereafter.

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.

24. Servicing, deliveries and waste and recycling collections for any commercial uses of the development shall only take place between the hours of 07:00 – 19:00 hrs on Mondays to Saturdays and 09:00 – 17:00 on Sundays.

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

25. The development hereby approved shall not be occupied unless and until a Refuse Management Strategy has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall detail how the refuse and recycling bins shall be made available for collection on bin day and then how they will be returned to their approved storage area thereafter.

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

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

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

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

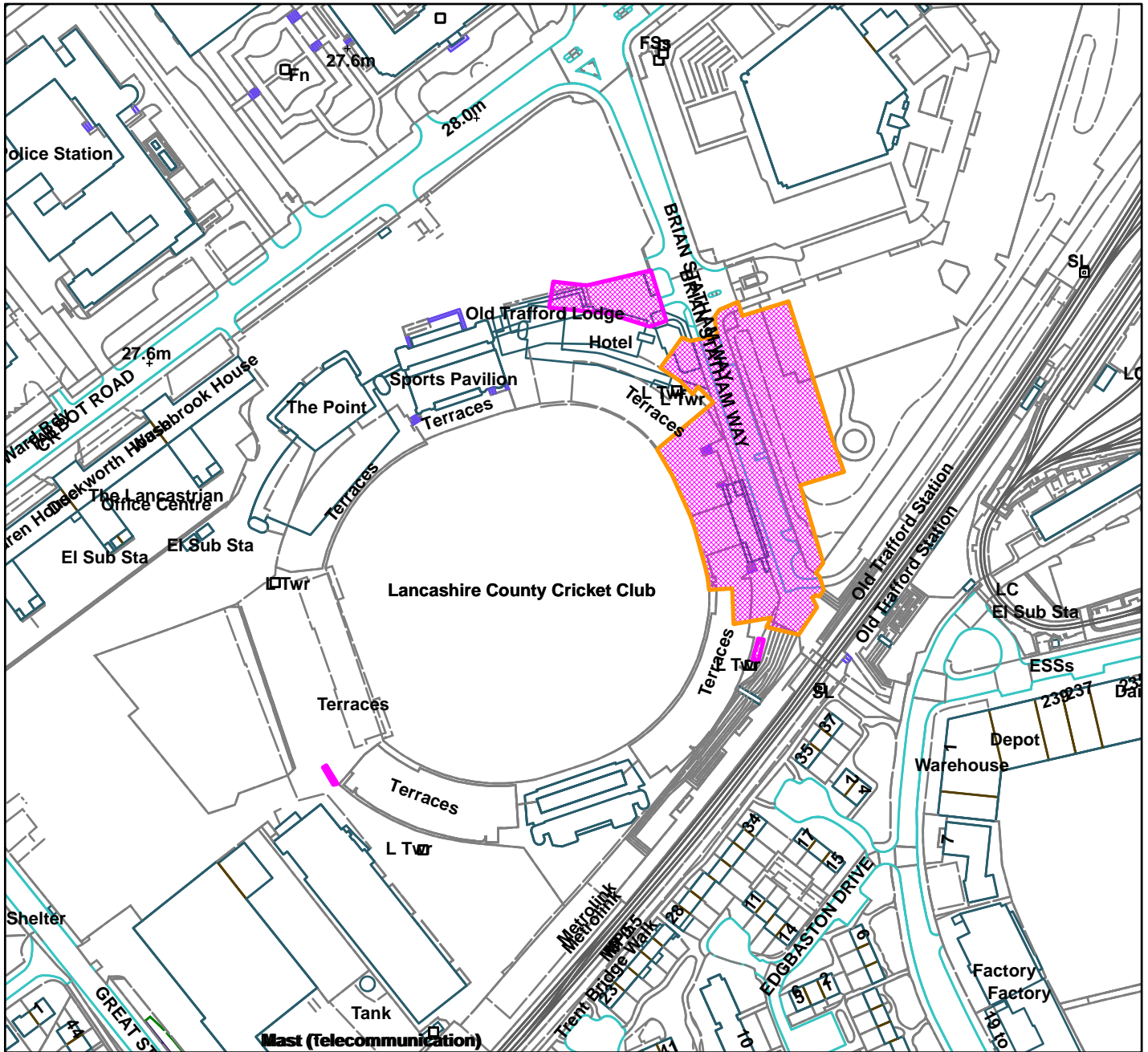
Reason: To secure proper drainage and to manage the risk of flooding and pollution.

Informatives: Acoustic Survey / Bats / Metrolink / Metrolink excavation / Access to Metrolink infrastructure / S247

DH



Lancashire County Cricket Club, Brian Statham Way, Stretford, M16 0PX (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)

WARD: Village

99333/HHA/19

DEPARTURE: No

Alterations to the boundary treatments including relocation of the pedestrian and vehicular access gates. Erection of a rear first floor extension and associated external alterations.

122 Framingham Road, Sale, M33 3RN

APPLICANT: Mr Islam

AGENT: Richmond Consultants

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee as the application has received 6 objections.

SITE

The application property is located to the west of Framingham Road and to the north of Wood Road, on a corner plot in a residential area of Brooklands. The property is a two-storey, semi-detached dwelling, which would originally had a hipped roof, but has been previously been extended along with the adjoining property, 2 Wood Road, with a hip-to-gable extension, with the ridge raised and rear dormers across both properties. The frontage of the semi-detached pair faces the point of the junction (south-east facing).

The property has relatively large front and side garden with driveway and a small rear garden. The properties along Framingham Road and Wood Road are all of a similar type: 1930's, semis with front driveways and bay window features to the front elevations.

PROPOSAL

Members will recall that they refused an application of the same description (ref. 98467/HHA/19) at their meeting of 11 October 2019. This proposal is for a revised scheme which reduces the length of the rear projection of the extension on the northern side of the property from 4.2m to 3.5m. resubmission of application 98467/HHA/19 – for : *'Alterations to the boundary treatments including relocation of the pedestrian and vehicular access gates. Erection of a rear first floor extension and associated external alterations'*. The application was refused by Planning Committee on 11.10.2019. The current proposal is for a revised scheme with the same description.

The proposed first floor extensions to the rear would sit above the existing single storey extension, the footprint of which would not increase. The first floor extension would be L-shaped. The extension on the south side of the rear elevation, closest to the adjoining

property of no. 2 Wood Road, would be sited approx. 0.4m from the shared boundary and would project by 1.5m, being 2.7m wide. The part on the northern side of the property, closest no. 120 Framingham Road, would project by 3.5m and measure 3.7m wide, retaining a gap of 3m to the shared boundary with no 2 Wood Road and a minimum gap of 2.5m to the shared boundary with 120 Framingham Road.

The first floor extensions would have windows in the rear elevation, with the window adjacent to the boundary with 120 Framingham Road fixed shut and obscure-glazed to prevent overlooking into the neighbouring garden. The main outlook for the proposed bedroom in this section of the extension would be on the side elevation, which would face the side elevation / front garden of no. 120 Framingham Road. A gap of approximately 8m would be retained between this proposed window and the side elevation of no.120.

As part of the proposal, the existing oriel window on the north side elevation would be removed and replaced with small, flush, obscure glazed windows serving a bathroom.

The alterations to the boundary treatment include extending the vehicle entrance to the south-east corner of the site and infilling the existing gate opening with matching brickwork and coping stone. The new vehicle entrance would measure 3.4m wide with 1.4m high access gates, similar to the existing. There is also to be a small pedestrian gate next to the proposed vehicle access.

The existing trees along the front boundary are to be retained and new planting proposed includes a mixed hedge and two new trees.

Value Added:

The bedroom window on the north side of the rear elevation (non-opening and obscure glazed) has been reduced in size to be more in proportion with the openings of the dormer extension above. The clear glazed bedroom window facing the gable wall of 120 Framingham Road (on the north elevation) has been reduced in size also.

DEVELOPMENT PLAN

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

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design.
L4 – Parking.

For the purpose of the determination of this planning application, these policies are considered 'up to date' in NPPF Paragraph 11 terms.

OTHER LOCAL POLICY DOCUMENTS

SPD3 – Parking Standards and Design
SPD4 – A Guide for Designing House Extensions & Alterations

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in summer 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

PLANNING HISTORY

98467/HHA/19 - Alterations to the boundary treatments including relocation of the pedestrian and vehicular access gates. Erection of a rear first floor extension and associated external alterations.

Refused by Planning Committee 11.10.2019.

Reason for refusal: *The proposed first floor rear extension, would by reason of its scale, height and siting in close proximity to the common boundaries with no. 120 Framingham Road and no. 2 Wood Road, result in a cramped form of development that would be overly dominant considering the unusual plot shape . As such, the proposed extension would adversely affect the residential amenity of neighbouring occupiers, appearing overbearing. The proposal is therefore contrary to policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations, February 2012, and advice contained within the National Planning Policy Framework.*

91218/PAH/17 - Erection of a single storey rear extension with a maximum projection of 5 metres beyond the original rear wall, a maximum height of 4 metres and eaves height of 3 metres. Application for prior approval under part 1 of schedule 2 class A of the Town and Country Planning (General Permitted Development) (England) Order 2015. Prior Approval Not Required 26 May 2017

90800/PAH/17 - Erection of a single storey rear extension with a maximum projection of 5 metres beyond the original rear wall, a maximum height of 4 metres and eaves height of 3 metres. Application for prior approval under part 1 of schedule 2 class A of the Town and Country Planning (General Permitted Development) (England) Order 2015. Prior Approval Refused 21 April 2017

APPLICANT'S SUBMISSION

N/A

CONSULTATIONS

None

REPRESENTATIONS

Six letters of objection have been received from the residents of 4 Wood Road, 2 Wood Road, 118 Framingham Road, 12 Framingham Road, 120 Framingham Road and 119 Framingham Road on the following grounds:

- The proposed first floor extension would be overly dominant and would negatively impact on the outlook of surrounding residents.
- The property has had unsympathetic alterations in the past and the current

proposals appear overbearing.

- The proposal would result in overdevelopment of the residential plot.
- The proposal would impact negatively on neighbour privacy
- Concerns that the property may become a house of multiple occupancy which would lead to an increase in on-road parking and impact negatively on highway safety.
- Concerns that widening the driveway may have a detrimental impact on highway safety.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for alterations and extensions to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against the requirements and limitations of Policy L7 of Trafford's Core Strategy.

DESIGN

2. With regard to design and appearance, the proposal should meet with the requirements of the NPPF and Policy L7 of the Core Strategy and with SPD 4.
3. The proposed changes to the boundary treatment would be in keeping with the character of the area. The front wall and gates would remain at a similar height to the previous treatment. Currently on site there are gates in excess of 1.6m high (no planning history) and through the application process the height of the proposed gate has been reduced to 1.4m. The existing entrance adjacent to no. 120 would be blocked up and filled with brick and coping stone to match the existing wall. In addition the proposed new planting would soften the boundaries and introduce attractive greenery to the streetscene.
4. The application plot has an unusual shape, with most of its garden space sited to the side and front of the property. The proposed first floor extensions would have a smaller footprint than the existing single storey rear extension and therefore would not take up any additional garden space. Whilst the extensions would be in close proximity to the rear and side boundaries, they are considered to be of a scale and massing that is proportionate to the host property.
5. The fenestration and roof pitch on the extensions seeks to complement the character of the existing dwelling, whilst being sensitive to the neighbouring properties. The pitched roofs over the first floor extensions align with the main roof eaves and their ridges are set significantly lower than the main roof ridge, in line with SPD4 guidance. The window design has been improved further from the previous scheme, with the obscure glazed bedroom window on the rear

extension now reduced in size to be more in keeping with the proportions of the dormer window above.

6. With the above points in mind it is considered that the proposed extensions and alterations would be in keeping with the scale and character of the property and would have no detrimental impact on the streetscene in line with SPD4 and Policy L7.

RESIDENTIAL AMENITY

7. With regard to impacts on residential amenity, the proposal should meet with the requirements Policy L7 of the Core Strategy and with SPD 4 and be acceptable in terms of its impacts on privacy, light and outlook of neighbours.
8. This proposal is for a revised scheme which seeks to address neighbours' and Members' concerns by reducing the length of the rear projection of the extension on the northern side of the property from 4.2m to 3.5m. It is considered that this reduction in length would reduce the impact on the outlook and amenity of surrounding neighbours and would also make the extension technically SPD4 compliant in terms of its rear projection, in relation to the properties on *both* sides (as described in more detail below).

2 Wood Road (adjoining property to the south)

9. The rear extension adjacent to no. 2 Wood Road would project by 1.5m from the original rear elevation, with a gap of 0.4m to the shared boundary. The deeper element of the extension, which is sited 3m from the shared boundary with no. 2, has been reduced further under this revised scheme and now projects by 3.5m (as opposed to 4.2m under the previous proposal).
10. With regard to two storey/ first floor rear extensions SPD4 states: *3.4.3. For two storey rear extensions, normally extensions should not normally project more than 1.5m close to a shared boundary. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary (e.g, if an extension is 1m from the side boundary, the projection may be increased to 2.5m).* As such, both parts of the proposed first floor extension are in line with SPD4 guidance and it is considered that the proposed extensions would not have a detrimental impact on the light or outlook of the residents of number 2 Wood Road, or appear as overbearing.
11. With regard to impacts on privacy, no windows are proposed facing number 2 Wood Road and as such the proposal would not have a detrimental impact on the privacy of residents.

120 Framingham Road (adjacent property to the north).

12. The rear extension adjacent to no. 120 Framingham Road would have a projection of 3.5m from the rear elevation, retaining a minimum gap of 2m to the shared boundary with no. 120. This element complies with SPD4 guidance (i.e. 1.5m + distance of 2m to the boundary) and given the angle of no. 122 in relation to no. 120 the proposed first floor extension would not extend beyond the rear elevation of no. 120 in any case. Therefore it is not considered that the first floor extension would appear overbearing or result in a detrimental impact on the light or outlook of no. 120.
13. From the rear of the extensions to the rear of the site, a distance of approximately 11m would be retained from the window in the shorter part of the extension and between 3-6.8m from the deeper section of the extension. SPD 4 recommends a distance of 10.5m should be retained between rear habitable room windows and a site boundary overlooking a private garden. However, the application site has an unusual shape in that its rear boundary is formed by the two side boundary fences coming to a point at the north-west corner of the site. The gardens of the properties either side come to a point also at the north-west end of the site. This means that whilst the proposed rear windows would not directly face into the garden of number 2 Wood Road, they would face the end part of the rear garden of number 122 Framingham Road.
14. It is therefore considered necessary to have the proposed rear window in the extension adjacent to no. 120 as fixed shut and obscure glazed (which is to be conditioned). This is to avoid overlooking into the garden of no. 120 Framingham Road, given the close proximity to the boundary. However to provide outlook to the bedroom within the rear extension a window is proposed on the side elevation looking towards the side elevation and front garden of no. 120. Whilst windows at first floor in side elevations are usually restricted, or conditioned to be obscure glazed, given the siting of the properties in relation to each other, the proposed side window would face away from the rear garden and look towards the front of the property. Furthermore, the window would be set off the side boundary by 5m and replaces an existing clear glazed window on the side elevation at first floor, although the proposed would be sited 1.2m further back along the side elevation. Taking in to considerations the factors above, the proposed window on the side elevation of the extension would not harm the privacy of the adjacent neighbours.

Properties opposite (east)

15. The proposed boundary treatments are considered to be acceptable and would enhance the streetscene. No changes are proposed to the front or side elevation and as such there would be no impact on the privacy or light of the properties opposite

16. Overall the proposal is considered to comply with policy L7 of the Core Strategy and SPD4 guidance and would not result in harm to the residential amenity of surrounding properties.

PARKING AND HIGHWAY SAFETY

17. The proposed works will not result in any change in the number of bedrooms, however notwithstanding this, given the large front garden the site is considered to more than adequate off road car parking, with space for 3 cars shown on the proposed layout.
18. The proposed changes to the vehicle entrances are not considered to result in any change to highway safety and no objection is raised by the LHA.

DEVELOPER CONTRIBUTIONS

19. The proposed development would increase the floorspace of the property by less than 100m² and as such would not be liable for CIL charging.

PLANNING BALANCE AND CONCLUSION

20. The proposed development is considered, not to cause harm to the character and appearance of the dwelling and street scene by reason of its design, scale and materials, and therefore it is considered appropriate within its context. As such it is considered that the proposed development would be in accordance with policy L7 of the Trafford Core Strategy, SPD4 and government guidance contained within the NPPF requiring good design. In addition, the proposed development will have no significant impact in terms of any overbearing, overshadowing or overlooking impact and meets the aims of SPD4, the Core Strategy and the NPPF in this respect.

RECOMMENDATION: GRANT subject to the following conditions

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 05-19 FR103 Rev D; 05-19 FR102 Rev D; 05-19 FR104 Rev C, 05-19 FR105 and associated site location plan.

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

3. The materials used in any exterior work must match the appearance to those used in the construction of the exterior of the existing building in size, colour and texture.

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

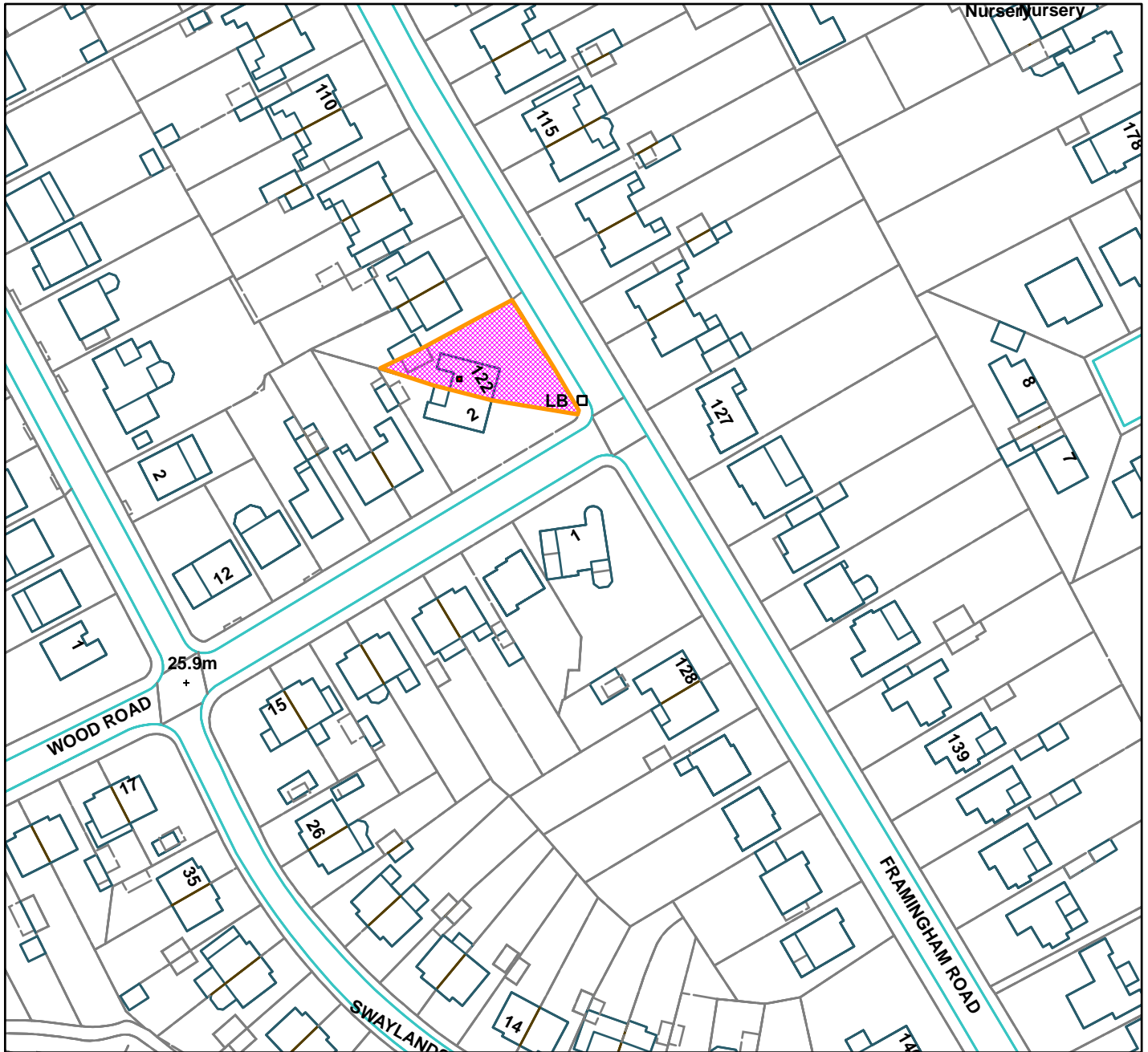
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the window in the first floor on the rear elevation (on the north side closest to 120 Framingham Road) facing west shall be fitted with 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.

JS



122 Framingham Road, Sale, M33 3RN (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)

WARD: Timperley

99557/HHA/19

DEPARTURE: NO

Erection of a single rear extension and rear veranda.

1 Lindsgate Drive, Timperley, WA15 6RB

APPLICANT: Mrs M Minnis

AGENT: EBR Designs

RECOMMENDATION: GRANT

The application is reported to the Planning and Development Management Committee as the applicant is a Member of Council.

SITE

The application property is a two storey, semi-detached residential property on the west side of Lindsgate Drive, located on the corner with Park Road in a primarily residential area of Timperley.

The house has previously been extended with a two storey side extension and dormer on the side of the roof. The roof is comprised of grey roof tiles with solar panels attached on both the front and rear roofslopes. The majority of the garden is on the north side of the property and with a smaller area extending around the back to the west.

PROPOSAL

Planning permission is sought for the erection of a single storey rear extension which would project 3 metres from the rear of the existing property, with a width of 5 metres, accommodating a larger living room.

A veranda is also proposed, extending off the rear of the property adjacent to the proposed extension. The veranda roof would extend to a depth of 3 metres, with a width of 4.4 metres. The height and pitch of the veranda roof would match that of the proposed rear extension, being 2.4 metres to the eaves and 3.3 metres to the pitch.

DEVELOPMENT PLAN

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

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

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 - Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

SUPPLEMENTARY PLANNING DOCUMENTS

SPD4: A Guide for Designing Housing Extensions and Alterations

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, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in summer 2020 before it is submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

88335/HHA/16- Erection of a two story side extension incorporating a dormer roof to the side elevation and a single story rear extension.
Approved with conditions 22nd June 2016

CONSULTATIONS

Cadent Gas were consulted and stated that “Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity)”. It is advised the contractor should contact Plant Protection before any works are carried out.

REPRESENTATIONS

None received

OBSERVATIONS

Principle of Development

1. The proposal is for alterations and extensions to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against the requirements and limitations of SPD4 and Policy L7 of Trafford’s Core Strategy, which for the purposes of the consideration of this application is up to date in accordance with the NPPF.

Design and appearance

2. The proposed single storey rear extension and veranda are considered to be of a modest scale and appropriately detailed to be in keeping with the character of the property. The extension would be constructed from materials to match the main property and the veranda would consist of post supports with a light weight roof and open sides. The rear elevation of the extension would be blank, except for a high level window located 1.6 metres above ground level, with a height of 0.35 metres.
3. The proposed extensions would not impact the Lindsgate Drive streetscene, being located to the rear of the site and would have limited impact on Park Road, given the set back of over 13m.
4. The extension and veranda would cover a high proportion of land to the rear of the property, however sufficient garden space is retained to the north of the property.
5. With the above points in mind it is considered that the proposed extensions and alterations would be in keeping with the scale and character of the property and would comply with SPD4 and Policy L7.

RESIDENTIAL AMENITY

6. With regard to impacts on residential amenity, the proposal should meet with the requirements Policy L7 of the Core Strategy and with SPD 4 and be acceptable in terms of its impacts on privacy, light and outlook of neighbours.

Impact on 2 Lindsgate Drive

7. No. 2 Lindsgate Drive is a two storey semi-detached dwelling adjoining the application dwelling to the South; the site boundary to the rear consists of a 2 metre wooden fence.
8. The proposed single storey extension would be built right up to the shared boundary with no. 2 and would project 3 metres from the existing rear wall of the dwelling. This is in accordance with SPD4 and is not considered to be overbearing on the property. The garden of no. 2 is limited in depth and therefore the extension would build along more than half of the boundary, however given the extension would be to the north it would not cause overshadowing. Furthermore it is of a modest height and so it is not considered to harm the amenity of the neighbouring occupiers.

Impact on 266 Park Road

9. Number 266 Park Road is a two storey semi-detached dwelling to the rear (west) of the application site. There is currently a hedge along the dividing boundary, which would provide a separation between the rear extension and veranda and the adjacent property.
10. Whilst there is a window proposed on the rear elevation of the extension this is not considered to cause harmful overlooking to no. 266 Park Road. This is mainly because it is ground floor so does not benefit from an elevated position and secondly because its cill height would be 1.6m above ground level so would restrict views out.
11. The extension would maintain a separation of 2 metres to the boundary and due to the modest height and relationship to the adjacent property it is not considered the extension or veranda would harm the amenity if the occupiers of 266 Park Road.
12. The extension and veranda are therefore considered to comply with Core Strategy policy L7 and SPD4 in regards to impact on amenity of neighbouring properties.

DEVELOPER CONTRIBUTIONS

13. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

14. The scheme has been assessed against the development plan and national guidance and it is considered that the proposed development will result in an acceptable form of development with regard to the scale and design and impact on the amenity of neighbouring residents, and the impact on the street scene and the surrounding area more generally.
15. All relevant planning issues have been considered in concluding that the proposal comprises an appropriate form of development for the site. The application is therefore recommended for approval.

RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: A0.4; A0.5; A0.6; A0.7

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

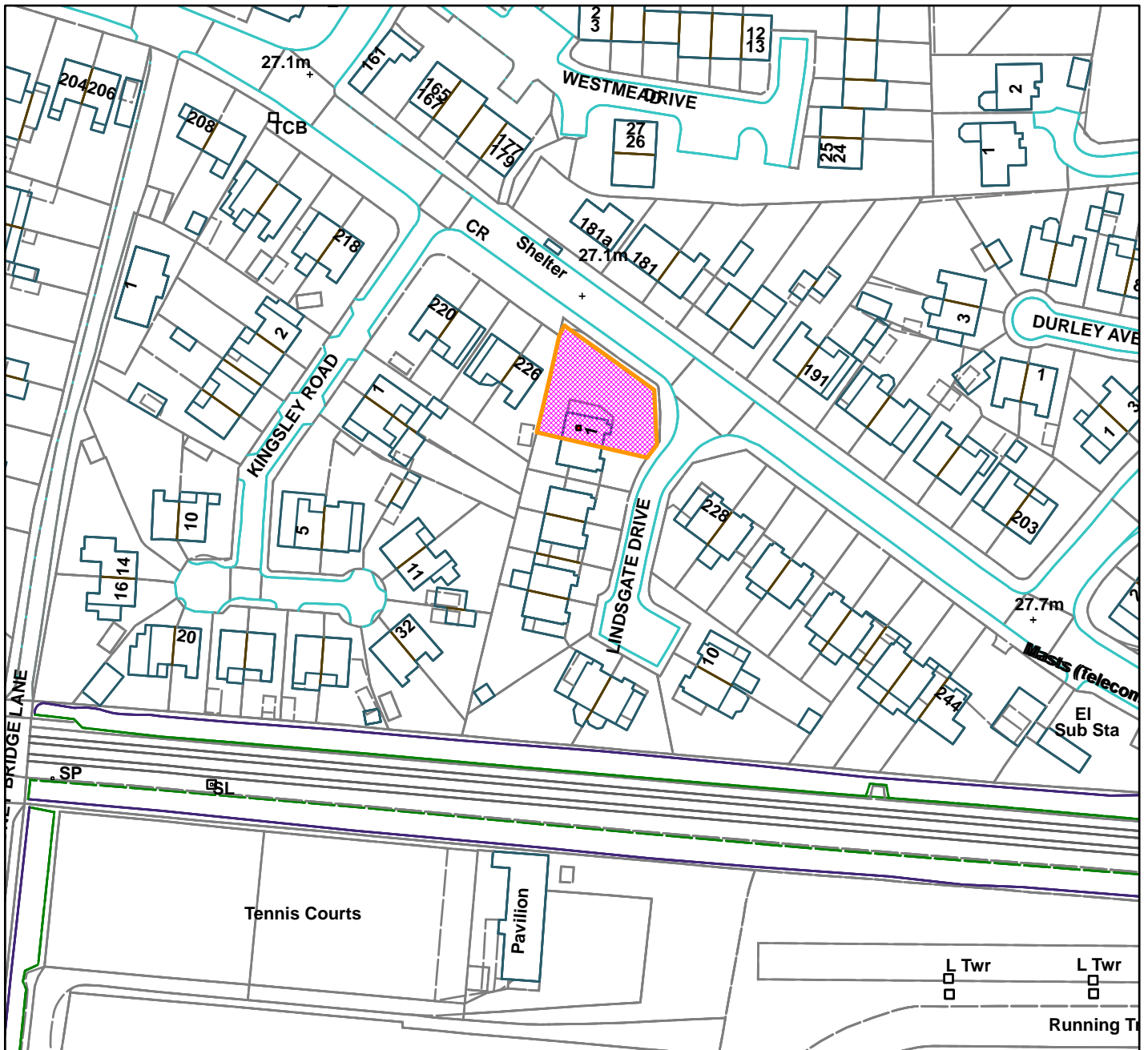
3. The materials used in any exterior work must match the appearance to those used in the construction of the exterior of the existing building in size, colour and texture.

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

NB



1 Lindsgate Drive, Timperley, WA15 6RB (site hatched on plan)



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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 16/01/2020
Date	06/01/2020
MSA Number	100023172 (2012)