

WARD: Gorse Hill

96337/FUL/18

DEPARTURE: No

Erection of new self-storage facility (B8 use class).

772 - 776 Chester Road, Stretford, Manchester, M32 0GE

APPLICANT: Wood

AGENT: C4 Consulting

RECOMMENDATION: GRANT

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 site is located in a predominantly commercial area of the A56, with frontages on to both the A56 Chester Road and Burleigh Road. The site is within a cluster of larger car showroom / retail units, with a vacant car show room immediately to the south-west and a building occupied by Harley Davidson just beyond this. A car show room occupied by Vauxhall is located on the opposite side of Chester Road and further to the north east is a Tesco Extra store. Immediately to the north-east is a carpet retailer.

Opposite the site on Burleigh Road are allotments, whilst residential properties to the north and north-west of the site are located on Avondale Road. The site is within the Gorse Hill Priority Regeneration Area and is outside of but adjacent to the proposed Civic Quarter.

The former building has been demolished subsequent to the submission of this application.

PROPOSAL

Permission is sought for the erection of a new self-storage facility (B8 use class) following the recent demolition of the previous car sales building. The proposal includes closing the existing vehicle access on to Chester Road and provision of access and parking to the rear of the building accessed from Burleigh Road. Loading doors and a customer reception area are to be accessed directly from the car park in the undercroft area off Burleigh Road and landscaping is to be provided to the front with the existing vehicular access from Chester Road to be closed.

The proposed new building would be constructed over four storeys and finished in a metal grey cladding with yellow accents. Glazing is incorporated into the first 2 storeys

of the front Chester Road elevation with a separate pedestrian access. The building would have a dual-hipped roof set behind a parapet.

Value Added:- Revised plans have been received which have:

- set the building back from the building line by approximately 4m;
- reduced the overall height of the building;
- amended the elevational design in particular creating an active frontage to Chester Road;
- reduction of cladding and introduction of brick plinth;
- Inverted the layout of the building setting the access further away from nearby residents on Avondale Road;
- Provision of covered external area providing undercroft parking and cycle store and covered building entrance;

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

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R3 – Green Infrastructure

W1 – Economy

PROPOSALS MAP NOTATION

Gorse Hill Priority Regeneration Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

GREATER MANCHESTER SPATIAL FRAMEWORK

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

There is a detailed planning history for the premises. The most relevant to this application are listed below:

772-774 Chester Road

H/19876 – Change of use from showroom to tyre and exhaust retail sales and fitting workshop
Approved with conditions 20 August 1984

776 Chester Road

79086/COU/2012 – Existing workshop to be converted to provide new training and meeting facilities.
Approved with conditions

H/60904 – Material alterations to the external appearance of showroom building including the removal of existing corner feature and entrance lobbies and replacement by new automatic sliding doors. Provision of new access door to parts building and ramped access to main customer entrance to showroom.

Approved with conditions 13 April 2005

H/45529 – Demolition of part of workshops and redevelopment/refurbishment to form new offices with workshops and showroom; erection of new parts preparation building and provision of car parking.

Approved with conditions 8 July 1998

H/21324 – Erection of first floor extension to form offices.

Approved with conditions 17 April 1985

APPLICANT'S SUBMISSION

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

- Statement of Community Involvement
- Design and Access Statement
- Crime Impact Statement
- Drainage Plan and Strategy
- Bat Survey
- Transport Statement
- Interim Travel Plan
- Noise Impact Assessment

The applicant has confirmed that the office manned opening hours are usually 8am-6pm. 24 hour access is provided for an additional fee as part of the business model on the rare occasion that customers require access outside those hours.

There will be no HGV, forklift movements etc. within the operations of this storage facility. The main use is for residential and light commercial users.

The updated Noise Impact Assessment addresses points originally raised by the Council's Pollution and Licensing (Nuisance) Officer and includes some further noise measurements of an appropriate electric access gate similar to that proposed under the current development. The report concludes that there will be no significant noise impact from the proposed development and noise limits are proposed for any new fixed plant/equipment to be installed at site to ensure that there is no associated noise impact from these sources.

CONSULTATIONS

Local Highway Authority (LHA) - No objection on highways grounds.

Lead Local Flood Authority (LLFA) – The proposed development is acceptable subject to conditions relating to surface water drainage.

United Utilities – The proposed Drainage Strategy is acceptable subject to the development being carried out in accordance with principles set out in the submitted Foul and Surface Water Drainage Intent Drawing 18-3640-900 Rev P1.

Greater Manchester Ecology Unit (GMEU) – Holes and fascia in the north western section of the brick building to be inspected by a licensed bat ecologist prior to demolition. Opportunities for biodiversity enhancement should be incorporated into the new development through the provision of native tree and shrub planting.

GMP Design for Security – Having reviewed the plans and submitted Crime Impact Statement it is recommended that a condition is put in place which reflects the recommendations made within sections 3.3 and 4 of the Crime Impact Statement.

Pollution and Licensing (Contaminated Land) – Information available to the Council confirms the potential presence of contamination on the site due to a previous industrial/commercial usage. To ensure the site is suitable for future site users, conditions should be included on any decision notice relating to an investigation and risk assessment in relation to contamination on site and a verification report demonstrating completion of works as set out in the remediation strategy.

Pollution and Licensing (Nuisance) – Conditions are recommended in relation hours of access, exterior lighting, fixed plant noise impact assessments, Construction and Demolition Environmental Management Plan (CEMP), restrictions of servicing and contracted waste recycling collections, control of noise levels from the operation of the electric access gate, maintenance programme for the electric access gates, restriction of use of loading bay doors between 21:00 and 07:00 hours and the provision of electric vehicle charging points.

REPRESENTATIONS

A total of 6 letters of representation have been received from neighbouring properties and Cllr Laurence Walsh. The main points raised are summarised as follows:

- Plenty of availability in Trafford Park for this type of facility;
- Doesn't add anything to a residential area;
- Will bring increased traffic to the side roads;
- Burleigh Road is not wide enough for the main access to lead into this road;
- Limited parking provision associated with the development;
- Main access should be onto Chester Road;
- Having main entrance on a public pavement seems to have a potential to cause a serious incident;
- Proposed design is not suitable for a major route bordering the proposed civic quarter;
- Prime site which should be used for either landmark developments or to deliver much needed public facilities or affordable housing;
- Better suited to an industrial area;

- The site is close to what will be known as the “Civic Quarter.” As an area that is expected to attract tourists and become a place where people go out for the evening, this proposed storage facility does not support this aspiration;
- Concerns regarding noise and disturbance caused by 24 hour access.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
2. The Council’s Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. Whether a Core Strategy policy is considered to be up to date or out of date is identified in each of the relevant sections of this report and appropriate weight given to it.
3. The NPPF is a material consideration in planning decisions, and as the Government’s expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. The main planning issues to be considered in the determination of this application relate to the acceptability of the proposed use, design and impact on the character of the street scene and the surrounding area, residential amenity and parking and highways.
5. Core Strategy Policy W1 seeks to facilitate the continued modernisation and revival of industrial and commercial activity through the release of sufficient land. This policy is considered to be compliant with the NPPF by supporting economic growth and is therefore up to date. It is understood that the existing lawful use of the site is as a B1 office facility and the proposed ‘self-storage’ use would constitute a B8 facility. Given that Policy W1 of the Core Strategy refers to both B1 and B8 uses as ‘employment uses’, the proposal would not constitute the loss of existing employment land. The nature of the proposed development is such that employment numbers at the site would be low. Nevertheless it is considered that the proposal would support other commercial uses within the surrounding area. On this basis, the proposed use of the site for B8 purposes considered acceptable in principle.

6. The site is situated within Gorse Hill Priority Regeneration Area and as such, the provisions of Unitary Development Plan Policy H9 are relevant. This policy is partly replaced by Core Strategy Policy L3 which seeks to secure a range of improvements within these areas, including (but not limited to) accessibility, design quality, the local environment and community safety. Policy H9 is therefore generally consistent with the NPPF and some weight can be given to this policy.
7. Policy L3 is not consistent with the NPPF insofar as it refers specifically to housing on strategic sites but otherwise the policy is considered to be consistent with the NPPF. Reference to housing numbers and housing land supply is out of date and therefore less weight should be afforded to this part of the policy.
8. Within the Priority Regeneration Areas the Council will seek to encourage developments that will address and reduce inequalities within the Index of Multiple Deprivation which includes employment. Whilst limited in scale, the proposal will make a positive contribution to the area through the creation of jobs associated with the construction work as well as future employment at the premises itself.

DESIGN AND APPEARANCE

9. 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”*.
10. Policy L7 of the Trafford Core strategy advises 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 the area and enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout elevation treatment, materials, hard and soft landscaping works and boundary treatment (Paragraph L7.1).
11. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up to date for the purposes of decision making.
12. Of particular relevance to this site is the Council’s adopted Planning Guidance SPD2: A56 Corridor Development. The A56 is identified as a major road corridor. Paragraph 2.19 of this document advises that the Council will seek to improve the environment by *“Requiring that developers of land in these corridors pay particular attention to the elevational treatment of buildings fronting the major roads”* and *“Requiring, where appropriate, a complementary standard of planting, ground surfaces and boundary treatment”*. The SPD advises that generally, buildings along

the A56 corridor are 3 storeys high and new development along the A56 should be of a scale and mass to fit within the context of the historic character and form of buildings along the route.

13. It also states that in respect of the street frontage new buildings should contribute to a common building line, closely related and parallel to the back of the pavement (Para 5.14). The SPD advises that proposals which result in a solid, blank façade along the A56 will not be acceptable. All frontages, including shop frontages, should be well-designed using good quality materials and appropriate detailing (Para 5.15). In addition, and as noted above, the site falls within a Priority Regeneration Area where improvements to design quality will be sought.
14. The site is adjacent to the Civic Quarter as identified in the Consultation Draft Civic Quarter Area Action Plan. Whilst the draft AAP states that the boundary is not intended to represent a 'hard' boundary and Trafford Council remains committed to the regeneration of the wider area, the proposal should be considered in the context of the immediate surroundings. The application site is more characteristic of the adjacent commercial buildings along Chester Road than those which would make up the Town Hall Neighbourhood of the AAP, being the closest part of the proposed Civic Quarter to the application site.
15. Through the application process amendments to the proposed layout and building design have been sought, which have improved the visual and residential amenity value of the proposal. The proposed B8 use of the building underpins its design and scale, however the applicant has resolved to improve the design and reduce the scale to be more appropriate within its setting. Amended plans have been submitted which have reduced the overall height of the building, reduced the cladding mass and introduced a brick plinth and set the building back 4m from the original proposed building line and introduced a large element of glazing to the front elevation. Whilst it is acknowledged that due to the use of the building that there will not be an active frontage behind this glazing, it has nevertheless created a more lightweight appearance to the building and added visual interest. The changes to the layout have introduced a pedestrian access to the front of the building thereby increasing activity on the main frontage. The height of the proposed building is 10.8m to the ridge (10.5m to the top of the parapet) compared to a maximum height of 10.2m on the former building. The proposed changes result in a building of a height, massing and siting much more in keeping with the surrounding area and the setback results in more space for soft landscaping and brings the building in line with the adjacent car dealership. Overall the building will appear a lot less dominant within the street scene and sits comfortably within the plot and within the context of this commercial cluster.
16. The detailed design of the proposed building has evolved to incorporate a high proportion of glazing and an entrance on the front elevation facing the A56, which provides activation and relief on this prominent elevation. With the main customer and vehicle access to the rear of the site on Burleigh Road (subject to a condition

to agree materials/colour) the proposed building is considered to be in keeping with similar sized adjacent buildings and appropriate to its use and the character of the surrounding area more generally.

RESIDENTIAL AMENITY

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

Noise

18. The application site is located within a mixed commercial and residential area. The proposed entrance and car park is situated to the rear of the premises in close proximity to residential properties on Avondale Road to the north/north east of the site. The proposal seeks permission for 24 hour unrestricted access to the facility for domestic and commercial use. Whilst the use is considered to be compatible with the character of the area and unlikely to cause any disamenity to neighbouring dwellings during the daytime and early evening, the impact of activity associated with the use of the building during the quieter night time hours is a principal consideration.
19. The north-western elevation of the proposed development incorporates three loading bay doors to provide further access points into the building. A number of outside car parking spaces are positioned along the frontage to Burleigh Road. In order to reduce the noise impact that may arise by vehicles parking in these spaces and using the three loading bay doors at sensitive times, a condition is required, restricting their use between 21:00 and 07:00 hours on any day.
20. The building layout has been redesigned in order to seek to reduce the potential for noise impact, with the recessed rear car park serving the main entrance (accessed from Burleigh Road) being relocated to the westernmost corner of the site. The car park is to be partially enclosed and accessed via an electric gate to the north-western facing elevation, near to residential properties on Avondale Road. The revised Noise Impact Assessment confirms that a gate operation panel accessible by the driver has been proposed to obviate the need for customers to leave their vehicle to operate the electric access gate, thereby avoiding the potential for increased noise impact from door slams, engine noise and so forth. Subject to a suitably worded condition to agree the details of the design and method of operation be submitted for further consideration, it is considered that such a system can satisfactorily support the 24-hour operation of the proposed use without any

detrimental impact to neighbouring residents, instead allowing for uninterrupted access into the building. Conditions are recommended with regard to the final design, maintenance and noise levels of the electronic access gates.

21. It is considered reasonable and necessary to condition the noise levels from all building services plant. Pollution and Licensing have specified a lower noise level criterion between 23:00 and 07:00 hours than that recommended by the Noise Impact Assessment in order to ensure that the received noise level can also comply with the guidelines of BS 8233:2014.

Overshadowing/Loss of light

22. The nature of the proposed use and lack of proposed windows is such that there would not be any overlooking impact on these properties. The part of the building adjacent to Burleigh Road would be broadly in the same location as the existing building, although somewhat taller. Given the distance from the proposed building to dwellings on Avondale Road, there is not likely to be an unacceptable overbearing or overshadowing impact on these neighbours.
23. Subject to mitigation from noise through the use of appropriately worded conditions as set out above, it is considered that the proposal would not result in any undue impact on the amenity of neighbouring residential amenity.

PARKING AND HIGHWAYS

24. Policy L4 of the Trafford Core Strategy states that *“when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”*.
25. 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.
26. Policy L4.14 to L4.16 sets out the requirement to comply with the adopted car and cycle parking standards as set out in Appendix 3 to the Core Strategy and within adopted SPD3. These are considered to be consistent with NPPF.
27. SPD2 advises that the primary pedestrian access to the building should be directly from the pavement on the A56. It also advises that the vehicular access to a site should, where possible, be taken from an existing access point and should not

create any new access points directly from the A56. In addition, surface car parking should be located to the rear of a building, away from the A56 frontage and the extent of private space around the building should be clearly defined.

28. The LHA has been consulted and their comments are incorporated into the following section of this report.

Access

29. The access arrangements are proposed to be amended as part of the proposals. The proposals remove the need for the existing vehicular crossing off Chester Road and therefore the existing vehicular crossing will be required to be removed as part of the proposals.
30. At present off Burleigh Road there is an extensive length of dropped kerb on the east side of the road and there is an on-street parking bay on the west side of the road. The proposals look to maintain an extensive length of dropped kerb from Burleigh Road. The car parking spaces are only 5.2m in length. Concerns are raised by the LHA that servicing doorways are shown behind these spaces which would cause large vehicle or cars parked away from the building to overhang and block the public highway along the frontage.
31. The agent has responded to this point and advises that the car parking spaces accessed directly off Burleigh Road are 5.2m in length which exceeds Trafford's design standards. In addition, it is advised that the footway along the eastern side of Burleigh Road, adjacent to these spaces is over 2.5m wide. Therefore if a large vehicle/van overhangs into the public highway slightly, the footway would not be blocked (as shown on drawings 2491-01-ATR103 and 2491-01-ATR104).

Servicing

32. The submitted design and access statement indicates that the service access will be within the main car parking area. Swept paths have been submitted and these are considered to be acceptable.
33. It is proposed to provide a gated, timber bin store for a Euro 1100l bin that would be located in the north-west corner of the site. The proposed development would be serviced from the southern side of Burleigh Road (at the north-west frontage of the site). The proposed servicing arrangements are therefore considered to be acceptable.

Parking

34. SPD3 states that 59 car parking spaces should be provided for the proposed B8 use. The current site has access to 34 car parking spaces in the current arrangement, the proposed building is intended to have just 18 car parking spaces

which is a shortfall from the standards set out in SPD3. Paragraph 2.5.16 of the submitted Transport Statement states *“potential customer and staff demand for sustainable transport modes is likely to be low due to the nature of the proposed development.”* Therefore a parking survey was requested by the LHA for Burleigh Road and Avondale Road to ascertain existing daytime and evening parking levels.

35. The results of the parking surveys carried out by the applicant are accepted by the LHA as justification for the proposed shortfall in car parking spaces. Notwithstanding this, conditions are recommended requiring the implementation of a 10 year Travel Plan (commencing on the date of first occupation) to be secured through an appropriately worded condition which should include measurable targets for reducing car travel.

Cycle Parking

36. SPD3 states 7 allocated cycle parking spaces should be provided however the LHA has advised that a minimum of three spaces should be provided for the three staff proposed. Additional plans submitted by the applicant show the provision of 4 no. Sheffield cycle rails provided in the undercroft area thereby providing adequate long stay covered spaces. Subject to a condition requiring the cycle parking provision to be installed prior to the commencement of development, the submitted details are considered to be acceptable.

Summary

37. The proposals are considered to be acceptable on highways grounds. The existing vehicular access from Chester Road would need to be removed as part of the proposals.

TREES AND LANDSCAPING

38. Policy R3 of Trafford's Core Strategy seeks to protect and enhance the Borough's green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution.
39. Policy R3 is considered to be compliant with the NPPF and therefore up to date in that it promotes the creation, enhancement and maintenance of Green Infrastructure. Full weight should therefore be afforded to this policy.
40. As stated in SPD2, all proposals for new development within the A56 Corridor should demonstrate how their proposal impacts on nearby green spaces and, where appropriate, what improvements it will bring. Specific green infrastructure should be provided broadly in line with SPD1. SPD1 refers to a level of tree planting of 1 tree

per 80sqm GIA of B8 warehousing, or equivalent alternative forms of green infrastructure.

41. The setting back of the building from Chester Road has increased the amount of space available for soft landscaping and a condition is required for the provision of a planting scheme which would contribute to the specific green infrastructure and soften the appearance of the proposed development.

ECOLOGY

42. 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"*.
43. Policy R2 is considered to be consistent with the NPPF in terms of conserving and enhancing the Natural Environment and full weight should be afforded to it.

Bats

44. The previous buildings on site were found to be generally constructed of a tight fitting smooth block with large areas of glass and steel panels. The roof is of steel construction throughout with no points of potential bat access. However it was advised that as a precautionary measure holes in the roof and the fascia were inspected by a licensed bat ecologist prior to demolition. As the site has recently been cleared these will no longer be necessary as part of this planning permission.

Biodiversity Enhancement

45. In line with the requirements of the NPPF, it is recommended that opportunities for biodiversity enhancement be incorporated into the new development. These should include:
 - Native tree and shrub planting

FLOODING AND DRAINAGE

46. 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 163 has similar aims, seeking to ensure that development is safe from flooding 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.

47. A Drainage Strategy has been submitted with the application. Subject to the recommended conditions requested by the LLFA, the proposal is considered to be acceptable.

DEVELOPER CONTRIBUTIONS

48. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'industry and warehousing' development, 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).
49. 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 additional trees on site as part of the landscaping proposals.

PLANNING BALANCE AND CONCLUSION

50. The proposal would not result in the loss of an employment use in Policy W1 terms (from B1 to B8) and the development is considered to be acceptable in principle.
51. With particular regard to the visual amenity, it is considered that the proposed amendments result in a building that would not be significantly taller or larger than neighbouring development and would allow planting to the front of the site to soften the visual impact of the building on the streetscape. Revisions to the appearance and layout of the building have resulted in a pedestrian entrance and a high proportion of glazing to the front elevation whilst the vehicular access is to the rear. The design of the building is considered to be characteristic of adjacent commercial buildings and appropriate to its use.
52. Original concerns regarding the proposed 24 hour operation of the development in relation to impact on the amenity of neighbouring residential properties have been addressed through the submission of amended plans resulting in the access being moved further away from the neighbouring residents and screened to some extent by the building itself. An electronic access gate is proposed which would remove the need for customers to get out of their vehicles on Burleigh Road with associated noise from engines revving, car doors slamming etc. Subject to further appropriately worded conditions as outlined in the above report there are considered to be no significant additional impacts on the amenity of adjacent residents, buildings and parking and highways implications.
53. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that on balance, the proposals comprise an appropriate form of development for the site.

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:
 - C4C-B1-Z1-A1-00-P2-00-002 Rev A;
 - 18014-C4P-V1-ZZ-DR-A-2101 Rev P4;
 - 18014-C4P-V1-ZZ-DR-A-2102 Rev P4;
 - 18014-C4P-AV-ZZ-DR-A-0501 Rev P4;
 - 18014-C4P-V1-00-DR-A-2000 Rev P2;
 - 18014-C4P-V1-01-DR-A-2001 Rev P2;
 - 18014-C4P-V1-02-DR-A-2002 Rev P2;
 - 18014-C4P-V1-03-DR-A-2003 Rev P2;
 - 18014-C4P-V1-XX-DR-A-3301 Rev P2;

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

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, the premises shall only be used as a B8 self-storage facility and for no other purposes within Class B8 of the above Order.

Reason: In the interests of residential amenity, highways and parking having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

4. Notwithstanding any description of materials in the application no works involving the use of any materials shall take place until samples and a full specification of materials to be used externally on the building hereby approved [including the cladding colour] 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.

5. The development hereby permitted shall not take place until such time as a scheme to improve the existing surface water drainage system has been submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the drainage hierarchy in the Planning Practice Guidance and must 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: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in the most sustainable manner having regard to Policy L5 of the Trafford Core Strategy and relevant sections of NPPF and NPPG.

6. No development approved by this planning permission 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 the utilisation of holding sustainable drainage techniques with the incorporation of two treatment trains to help improve water quality; 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: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site, having regard to Policy L5 of the Trafford Core Strategy and relevant sections of NPPF and NPPG.

7. No development shall take place unless and until: (a) A contaminated land Phase I report to assess the actual/potential contamination risks at the site has been submitted to and approved in writing by the Local Planning Authority. (b) Should the Phase 1 report recommend that further investigations are required, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings shall be submitted to and approved in writing by the Local Planning Authority. The phase II report of the findings must include: (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risks to: - human health, - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, - adjoining land, - groundwaters and surface waters, - ecological systems, - archeological sites and ancient monuments; (iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the

preferred option(s) to form a remediation strategy for the site. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before any of the building(s) hereby approved are first occupied.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers having regard to Core Strategy Policies L5 and L7 and the National Planning Framework.

8. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
- b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
- c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

9. 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.

10. The scheme for secure cycle storage hereby approved 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. The development hereby approved shall not be brought into use unless and until details of the bin stores, which shall include accommodation for separate recycling receptacles for paper, glass and cans in addition to other household waste, have been submitted to and approved in writing by the Local Planning Authority. The approved bin stores shall be completed and made available for use prior to the first occupation of the building and shall be retained thereafter.

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

12. Before the development hereby approved is first brought into use the existing redundant vehicular crossing from Chester Road shall have been permanently closed and reinstated in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and visual amenity having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. 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, 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) year commencing on the date of first occupation.

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

14. The development hereby approved shall not be brought into use unless and until a mechanism, details of which shall be submitted to and approved in writing by the Local Planning Authority, has been implemented to each of the loading bay doors to the north western facing elevation of the development to restrict the use of these doors after 21:00 and 07:00 on any day. The approved scheme shall be implemented in full prior to operation and retained in perpetuity.

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

15. The noise level during a full opening or closing operation of the electric access gate to the north-western elevation of the development hereby approved, at a position of 10m distance from the gate and at a height of 1.2m to 1.5m above the ground, should not exceed 74dB L_{AF,max}.

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

16. Prior to the development hereby approved being brought into use, a programme shall be submitted for approval by the Local Planning Authority detailing how the electric access gate to the north-western elevation of the development is to be regularly maintained in order to minimise noise emissions. The agreed programme shall be implemented thereafter for the duration of the development.

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

17. No external lighting shall be installed on the building or elsewhere on the site unless 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.

18. The noise level from all building services plant (when rated in accordance with BS 4142:2014) shall not exceed 54dB (LA_{r, 1 hour}) between 0700-2300h and 45 dB (LA_{r, 15 minutes}) between 23:00 - 07:00 hrs on any day at the façade of the nearest existing residential receptors.

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

19. Servicing and contracted waste and recycling collections shall not take place outside the hours of 07:00 and 19:00 on Mondays to Saturdays.

Reason: In the interests of ecology, having regard to Policy R2 of the Trafford Core Strategy and NPPF.

20. No above ground work shall take place unless and until a scheme setting out opportunities to incorporate opportunities for biodiversity enhancement has been submitted to and approved by the Local Planning Authority. These should include:
 - Native tree and shrub plantingThe development shall be carried out in accordance with the approved details.

Reason: In the interests of ecology, having regard to Policy R2 of the Trafford Core Strategy and NPPF.

21. Prior to the development first taking place, a Construction and Pre-Construction Environmental Management Plan (CEMP) shall be submitted and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and

mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:

- a) Suitable hours of construction;
- b) The parking of vehicles of site operatives and visitors (all within the site);
- c) Loading and unloading of plant and materials (all within the site), including times of access/egress;
- d) Storage of plant and materials used in constructing the development;
- e) The erection and maintenance of security hoardings;
- f) Wheel washing facilities;
- g) Measures to control the emission of dust and dirt during construction and procedures to be adopted in response to complaints of fugitive dust emissions;
- h) A scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
- i) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity;
- j) 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;
- k) Information to be made available for members of the public;

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

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and NPPF.

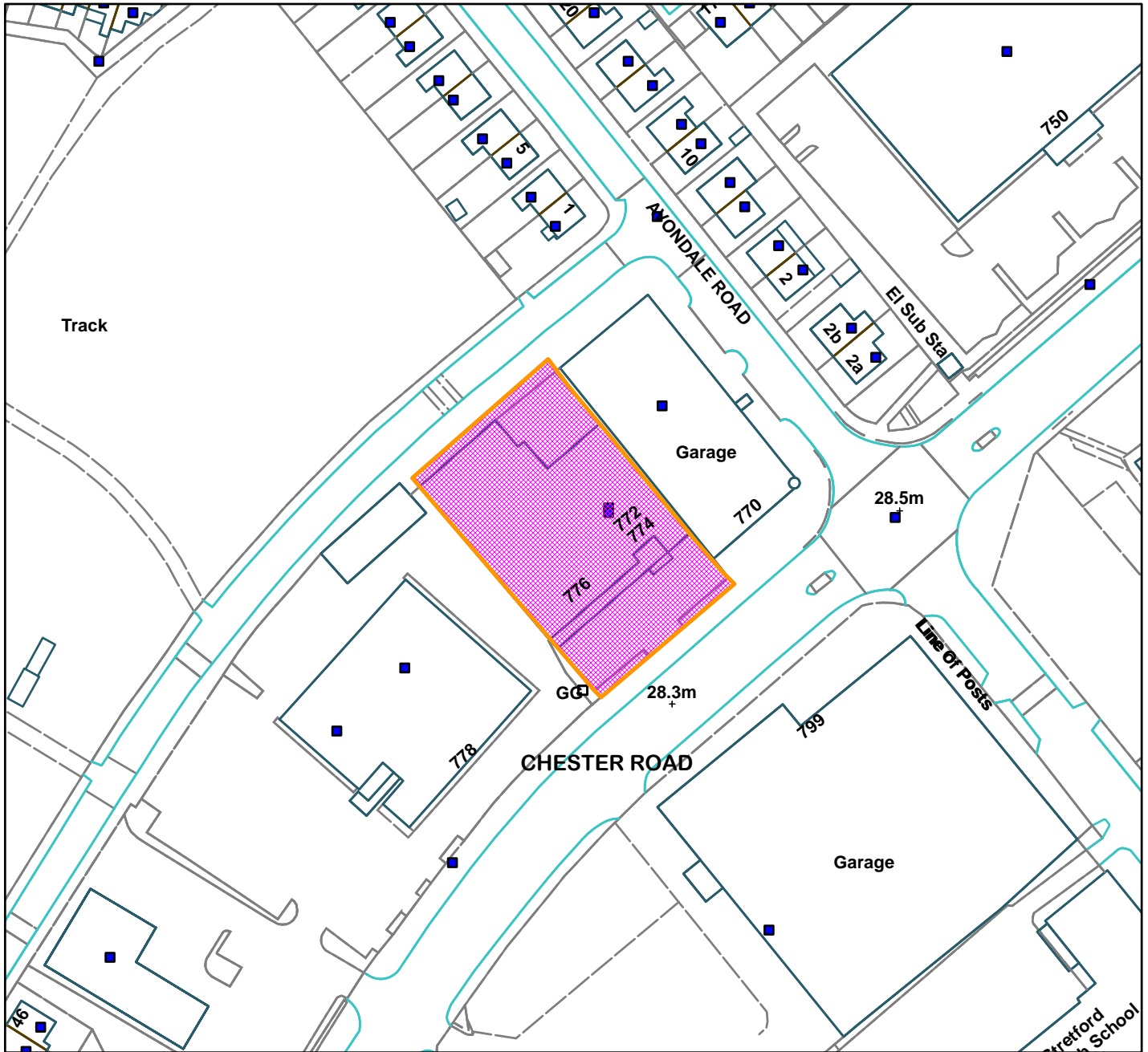
22. The development hereby approved shall not be occupied unless and until a scheme for the provision and implementation of electric vehicle charging points has first been submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved scheme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



772-776 Chester Road, Stretford, M32 0GE (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
MSA Number	100023172 (2012)

WARD: Bowdon

97665/FUL/19

DEPARTURE: No

Erection of a dwelling and formation of vehicular access to Groby Road.

Land North-West of the Junction of St Margaret's Road and Groby Road, Altrincham.

APPLICANT: Jam Properties Ltd.

AGENT: Mr P Garner, Garner Town Planning Ltd.

RECOMMENDATION: GRANT

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

SITE

The application site comprises of an irregularly shaped 0.194ha plot at the corner (west) of Groby Road and St Margaret's Road, Bowdon, Groby Road running past the plot's south-east boundary and St Margaret's Road passing its eastern boundary. The site currently accommodates an expanse of self-seeded vegetation with mature trees along the plot's road facing boundaries.

The plot is located to the south of Hill Carr, a substantial detached Victorian dwelling which has been converted into apartments, the application site having previously formed part of the original Hill Carr plot. The plot is on lower ground than Hill Carr and separated by a bank of vegetation and fencing. Road boundaries are marked by stone walls topped by trees and vegetation.

The site is set within a residential area with dwellings, many of these being large Victorian/Edwardian era dwellings, to all sides.

The plot is located within Character Zone A (Northern Residential) of the Devisdale Conservation Area, with Hill Carr noted as a positive contributor within the Conservation Area.

The Devisdale Conservation Area Management Plan SPD notes the Conservation Area's significance:

[The Conservation Area is significant] for its value as an historic area of enclosed land on the summit of Bowdon Hill. The topography and landscape of the area is important, and includes the wooded north slope of Bowdon Hill and the gentler west slope descending towards Dunham Massey. The associations with the Earl of Stamford are strong here, as the Conservation Area was laid out in the late 19th century as an appropriate social neighbourhood adjacent to Dunham Park. The residential properties are characterised by large plots, grand houses, magnificent gardens, sweeping drives, coach houses, tree-lined streets and a vast mix of revival architectural styles. The area is also characterised by gradients and associated

views, and the open space of The Devisdale is much valued common land, used extensively today by pedestrians. The area also has high ecological and arboricultural value in particular (1.2.1).

The Conservation Area Appraisal SPD states the following regarding Character Zone A:

This character zone is comprised of residential properties from the Victorian, Edwardian post war and mid-20th to early 21st centuries. There are a variety of architectural styles, scale, massing and plot size throughout the area. The character of this zone is one of an affluent residential suburb. Some areas feel more secluded than others due to the properties being set back from the street, but the prevalence of low stone walls with mature planting above unifies the entire zone. The Victorian and Edwardian properties are more commonly sited on larger plots, away from the street line at the end of winding drives. This gives these properties a sense of privacy somewhat lacking in the more modern development. Mid-20th century to early 21st century development tends to be further forwards on the plot and more central, but shielded from view by taller boundary treatments such as railings or stone walls.

The significance of Hill Carr, a positive contributor, is as follows:

Hill Carr is a substantial detached Victorian dwelling which has been converted into apartments. The building has an ornate brick frontage with stone quoins and stone window and door surrounds. The building's significance is considered to derive from its age, style, materials and form, together with the fact that it reflects the traditional functional character and former uses in the area. It also illustrates the development of the settlement and it has an architectural interest which is of sufficient quality to distinguish it from other buildings of this period.

The plot is also located to the south of the Grade II Altrincham and Dunham Massey War Memorial although there is no inter-visibility between the two plots due to the presence of the intervening Hill Carr site as well as extensive screening vegetation. As such the application site is not considered to be within the setting of the listed structure.

The site is considered to be greenfield land having previously comprised of part of the wider Hill Carr plot.

PROPOSAL

The applicant proposes to erect a single storey flat roofed three bedroomed dwelling. This building would be set into the raised bank at the rear of the plot separating it from Hill Carr to the north. It would have a grass covered roof and angled side elevations with the building's width increasing moving towards the rear (north).

The dwelling's internal layout would comprise of an open plan kitchen-diner, a living room, study, hallway and three en-suite bedrooms, the master bedroom having a walk-in dressing room.

The building would introduce front (south) and side (south-east) facing bi-fold doors together with a front facing glazed front door with glazed surround. The front and south-east elevations would have a fascia comprising of multiple arched elements. Its west elevation would comprise of a stone faced retaining wall with a single high level master bedroom en-suite bathroom window.

The wider plot would be extensively remodelled through the addition of hard and soft landscaping, with a new double gated vehicle entrance onto Groby Road leading to a driveway and three parking spaces. A line of pleached trees would be added to the plot's western boundary.

Value Added

Following LPA advice the applicant has amended their original proposal from a pair of 3 bedroomed part ground floor part basement level dwellings to the current proposed single dwelling, together with associated hard and soft landscaping amendments.

Previously approved scheme

The applicant was previously granted planning permission for the erection of one part single storey/part basement level dwelling. This approved and extant scheme is essentially the same as a previously refused application ref. 85960/FUL/15 which was appealed and the appeal dismissed in October 2016. The Inspector in her decision was largely supportive of the proposal and found no significant harm in relation to the opening of the frontage or the impact of the proposed dwelling's design on the significance of the Conservation Area. The Inspector's concern was that the degree and extent of excavation would be likely to have an adverse impact on the established mature trees within the site and the subsequent impact this could have on the character and appearance of the Conservation Area.

In granting the approved scheme (ref. 90758/FUL/17), which addressed the Inspector's concerns in respect of protected trees, significant weight was given to the Inspector's conclusions on the appeal scheme in respect of the impact on heritage assets and the proposal was considered to be acceptable and in accordance with Development Plan policy. The extant permission is a material consideration and will be discussed further in the Observations section below.

DEVELOPMENT PLAN

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

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 - Land for New Houses;
 L2 - Meeting Housing Needs;
 L4 - Sustainable Transport and Accessibility;
 L5 – Climate Change;
 L7 - Design;
 L8 - Planning Obligations;
 R1 – Historic Environment;
 R2 - Natural Environment;
 R3 – Green Infrastructure.

SO5 – Provide a Green Environment.

OTHER LOCAL POLICY DOCUMENTS

The Devisdale Conservation Area Appraisal;
 The Devisdale Conservation Area Management Plan;
 Revised SPD1 - Planning Obligations;
 SPD3- Parking Standards & Design;
 PG1 - New Residential Development;
 PG24 Crime and Security

PROPOSALS MAP NOTATION

Critical Drainage Area;
 Devisdale Conservation Area.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 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 MHCLG published the revised National Planning Policy Framework (NPPF) in February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, which was last updated on 01 October 2019. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

99369/CND/19 | Application for approval of details reserved by conditions of grant of planning permission 90758/FUL/17. Condition number: 3 (access/boundary wall). Pending.

90758/FUL/17 | Erection of detached dwelling and formation of vehicular access to Groby Road. Approved at Committee 17 July 2017.

85960/FUL/15 – Erection of detached dwelling and formation of vehicular access to Groby Road – Refused – 17/11/2015. Appeal dismissed – 06/10/2016

APPLICANT'S SUBMISSION

The applicant has submitted a Heritage statement in support of their proposal.

CONSULTATIONS

Local Highway Authority – No objection subject to condition.

Heritage Development Officer - The proposed dwelling & vehicular access will cause moderate harm to the significance of the Hill Carr positive contributor and the wider Devisdale Conservation Area through the loss of historic garden, soft planting, alterations to the historic boundary wall and the increase in built form and hard standing on the site. Under paragraph 194 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. The harm should therefore be assessed under paragraph 196 of the NPPF, taking into account the statutory duty of s.72 of the P(LB&CA) Act 1990.

Lead Local Flood Authority – No objection.

United Utilities – No objection subject to conditions.

Greater Manchester Ecology Unit – No objection subject to conditions.

Pollution and Licensing (Contaminated Land) – No objection.

Pollution and Licensing (Nuisance) – No objection.

Arboriculturist – No objection subject to conditions.

REPRESENTATIONS

Letters of objection have been received from seven local residents which raise the following concerns relating to the original and amended schemes:

- The proposed design would be unacceptable;
- It would result in the partial removal of the original road facing sandstone wall;
- The proposed soft landscaping would be unacceptable;
- Building works would result in an unacceptable amenity impact on neighbouring occupants;
- Access to the site during construction could be via Hill Carr which would result in a danger to and an unacceptable amenity impact on residents of this adjacent plot. If approved, works traffic should access the site via the proposed vehicle entrance;
- Building works could undermine the structural stability of surrounding buildings;
- Building works traffic would present a danger to road users for example through inappropriate on-street parking;
- The new vehicle entrance would be in a dangerous location;
- The development would impact local biodiversity;
- No evidence that the applicant has carried out the required biodiversity surveys;
- The proposal would result in the unacceptable removal of existing trees on site;
- Insufficient information has been submitted regarding the extent of proposed works;
- The proposed screening trees along the rear boundary would grow to a large size which would restrict local views and overshadow Hill Carr. These trees should be replaced by lower trees;
- No provision for storage of wheelie bins;
- The proposal would not include EV charging points;
- The submitted plans lack details relating to downpipe drainage from the flat roof;
- If approved the development should be subject to the same planning conditions attached to the previous grant of planning permission.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision

making, and that where a planning application conflicts with an *up to date* (emphasis added) development plan, permission should not normally be granted.

2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions as the Government's expression of planning policy and how this should be applied; it should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
5. Policies controlling the supply of housing and heritage are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11. The Council does not, at present, have a five year supply of immediately available housing land and thus development plan policies relating to the supply of housing are 'out of date' in NPPF terms.
6. In addition Policy R1 of the Core Strategy, relating to the historic environment, does not reflect case law or the tests of 'substantial' and 'less than substantial' harm in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date. Although Policy R1 of the Core Strategy can be given limited weight, no less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

Heritage Impact

7. The application site is located within the Devisdale Conservation Area, with the adjacent plot to the north – Hill Carr – noted as a positive contributor.
8. The plot is located to the south of the Grade II Altrincham and Dunham Massey War Memorial although there is no inter-visibility between the two sites

due to the presence of the intervening Hill Carr site as well as extensive screening vegetation. As such the application site is not considered to be within the setting of the listed structure.

9. Whilst it is noted that there are also a pair of semi-detached dwellings to the south-east on the opposite side of St Margaret's Road which are also positive contributors, these are screened by intervening boundary treatments and dense banks of vegetation such that the proposal would not impact their setting.
10. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to pay special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of Conservation Areas when determining planning applications.
11. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (NPPF paragraph 193). Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (NPPF paragraph 194).
12. Where a development would lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (NPPF paragraph 196).
13. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (NPPF paragraph 197).
14. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to Conservation Areas, listed buildings and other identified heritage assets.
15. Inappropriate development within The Devisdale Conservation Area i.e. that, which will have a negative impact on the ability to appreciate its architectural history and special interest, is defined in the Conservation Area Management Plan as:
 - *The significant loss of gardens or grounds in favour of hardstanding or*

parking. Where buildings are set further forwards in their plot such development will not be permitted. Buildings within a larger plot and/or set further back from their front boundaries will have greater flexibility but still need to respect a sympathetic balance of hard surface area to garden.

- *The removal and/or alterations to historic boundary walls, gate posts and/or gate openings.*
 - *The subdivision of an existing plot into multiple plots and infill development will generally not be permitted due to the impact on the spacious character of the Conservation Area and the prevalence of surviving historic plots throughout the Conservation Area.*
 - *Alteration, re-building or new development which is stylistically inappropriate and/or comprises an inappropriate palette of materials.*
16. The proposal would result in the redevelopment of the existing grassed/vegetated site with a low profile, flat roofed single storey three bed roomed dwelling, hard and soft landscaping and a new gated entrance onto Groby Road.
17. The proposed dwelling would occupy the area to the north/north-west of the plot with a relatively large expanse of landscaping to the south/south-west. The dwelling would have a highly contemporary appearance with a single storey profile, a flat green roof and large expanses of arch framed glazing in its front and side (south-east) elevations. The wider site would comprise of a part grassed/part paved front and side garden, with a driveway leading from the double gates to three parking spaces, bin store and cycle store. A footpath would run from the new front parking area to the main entrance.
18. The building would be positioned adjacent to the rear boundary with the property to the north, Hill Carr, built on higher ground. The building would be limited to a single storey and would have a flat green roof such that it would have a low profile and would appear to project from the bank to the rear of the plot. Due to its low profile it would be largely screened from the street scene by the retained stone boundary wall topped by vegetation, although views would be afforded from the new vehicle entrance.
19. Notwithstanding this, it is considered that the proposed development would cause moderate harm to the significance of the Hill Carr positive contributor and the wider Devisdale Conservation Area through the loss of historic garden and soft planting, alterations to the historic boundary wall and the increase in built form and hardstanding on the site. It is considered that the removal of a significant section of the boundary wall and the provision of hardstanding to the rear of this to form the driveway and turning area would be out of keeping with the historic boundary treatment and open up views into the site. Policy 31 states that *“the characteristic historic low-level front and other principal boundary walls should be retained.”* Policy 35 of the Management Plan states that *“Boundary treatments and front gardens should not be removed to create additional hardstanding, garaging or parking. In particular, the extensive and secluded gardens to historic individual properties should not be removed.”* It is considered that the proposed development would not comply with these policies.

20. It is considered that the proposal would result in “less than substantial” harm to the character and appearance and significance of the Conservation Area through the loss of historic garden and soft planting, alterations to the historic boundary wall and the increase in built form and hardstanding on the site. The harm therefore needs to be assessed under paragraph 196 of the NPPF. The proposed development would result in some modest public benefits in terms of the creation of one new residential unit, which would make a modest contribution to the Council’s housing land supply targets as well as a small amount of economic benefit during the construction phase of the development. However, it is considered that this would not be sufficient to outweigh the identified harm to the character and appearance of the Conservation Area. In making this assessment, great weight has been given to the desirability of preserving the character and appearance of the Devisdale Conservation Area.
21. However, it is recognised that in this case there is an extant planning permission, 90758/FUL/17, for the erection of a detached dwelling and formation of a vehicular access to Groby Road, which could be implemented if the current application were to be refused. This is considered to be a realistic “fallback” position and, furthermore, it is considered that the current proposal would have a less harmful impact on the significance of the heritage asset as it would now have a single storey, compared with the previously approved scheme, which included a basement level. Officers do not agree with the Inspector’s conclusions in relation to the heritage impacts of this proposal i.e that they are acceptable, but understand that this decision is a material consideration which should be given significant weight. It is therefore considered that, in this instance, this would be a material consideration which would outweigh the identified harm to heritage assets.

Housing Land

22. The application site would be built on greenfield land formerly comprising part of the wider Hill Carr grounds.
23. The proposal would therefore need to be considered in light of Core Strategy Policies L1.7-L1.8, specifically Policy L1.7 which sets an indicative target of 80% of new housing provision within the Borough to be built upon brownfield land. In order to achieve this target, the Council details within the Core Strategy that it will release previously developed land and sustainable urban area greenfield land in order of priority. It is noted that the first priority of Core Strategy Policy L1.7, which details the release of land within regional centres and inner areas for new development of housing, does not apply in this case due to the location of the site. Therefore the application must be considered against the second and third points of Policy L1.7.
24. In this instance it is noted that the application site is located within an established residential area and is considered to be within a sustainable location sited relatively close to public transport links, local schools and other community facilities. It is therefore considered that the proposal will specifically make a positive, albeit small, contribution towards Strategic Objective SO1 in

terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.

25. In terms of Policy L2 the application is for family housing and therefore is compliant with L2.4.

26. It is therefore considered that the proposal would be acceptable in housing policy terms with reference to the relevant Core Strategy Policies.

DESIGN

27. Paragraph 124 of the NPPF states: *The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 states: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.*

28. Policy L7 of the Trafford Core Strategy states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*

29. New Residential Development PG1 states that infill development can be acceptable provided it satisfactorily relates to its context in terms of design and amenity impacts. This type of development will not be accepted at the expense of the amenity of surrounding properties or local area character. The resulting plot sizes and frontages should be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.

30. The proposed dwelling would be bound by large two storey detached and semi-detached Victorian and Edwardian dwellings set within spacious plots to the east south-east and north-east; Hill Carr, a Victorian dwelling converted into apartments to the north; 20th Century infill housing to the west/south-west, and a late 20th Century apartment block built to the south.

31. The proposed dwelling would occupy the area to the north/north-west of the plot with a relatively large expanse of landscaping to the south/south-west. The building would be positioned adjacent to the rear boundary with the property to the north, Hill Carr, built on higher ground. It would not result in an overdevelopment of the plot and would not undermine a building line. The proposed plot size would not be out of keeping with its surrounding context.

32. The building would be limited to a single storey and would have a flat green roof such that the building would have a low profile and would appear to project from the bank to the rear of the plot. Due to its low profile, views from the street scene would be largely screened by the retained stone boundary wall topped by vegetation, although some views would be afforded from the new vehicle entrance. The layout, design, appearance and landscaping of the building would be considered acceptable, in isolation, were it not for the harm identified to the conservation area from the proposals.

Design and Crime

33. The proposal would reanimate a currently partly disused area and would introduce multiple windows which would afford a degree of passive surveillance.

34. The development would be acceptably designed with reference to Core Strategy Policy L7, PG1 New Residential Development, PG24 Crime and Security and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

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

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

Privacy and Overlooking

37. The proposed dwelling would introduce front and side (south-east) facing habitable room outlooks however these would be at ground floor level with views out of the site screened by the retained front boundary wall. The front facing outlooks would not afford direct views through the new vehicle entrance which would be set at an angle to these. The proposed side (south-west) facing en-suite bathroom window would have its view screened by a solid boundary fence shared with the adjacent plot to the west.

Overbearing/Overshadowing

38. The dwelling would be limited to a single floor and would be built up to the raised bank, which will form the rear boundary. It would not result in an unacceptable overbearing/overshadowing impact on adjacent plots.

Occupant Amenity Space

39. The development would provide future occupants with an acceptable level of internal and external amenity space.

Noise/Disturbance

40. The proposal would not result in the introduction of a driveway or parking area close to neighbouring boundaries or back gardens. It would not result in an unacceptable impact in this regard.
41. The development would not have any unacceptable impact on the residential amenity of the neighbouring residential properties and would provide an acceptable level of amenity for future occupants. Planning permission would be subject to a standard Construction Management Plan condition as well as a further condition restricting future occupant domestic permitted development rights. As such, it is considered that the proposed development would comply with Core Strategy Policy L7, PG1 New Residential Development and the NPPF.

HIGHWAYS, PARKING AND SERVICING

42. 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.*
43. 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.*
44. The Parking SPD's objectives include ensuring that planning applications include an appropriate level of parking; to guide developers regarding the design and layout of car parking areas; to ensure that parking facilities cater for all users and to promote sustainable developments. The Council's parking standards indicate that the provision of 2 off-road car parking spaces is appropriate for three bedroom dwellings in this location, albeit these are maximum standards.
45. The proposed three bedroom dwelling would have three parking spaces (one of these for visitor parking) together with cycle storage and a bin store. A new site entrance with double timber gates would be installed at the plot's southern boundary, although full details of this latter element have not been provided. The LHA have confirmed no objection to the proposal. Planning permission would be subject to conditions requiring the installation of the proposed parking prior to first occupation, and the submission of the proposed vehicle entrance details.

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

TREES AND ECOLOGY

47. The application submission includes a tree survey. Although the property stands within a designated Conservation Area, none of the trees within the site are protected by a tree preservation order.

48. The appeal relating to application 85960/FUL/15 was dismissed due to concerns that the development was likely to have an adverse effect on established trees and that the application submission did not include details of appropriate mitigation measures.

49. The current application submission includes information to address the issues raised in the Inspector's report. The Council's Arboriculturist has confirmed that the submitted tree information is comprehensive and that, subject to appropriate conditions, the trees on site will be successfully protected. The new development would also result in the introduction of areas of soft landscaping including several new trees.

50. The GMEU consultee has confirmed no objection, subject to conditions relating to bats, invasive species and biodiversity enhancement.

51. The development would not result in unacceptable harm to the natural environment with reference to Core Strategy policy R2, PG1 New Residential Development and the NPPF.

DEVELOPER CONTRIBUTIONS

52. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot' zone for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

53. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure in the form of three additional trees. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide three additional trees net of clearance on site as part of the landscaping proposals.

54. No affordable housing provision is required as the development falls below the thresholds set within the Core Strategy and the NPPF.

OTHER MATTERS

55. In response to the other points raised in the neighbour objection letters officers would respond as follows:
56. The applicant has not indicated that building works would take place with access from the adjacent Hill Carr plot. Building contractors would be expected to operate in a considerate manner. Planning permission would be subject to a Construction Management Condition controlling such issues.
57. The impact of building works on the structural integrity of adjacent properties is not a planning issue.
58. Officers consider that sufficient information has been provided by the applicant to allow for a full assessment of the development proposal.
59. The Environmental Health consultee has requested the provision of an EV charging point which could be secured through a planning condition.

CONCLUSION

60. It is considered that the proposed development would result in “less than substantial” harm to the character and appearance and the significance of the Conservation Area. Furthermore, the modest public benefits associated with the development would not be sufficient to outweigh the identified harm to the significance of the heritage asset. As such, the proposed development would fail to comply with the heritage policies of the NPPF and Policies L7 and R1 of the Core Strategy. In terms of NPPF paragraph 11 d) i), this would therefore represent a clear reason for refusal.
61. However, it is recognised that there is an extant planning permission, 90758/FUL/17, for the erection of a detached dwelling and formation of a vehicular access to Groby Road, which could be implemented if the current application were to be refused. This is considered to be a realistic “fallback” position and the current proposal would have a less harmful impact on the significance of the heritage asset as it would now have only a single storey, compared with the previously approved scheme, which included a basement level.
62. All other detailed matters have been assessed, including highway safety and residential amenity. The proposal has been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition, and the proposal complies with the development plan in relation to these matters.
63. Having regard to the “fallback” position of the extant permission, this is a material consideration which should be given significant weight and is considered to outweigh the identified conflict with the development plan and the harm to heritage assets. It is therefore recommended that planning permission is granted, subject to conditions.

RECOMMENDATION:

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 01 Rev D, 02 Rev C, 03 Rev C, received by the local planning authority on 31st January 2020, 19-218 / 001 Rev A, received by the local planning authority on 30th January 2020, 04 Rev B and 05 Rev B, received by the local planning authority on 12th December 2019, and P01, received by the local planning authority on 9th May 2019.

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

3. No above ground works shall take place unless and until a schedule of design intent drawings have first been submitted to and approved in writing by the Local Planning Authority. The schedule shall provide details in the form of 1:20 drawings and sections of all window and door reveals and recesses; feature brickwork panels; deep raked mortar joints; eaves and verge joints, and flat roof trim details including proposed materials. Development shall proceed in accordance with the approved schedule of design intent.

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

4. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples of all materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Sample panels shall be constructed on site, and retained for the duration of the build programme, illustrating all proposed brickwork, including decorative brickwork, the type of joint, the type of bonding and the colour of the mortar to be used. Development shall be carried out in accordance with the approved details.

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

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location of three additional trees net of any clearance, together with the formation of any banks, terraces or other earthworks, boundary treatments, materials for all hard surfaced areas (including those to the access road and parking bays), planting plans (including for the proposed green roof), specifications and schedules (including planting size, species and numbers/densities), existing plants/trees to be retained and a scheme for the timing/phasing of implementation works.

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

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

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

6. The development hereby approved shall not be occupied until a schedule of landscape maintenance for a minimum period of five 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. 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.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 Schedule 2 Part 1 and 2 (or any equivalent Order following the amendment, re-enactment or revocation thereof)
- i) no external alterations shall be carried out to the dwelling
 - ii) no extensions shall be carried out to the dwelling
 - iii) no garages or carports shall be erected within the curtilage of the dwelling
 - iv) no vehicle standing space shall be provided within the curtilage of the dwelling
 - v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwelling
 - vi) no means of access or areas of hard surfacing shall be constructed in the curtilage of the dwelling

- vii) no windows or dormer windows shall be added to the dwelling other than those expressly authorised by this permission.

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

8. 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' with reference to the approved tree report drafted by Murray Tree Consultancy, dated 20 September 2019. 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.

9. No development shall take place, including any works of demolition and site preparation, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall address, but not be limited to the following matters:
- a. Suitable hours of construction and demolition activity in accordance with Trafford Council's recommended hours of operation for construction works;
 - b. The parking of vehicles of site operatives and visitors (all within the site);
 - c. Loading and unloading of plant and materials (all within the site), times of access/egress;
 - d. Storage of plant and materials used in constructing the development;
 - e. The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
 - f. Wheel washing facilities including measures for keeping the highway clean measures to control the emission of dust and dirt during construction;
 - g. Measures to control the emission of dust and dirt during construction and procedures to be adopted in response to complaints of fugitive dust emissions;
 - h. A scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
 - i. Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity;
 - k. Information to be made available for members of the public;
 - l. 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 appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and

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

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

Reason: In order to prevent any habitat disturbance to nesting birds having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. The ecological survey is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could unacceptably impact potential nesting birds on site.

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 development hereby permitted shall not be brought into use until the approved external parking spaces have been provided, constructed and surfaced in complete accordance with the plans hereby approved. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) the spaces shall be retained thereafter.

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

13. No development shall take place until details of the design, siting, materials, remedial works to the historic boundary wall, replacement landscaping and hard surfacing to facilitate the construction of the vehicle access, gateposts and gates have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In order to protect the significance of the designated heritage asset having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. The development hereby approved shall not be occupied use unless and until a scheme for the installation of electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority. The approved charging points shall be installed and made available for use prior to the development being brought into use and shall be retained thereafter.

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

15. No clearance of mature trees in preparation for (or during the course of) development shall take place unless and until an inspection of the site for roosting bats has been undertaken. Should the survey reveal the presence of bats, then the trees shall not be removed unless and until a mitigation strategy has been submitted to and approved in writing by the local planning authority. The mitigation strategy shall be implemented as approved.

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

16. The development hereby permitted shall not take place unless and until an invasive non-native species survey has been submitted to and approved in writing by the local planning authority. If invasive species are found to be present on the site, the development hereby permitted shall not take place unless and until a method statement detailing the containment, control and removal of species present on site (including a timetable for implementation) has been submitted to and approved in writing by the local planning authority. The measures shall be carried out strictly in accordance with the approved scheme.

Reason: In the interests of the containment, control and removal of invasive species, having regard to Policies R2 and L5 of the adopted Core Strategy.

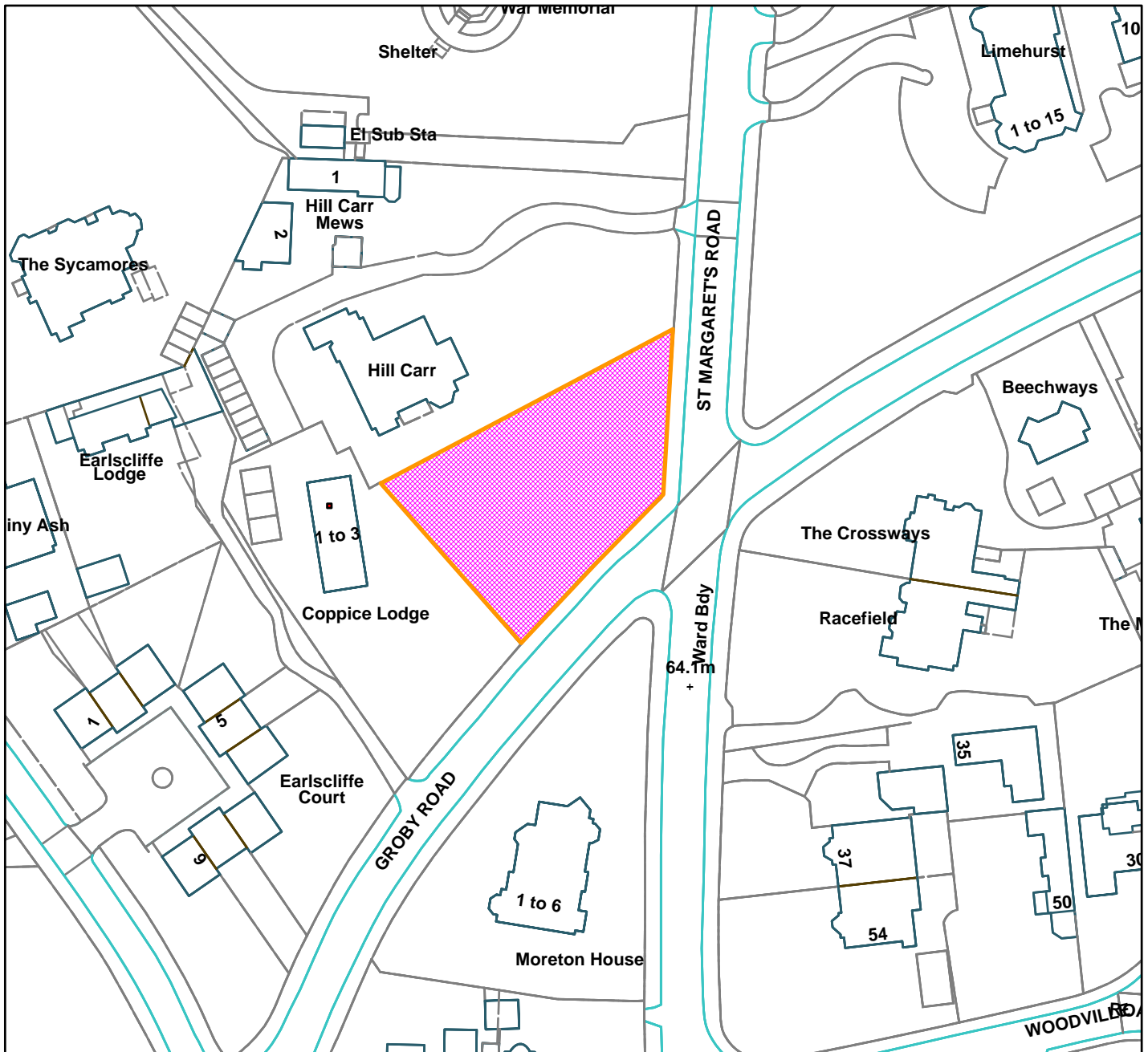
17. The development hereby permitted shall not take place unless and until full details of biodiversity enhancement measures to be incorporated into the development (including bat boxes and bird boxes) have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved measures.

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

TP



Land North West of the Junction of St Margarets Road and Groby Road, Altrincham (Site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/02/20
Date	03/02/2020
MSA Number	100023172 (2012)

Erection of wire mesh security fencing and new vehicular access gates (retrospective).

125 Church Lane, Sale, M33 5GH

APPLICANT: Mr & Mrs Winniczuk

AGENT: Jubb Clews Ltd.

RECOMMENDATION: REFUSE

This application has been referred to Planning Committee by the Head of Planning and Development.

SITE

The application site relates to Ashton New Hall that was originally built in 1804 with Flemish bond brick, stone plinths, modillion eaves cornice, 12-pane sash windows with stone sills and cambered brick arches. The original property was subsequently subdivided in the late 19th Century and a two storey rear extension added to no.125 which first appears within the Tithe map (1836-54); with a boundary between the connecting properties first appearing in the 1910 Ordnance Survey map. The application property and the connecting property, 127 Church Lane, were collectively Grade II Listed in 1966 (List UID: 1101537). The site is located within the Ashton upon Mersey Conservation Area which was first designated in May 1976.

The principal elevation is constructed from red stock brick and Cheshire Commons to the rear. A driveway entrance is located adjacent to the southern boundary in common with No.119. The application property is located within Character Zone B: Historical Core of the Ashton on Mersey Conservation Area as well as being a designated heritage asset itself by virtue of being listed. It is close to, but not within the setting of a cluster of listed buildings associated with the landmark Grade II* Church of Saint Martin and its associated Lychgate and Sundial.

PROPOSAL

The proposal is retrospective and has been erected to secure the property. The proposed development includes climb resistant security mesh fencing, powder coated Green RAL 6005, with a height of 2m. It divides the front garden of number 125 from that of the attached property (number 127) for a length of 29.5m but does not connect to the principal elevation of the dwelling. This same fencing then turns parallel with the front boundary and set back from Church Lane by 5.5m for a length of 13.5m, before returning back towards the property for a length of 3.5m directly adjacent to a recessed set of automatic vehicular access gates. The gates are constructed in aluminium (powder coated black) and are 2.1m in height at their shoulder, rising to 2.3m at the centre where they meet. The gates are 3.1m wide and are set back from Church Lane by 9m.

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

L2 – Sustainable transport and accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R1 – Historic Environment

R2 – Natural Environment

In NPPF Paragraph 11 terms, and for the purposes of the determination of this planning application, Policy R1 is considered to be out of date as it does not reflect NPPF policy or case law. All other relevant policies are considered up to date in NPPF terms.

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3 – Parking Standards and Design

SPD4 - A Guide for Designing House Extensions and Alterations

SPD5.13 Ashton upon Mersey Conservation Area Appraisal (October 2016).

SPD5.13a Ashton upon Mersey Conservation Area Management Plan (October 2016).

PROPOSALS MAP NOTATION

Ashton upon Mersey Conservation Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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

RELEVANT PLANNING HISTORY

125 Church Lane

H/66533 - Demolition of existing conservatory and erection of single storey rear extension to form additional living accommodation. Approved April 2007.

H/LB/66532 - Listed Building Consent for demolition of existing conservatory and erection of single storey rear extension to form additional living accommodation and external/internal alterations to form utility room and wc at ground floor, enlarged bathroom at first floor and shower room at second floor. Approved April 2007.

H21123 - Listed Building consent for erection of two storey extension and formation of additional dwelling unit. Approved May 1985.

H20987 - Erection of two storey extension and formation of additional dwelling unit and the erection of three garages. Approved May 1985.

127 Church Lane

H/LB/65244 - Listed Building Consent for replacement of existing modern windows and door with traditional sash windows and panelled door. Approved September 2006.

H/LB/52227 - Listed Building Consent for demolition of single-storey lean-to utility room and construction of a single-storey kitchen and utility room extension to the west gable of the existing house. Also new access point from main house to new extension. Approved September 2001.

H/52226 - Erection of single-storey side extension following demolition of existing single-storey lean-to. Approved September 2001.

H45093 – Listed Building Consent for alteration to adjacent garden boundary wall including demolition of existing and repositioning of a replacement boundary wall to front elevation as well as construction of abutting timber loggia to rear elevation. Approved February 1998.

H01019 - Conversion into two self-contained flats. Approved - May 1975.

APPLICANT'S SUBMISSION

The applicant's agent has prepared a Heritage Statement as part of the application. In summary the following points are made:

- The site slopes down towards Church Lane and is accessed from a narrow driveway with a low stone wall and mature planting forming the front boundary.
- The agent quotes sections of Trafford's Core Strategy, the NPPF and NPPG regarding decision making and how to minimise harm to significance including what constitutes a public benefit. States that the proposed development would preserve the historic fabric and secure the optimum viable use and thereby provide an indirect public benefit.
- The agent states that, in policy terms, proposals which retain the site's heritage significance would be considered as 'less than substantial harm' to both the listed building and conservation area (as a designated heritage asset). If the proposals provide suitable public benefits, these should be acceptable. The proposals would provide indirect public benefits by securing the optimum viable use of the property and reducing the risk of criminal damage to the historic building.
- The agent states that his client has been pressured into reacting to the threat to both the safety of their family and the historic fabric. This has led to the erecting of security fencing and vehicular gates. The applicant has designed the measures to be reversible and not fixed to any listed or curtilage listed structure.
- The applicant has confirmed their intention to remove the fencing and gates should they vacate the property and has agreed to planning condition(s) being added if planning permission is granted setting out this position.

- With the security measures being installed, the applicant is better placed to protect the historic fabric of Ashton New Hall.
- The siting of the gates complies with SPD3 and secure by design home guide.
- Accepts that the proposals reduce the aesthetic value of the principal elevation but has been minimised by not using close boarded fencing.

The applicant's agent has submitted a further statement confirming that there have been previous break-ins at the property, that independent security consultants were employed and that their assessment recommended installing gates. The applicant liaised with Trafford Council who confirmed that planning permission would be required for the installation of the fence and gates. The applicant also commissioned private security patrols. The submission also states that there has been a spate of violent crime in the area and that a local group has been formed to encourage safety in the community and the applicant is a member of this group. The agent highlights that GM Police Crime for Security state that they would be happy to support the retention of the gates.

The submission states that the applicant accepts that there is some harm to the listed building but this is the minimum intervention required to protect the property and their family. Since the fence and gates have been installed, there has been no further intrusion onto the property. The submission reiterates that the proposals are freestanding and reversible and that the applicant is happy to accept a condition that they are removed should they sell the property. The applicant has also offered a landscaping scheme to screen the fence and offered to clad the gates in timber.

The submission reiterates that there the applicant considers there to be public benefits as follows: -

- The proposals help secure the optimum viable use of the asset.
- The proposals are directed at removing risk of criminal damage to historic fabric from the asset.

The agent states that proposals which retain the site's heritage significance would be considered as "less than substantial harm". If the proposals provide public benefits, these should be acceptable.

The local Police Community Support Officer has commented that, before the fence was erected, the front of the property was most vulnerable to intruders as all other boundaries have high walls and that he agreed with concerns that if the fence was lower, a potential intruder could get over it quite easily. He also highlighted that the Design for Security officer stated that, if there was some landscaping to disguise the fence, he would be open to reviewing his opinion.

CONSULTATIONS

Heritage Development Officer - The security fencing, gates and gate posts cause moderate harm to the garden setting of Ashton New Hall and are prominent in views of the Grade II listed building. The fencing visually impacts on the symmetry of the principal elevation and partially obscures windows at ground floor when viewed from the open access at no.127 Church Lane. Additionally the works cause moderate harm to the character and appearance of the Conservation Area by virtue of the height, siting, appearance and material of the fencing, gate & gate piers. This harm should be assessed under para 196 of the NPPF taking into account paras 189, 190, 192-194, 196 & 200 as well as the statutory requirements of s.66 & 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990.

GM Police Design for Security:

Main points raised:

- Gates of a similar size and design are not uncommon within Trafford, particularly in neighbourhoods where there are very large houses and where tall, mature hedges define frontages. Visually permeable gates that allow casual surveillance and identify visitors before opening may be of a better design from a security perspective but the angle of house windows are oblique and the gates are set back from Church Lane making surveillance difficult. Supportive of gates.
- Does not support retention of boundary fencing with a welded-wire mesh fence more appropriate in sporting, educational or industrial settings.
- Design for Security advises that residents install a modest (1000mm high), domestic-styled timber fence, wall or hedge for the front garden of a property, particularly one of this status. A modest boundary treatment will define land ownership, encourage neighbours to interact and help to promote natural surveillance across neighbouring properties, which can help deter intruders, without being overly dominant and hostile in appearance, which can sometimes instil feelings of fear of crime in some residents. Knowing that burglars tend to target the rear of a property, we also advise that residents secure rear gardens with a fence of around 2000mm.

REPRESENTATIONS

1 no. objection received with the main points raised:

- If planning permission is granted, the Officer must take responsibility for spoiling the look of the house and the Conservation Area in general.
- The submitted photos by no means show the current state of the wire fence, with the building and street a part of the village history being altered to a semi-detached house instead of a beautiful hall.
- No reference to the house deeds or historical documents stipulated when the house was divided into 2.
- The fence doesn't touch the house but what about all the rest of the paraphernalia that has been added?

- The house has stood for 200 years with no threat to the historic fabric by the changes that have been made. There are more solutions than the one taken to enhance security – have these been explored?
- The proposed development creates a negative impact, making the house look like a prison/holding pen.
- With all the work that has gone on at this house over the last few years, it has become more obvious that it is semi-detached, the fence and huge gate a step too far.
- It is noted that the fence will be removed when/if the current owner sells, how will you make this happen?
- If permission is granted, can consideration be given to screening that will enhance the house?
- What advice was taken from the police re security? We cannot believe that this would be a solution they would suggest.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The applicant proposes the retention of security fencing and associated vehicular access gates to the front of a Listed Building and within the Ashton upon Mersey Conservation Area.
2. 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.
3. Policies in relation to the historic environment are considered to be ‘most important’ for determining this application when considering the application against NPPF Paragraph 11 as they control the principle of development. Policy R1 of the Core Strategy is considered to be out of date as it does not enable any harm arising from a development to be offset against the public benefits.
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.

Impact on Heritage Assets

Legislation and Policy

4. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
5. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, “special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area” in the determination of planning applications.
6. The National Planning Policy Framework (NPPF) is also a material consideration. Paragraph 193 of the NPPF advises 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.” This is supported by paragraph 195 which states, ‘Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss’. Where it is identified that a development proposal will cause less than substantial harm, paragraph 196 specifies that ‘this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.’
7. Further to the above, Policy R1 of the TBC Core Strategy advises that Trafford’s historic environment makes a major contribution to the attractiveness and local distinctiveness of the Borough. Heritage assets are buildings, monuments, sites, or landscapes of historic, archaeological, architectural or artistic interest whether designated or not. The significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced.

The Significance of the Heritage Assets

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

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

10. The applicant property is a Grade II Listed Building situated within Character Zone B of the Ashton upon Mersey Conservation Area. The listing description is as follows: -

House, now 2 houses. 1804. Flemish bond brick, slate roof. 2 storeys, 5 bays, double-pile plan with porches added to left and right gables. Stone plinth, modillion eaves cornice, gable stacks. Central 8-panel door with 3/4 columns, open pediment and fanlight with radial bars. The 12-pane sash windows (9 in total) have stone sills and cambered brick arches. There is an arched stair window to left gable. The interior retains some plasterwork cornices, ceilings and window shutters.

11. Ashton New Hall was originally built in 1804 (Map 11 within CAMP) and is characterised by the classical architectural style, which balances proportions with simple ornamentation. The style makes use of segmental arched openings, large sash windows, deep bracketed eaves, hipped roofs and porches with pediments. The property is also situated close to and towards the south of the Grade II* landmark building St Martins Church (built in 1714) and associated additional Listings within its immediate setting. It is considered for the purposes of this assessment, that the application site is not within the setting these neighbouring Listed Buildings and features.

12. The Ashton upon Mersey Conservation Area Appraisal (SPD5.13) contains a summary of the special interest of the Conservation Area. The elements of particular relevance to this application are summarised below and represent the significance of the designated heritage asset as is relevant to this application.

- The Conservation Area of Ashton upon Mersey encompasses the historic core of the village centred on the church, hall and farmstead and is situated on the far northern edge of the urban area.
- The most notable building from this period which still stands within the Ashton upon Mersey Conservation Area is Ashton New Hall, which dates to 1804. Now two houses, Ashton New Hall was originally built as one dwelling. While it has not been possible to establish who Ashton New Hall was originally built for, in the mid-19th century it is recorded as the residence of the curate of St Martin's Church, Reverend John Hunter, and later for a Sarah Hunter, described as a widow and therefore possibly the wife of the former curate. This helps to give a sense of the character of the Ashton upon Mersey area as principally a middle class one in this period.
- 19th century maps of the Conservation Area indicate that the settlement had fully moved to the south and the east by this date, with only a farmstead, the church, Ashton New Hall and the rectory making up this northern element of the settlement. The farm to the north of the

Conservation Area was originally associated with Ashton Old Hall, but became Newhall Farm from the early-19th century.

13. The application site falls within Character Zone B, which is the historic core of the Conservation Area and contains residential use, a community hall and a place of worship, St. Martin's Church. A key view is identified, within the accompanying conservation area appraisal (SPD 5.13), looking north along Church Lane, taking in the application site. Church Lane is surfaced in stone setts, which contribute to the semi-rural landscape setting.

Conservation Area Policy

14. The Ashton upon Mersey Conservation Area Management Plan (SPD5.13a) contains the following policies of particular relevance to this application:

Policy 6

Ensure that adaptations to achieve 21st century expectations are sensitive to the historic character and appearance of the building; balancing the need for new facilities with the retention of original features, detailing and decorative materials.

Policy 25

The historic low-level brick and stone boundary walls to residential dwellings within the Conservation Area are to be retained. Replacement boundary walls are to extend no higher than the original or existing. Supplementary planting such as hedges above these walls are to be encouraged, while the use of modern railings is discouraged.

Policy 26

The reinstatement of traditional boundary treatments will be looked on favourably within Character Zone A. Low stone boundary walls in local stone are preferred for front boundaries. Side boundaries between dwellings can make use of timber and concrete post fencing no more than 1m tall. Reconstituted stone, brickwork and light-coloured stone are not preferred materials. Herringbone retaining walls should be repaired, or replaced on a like-for-like basis if necessary.

Policy 27

Original gateposts are to be retained and should not be painted, rendered or otherwise altered. Removal will not normally be acceptable. New gateposts are not to exceed the height of the original gateposts. Copies of original gateposts in stone are encouraged as acceptable replacements. Gate openings are not to be widened or re-positioned unless it can be proven that access is unsafe. Any gate additions should be constructed in traditional materials and should not create a solid visual barrier to the property beyond.

Policy 30

Timber fencing panels are generally not acceptable as a main or supplementary boundary treatment where adjacent to the public highway. Low timber fencing is an acceptable treatment to separate the front gardens of individual properties from their neighbours. Tall and ornate railings detract from the original modest properties and should not be used. Traditional planting and low boundary walls are preferred.

Policy 40

Any new development should take inspiration from the established architectural styles within the Conservation Area. Appropriate features, materials and detailing are to be integrated into the design (see 2.2 of this Management Plan and the extended discussion in the accompanying Appraisal). Modern design is not prohibited within the Conservation Area but should be sympathetic to its historic context; have regard to appropriate siting, of a high standard; of an appropriate scale and proportions; and use appropriate, high-quality materials.

Impact upon Heritage Assets

15. The development proposes the retention of 2m high security fencing to the property's frontage together with a set of inward opening side hung automated gates with a maximum height of 2.3m set 9m back from Church Lane. It is recognised that the property has been substantially extended to the rear in the past and sub-divided into 2no. semi-detached properties. Nevertheless, prior to these works taking place, from the front elevation, and from Church Lane, the two properties read as one and the significance of the building as a single, substantive, high status dwelling – Ashton New Hall – could be readily understood and appreciated.
16. The fencing utilised, although it has reasonable visual permeability, is more often associated with a sports or education facility or an industrial setting. It is not a type of fencing which is generally used in a domestic context, nor in its design and appearance, does it reference or complement the character of the listed building or the conservation area. In sitting apart from existing boundary treatment, it also does not reflect historic boundaries, layout or form. It is therefore considered that the design, siting and general appearance of the proposed fencing appears inappropriate and incongruous, which is harmful both to the setting of Ashton New Hall and to the character and appearance of the Ashton on Mersey Conservation Area.
17. The fencing has impacted on the views of the listed building from Church Lane afforded by the open driveway of the neighbouring property. The fencing visually impacts on the symmetry of the principal elevation and partially obscures windows at ground floor when viewed from the open access at no.127 Church Lane. It is recognised that the property has been subdivided historically, but this was by a low fence, which appeared more in keeping with the character of the building and allowed unobstructed views of Ashton New Hall including all ground floor windows. More recently, there has been no sub-division and the open driveways and shared lawn area to the properties'

frontage have allowed unobscured views of the whole front elevation when viewed from within the street scene. It is recognised that the fencing is not fixed directly to the listed building and that its permeable design does allow views through. However, it is considered that it partially obscures views of the front elevation and introduces an incongruous feature that has a significant impact on the character and appearance of the building, which does not reflect or complement its architectural and historic importance.

18. Equally, the automated gates, although set back from the highway by 9m, would be between 2.1m and 2.3m in height with no apertures and would create a solid visual barrier. Furthermore, the gates are constructed in powder coated aluminium rather than traditional materials, which is not sympathetic to the special interest of the listed building or the character and appearance of the Conservation Area. The gates terminate the view down the driveway and harm the open appearance of the frontage at this point which positively contributes to the character and appearance of the Conservation Area. There are few examples of solid gates along Church Lane or the wider Conservation Area. Whilst it is considered that a set of well-designed timber gates with some visual permeability may be acceptable, the proposed gates, by reason of their solid appearance and materials are judged to be over-dominant and incongruous and have created a negative addition to the setting of the listed building and character and appearance of the Conservation Area. The opportunity to amend the design of the gates to address this issue has been offered to the applicant but has not been taken up.
19. Policy 25 of the Conservation Area Management Plan states that the use of modern railings is discouraged. Policy 26 states that timber fencing of no more than 1m tall may be allowed on side boundaries. Policy 27 states that any gate additions should be constructed in traditional materials and should not create a solid visual barrier to the property beyond. Policy 30 states that traditional planting and low boundary walls are preferable to tall railings. It is therefore considered that the proposal would not comply with Policies 25, 26, 27 and 30 of the Conservation Area Management Plan.
20. It is recognised that the applicant has erected the security features to the front of the property as a result of a perceived threat to the safety of their family. However, GM Police Design for Security have stated that, whilst they are supportive of the gates, they do not support the retention of boundary fencing with a welded-wire mesh fence, which is more appropriate in sporting, educational or industrial settings. Design for Security advises that residents install a modest (1000mm high), domestic-styled timber fence, wall or hedge for the front garden of a property. A modest boundary treatment will define land ownership, encourage neighbours to interact and help to promote natural surveillance across neighbouring properties, which can help deter intruders, without being overly dominant and hostile in appearance, which can sometimes instil feelings of fear of crime in some residents.
21. The submitted Heritage Statement states that the fencing is not fixed to the building and that the applicant is willing to remove all aspects if they were to vacate the property. However, it is considered that this would not be a

reasonable condition as, if the fencing were deemed acceptable for the current occupants, there would be no reason to require its removal in respect of future occupants. The applicant has also offered a landscaping scheme to screen the fence and offered to clad the gates in timber. However, whilst landscaping may assist in softening the impact of the fence, it is considered that it would further obscure views of the listed building. Furthermore, the addition of timber cladding to the gates is likely to make them appear more bulky and would not overcome the concerns that this would represent a solid visual barrier. It is therefore considered that these measures would not overcome the harm to the setting of the listed building and the character and appearance of the Conservation Area.

22. Regarding the applicant's statement relating to perceived harm and to the indirect public benefit of the proposed development, this is assessed below against the relevant paragraphs within the NPPF.
23. In NPPF terms, the level of harm to the setting and significance of the listed building and character and appearance and significance of the Conservation Area is best described as being 'less than substantial'. Paragraph 196 of the NPPF advises 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."
24. The potential benefits in terms of security referred to by the applicant would be private rather than public benefits. These benefits, although they are acknowledged, cannot be taken into account when considering whether there are any public benefits which might outweigh the identified harm to heritage assets. The applicant's agent has stated that the proposals would provide indirect public benefits by securing the optimum viable use of the property and reducing the risk of criminal damage to the historic building. However, it is considered that there is no realistic likelihood of the building not being occupied by a viable use (i.e. as a dwelling) and that the alterations do not prevent criminal damage to the building. The neighbouring property at 127 Church Road, the other part of the former Ashton New Hall, has no such security measures, and this property remains occupied and in good repair. Damage to the listed building could still occur through incursion into the curtilage of no. 127. In this case, it is therefore considered that little weight can be attached to the suggested public benefits (if indeed any public benefits arise at all) and they would not outweigh the clearly identified 'less than substantial' harm caused to the significance of the designated heritage assets. As such, it is considered that the proposed development would be contrary to the heritage policies of the NPPF and Policies R1 and L7 of the Trafford Core Strategy. In terms of paragraph 11 d) i) of the NPPF, there is therefore a clear reason for refusing permission. In making this assessment, great weight has been given to the desirability of preserving the significance and setting of the listed building and the character and appearance of the Ashton upon Mersey Conservation Area.

Design

25. 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”.
26. In relation to matters of design, Policy L7 of the Core Strategy states development must:
- Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.
27. Trafford’s SPD4: A Guide for Designing House Extensions and Alterations (2012) seeks to ensure that boundary treatment at residential properties is in keeping with its context.

Paragraph 3.12.3 of SPD4 states “Where there is a distinctive type of frontage in a residential area, including an open frontage, it will be desirable to keep and reinforce this type of boundary treatment in new development”. It is supported by 3.12.4 “Good quality characteristic materials help to reinforce local character, particularly in areas of historic interest with distinctive qualities..... Prominently sited and uncharacteristically tall boundaries are generally harmful to domestic character. Defensive, high gates, walls and fences will not normally be acceptable on street frontages, in particular to the front of properties.

Paragraph 3.12.6 of the Council’s SPD4 states “Whilst it is important for properties to be secure, this should not be at the expense of the property or the prevailing character.

28. The harm identified to the setting of the listed building and the conservation area identified in the heritage section of this report applies equally to the design of the gates and fencing in respect of their relationship to the surrounding context as required by Policy L7 and SPD4. The overall design of the proposals is therefore inappropriate in its context and would have a detrimental impact on the street scene and the character of the area contrary to Policy L7 of the Trafford Core Strategy, guidance in SPD4 and policy in the NPPF regarding good design.

Amenity

29. In relation to matters of amenity protection, development must:

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

30. The proposal relates to the retention of boundary fencing and vehicular access gates. The proposed development would not have any detrimental impact on the amenity of any neighbouring residential properties and is considered to be compliant with Policy L7 of the Core Strategy and guidance in the Council's adopted SPD4 guidelines in this respect.

Parking and Highway Safety

31. The proposed works will not impact upon the existing parking or access arrangements of the site. The proposed gates, being sited 9m back from the highway are considered to comply with SPD3. There is no objection to the proposal on highway safety grounds.

PLANNING BALANCE AND CONCLUSION

32. 'Less than substantial' harm in NPPF terms has been identified to the setting of Ashton New Hall and to the Ashton on Mersey Conservation Area, both designated heritage assets. The NPPF states if the harm to heritage assets identified is less than substantial, this may be outweighed by public benefits. It is considered that the primary benefits that would arise from the proposals would be private, rather than public benefits. The suggested public benefits are extremely limited, if indeed any arise at all, and would not outweigh the harm caused to the significance of designated heritage assets. This represents a clear reason for refusal in terms of NPPF paragraph 11 d) i) and the tilted balance is not engaged.

33. The proposals would also be contrary to Policy R1 of the Core Strategy which requires that development should 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. No other material considerations have been identified which would justify a departure from development plan policy, and indeed the NPPF, a key material consideration, supports a refusal of planning permission in these circumstances.

It is therefore recommended that planning permission should be refused.

RECOMMENDATION:

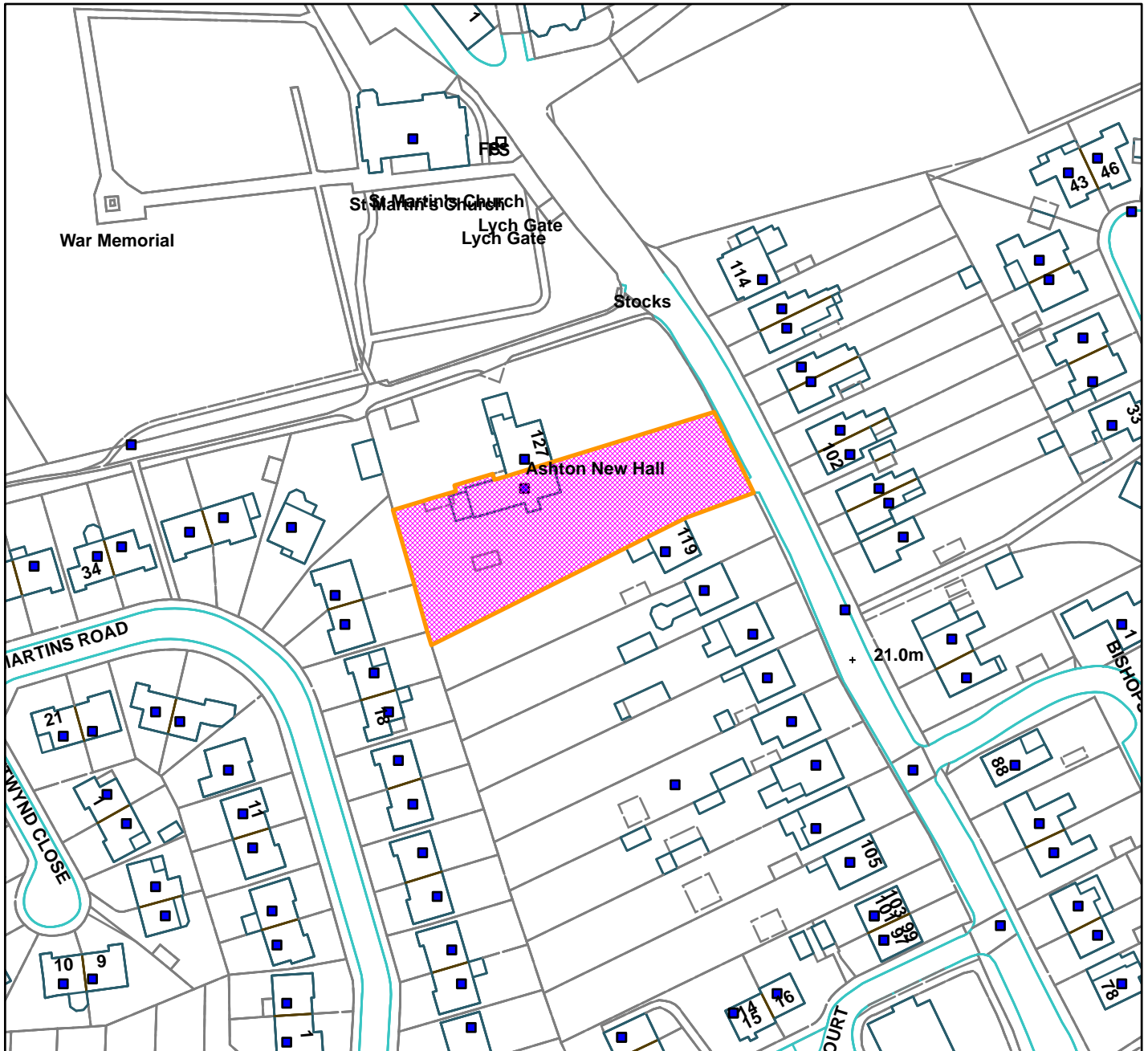
REFUSE for the following reason:-

1. The proposed development, by reason of its siting, height, design and materials, appears incongruous and overly dominant, failing to respect the setting of the application property. The fencing and associated automated gate harms the setting and significance of the Grade II listed building and fails to preserve or enhance the character and appearance of the Ashton upon Mersey Conservation Area. The development results in “less than substantial” harm to the setting and significance of the listed building and the significance of the Ashton upon Mersey Conservation Area and the harm caused by the development would not be outweighed by any of the purported public benefits. As such, the proposal would fail to comply with Policies L7 and R1 of the Trafford Core Strategy, guidance in the Council’s adopted Ashton upon Mersey Conservation Area Appraisal and associated Ashton upon Mersey Conservation Area Management Plan, the Council’s adopted SPD4: A Guide for Designing House Extensions and Alterations, and relevant policy in the NPPF.

GD



125 Church Lane, Sale, M33 5GH (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
MSA Number	100023172 (2012)

Erection of 75 new affordable dwellings and ancillary infrastructure including new main site access off Oak Road.

Land North Of Oak Road And West Of Warburton Lane, Partington

APPLICANT: MCI Developments Limited and Your Housing Group Limited

AGENT: M.C.I. Developments Limited

RECOMMENDATION: GRANT

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 1.95 ha irregularly shaped site at the junction of Oak Road and Warburton Lane in Partington. The site currently comprises a mix of hardstanding (mainly in the southwestern corner) and overgrown vegetation with trees predominantly around the site margins. The site has recently been used for grazing horses. The areas of hardstanding on the site reflect the location of former buildings on the site which comprised The Red Brook Public House in the southwestern corner and Orton Brook Primary School, which closed in 2002, to the east of the public house site. There were also flats (65 - 95 Tulip Road) in the north-western corner of the site which have been demolished and the ground re-seeded.

The site is bounded to the south by Oak Road and there is a grass verge with street trees adjacent to the pavement. There are two existing vehicular accesses to the site off Oak Road which formerly served the Public House and School. The site of the former pub is enclosed by security hoardings. On the opposite side of Oak Road are two storey terraced and semi-detached residential properties. To the East the site is bounded by Warburton Lane with a relatively wide grass verge with planted beds. The land level on site is higher than the adjacent footpath at the southern corner. Beyond Warburton Lane to the East are detached houses on Brook Farm Close which are sited around a small triangular tree covered piece of land.

To the North the site is bounded by two storey maisonettes at 29-63 (odds) Tulip Road and the side boundary of 64, Warburton Lane, a semi-detached house. A short section of the Northern site boundary directly abuts the pavement and verge on Tulip Road. The north-western site boundary adjoins a footpath running to the east of two storey terraced houses on Rutland Road and the side garden of No. 9 Rutland Road. In the

south-western corner, it adjoins Partington Family Centre which is currently occupied by Little Oaks Day Nursery.

The character of the area is predominantly residential although there is a parade of commercial units to the west beyond the nursery building and areas of public open space around the Red Brook Wildlife Trail to the south.

PROPOSAL

Planning permission is sought for a development comprising 75 affordable residential properties and area of open space, with vehicular access off Oak Road to the south and pedestrian accesses from Tulip Road to the north and Warburton Lane to the east. Two thirds of the housing is proposed for shared ownership with the remaining third for affordable rent.

9 no. different house types are proposed with the housing mix as follows:

- 18 no. One bed apartments (in the form of maisonettes)
- 23 no. Two bed houses
- 34 no. Three bed houses

The different house types all have a similar design theme and use various elevational treatments, roof orientations and the materials palette to vary the appearance of the houses. The properties are all two storey and other than the maisonettes are either semi-detached or arranged in small terraces. The palette of materials proposed is two contrasting bricks for the external walls with feature soldier courses and grey concrete roof tiles.

115 parking spaces are proposed, with spaces located to the front or side of the properties. All the properties have cycle storage and garden areas to the side or rear. An area of open space is proposed on the Oak Road frontage to the west of the main access to the site and a relatively wide landscaped strip is proposed to be retained to the Warburton Lane frontage of the site.

The total floorspace of the proposed development would be approximately 5664 m².

Value Added: Significant amendments have been made to the design and layout of the scheme including revisions to the house types, inclusion of an area of greenspace and improved layout.

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

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

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Partington Priority Area for Regeneration

Other Strategic Routes

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)

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.

RELEVANT PLANNING HISTORY

H/63478 - Demolition of residential block of flats - Approved 11.01.2006

H/13828 – Erection of New Public House – Approved 12.03.1981

7/10/4139 - One form entry county primary school - Planning clearance 08.11.67

7/10/4276 - One form entry county primary school - Planning clearance 10.04.67

APPLICANT'S SUBMISSION

The applicant has submitted the following information in support of the application. Some of the reports have been amended / updated to reflect the changes to the scheme. These documents will be referred to as necessary within this report:-

- Design and Access Statement
- Affordable Housing Statement
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment and additional modelling work
- Travel Plan
- Topographical Survey

- Preliminary Ecology Statement, update and aerial tree inspection for bats
- Statement of Community Involvement
- Utilities Statement
- Land Contamination Statement
- Crime Impact Assessment
- Geophysical Survey Report
- Air Quality Assessment

CONSULTATIONS

Cadent Gas - No comments received at the time of writing.

Electricity NW – Consider the planning application could impact on their infrastructure. The applicant should be made aware of the comments provided.

Greater Manchester Archaeological Advisory Service (GMAAS) - No objection subject to a condition. Comments are discussed in more detail in the Observations section of the report.

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

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

Health and Safety Executive (HSE) - Do not advise against the granting of planning permission in this case, on safety grounds.

Highways England – No objection following the submission of additional information supplied by the applicant’s highways consultant.

Local Highway Authority – No objection in principle subject to various conditions including Grampian conditions in relation to mitigation to address the impact of the development on the Local Road Network.

Lead Local Flood Authority – No objection in principle subject to a condition requiring a scheme to improve the existing surface water drainage system to be in accordance with the outline details already provided in support of the application.

Partington Town Council - No comments received at the time of writing.

Positive Partington Partnership – In relation to the plans as originally submitted comment that they would wish for different door colours to be considered and assurances that the estate would be maintained to a high standard given it is highly visible from the A6144.

Trafford Clinical Commissioning Group (CCG) – No objection.

Trafford Council, Arboriculturalist – No objection in principle subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Education – No objection. As a single development it will not cause a significant impact in an area of high mobility where a few vacancies exist in all year groups.

Trafford Council, Housing Strategy and Growth - No objections in principle to the above application which will bring much needed affordable homes into Partington.

Trafford Council, Pollution & Licensing, Air Quality - No objection subject to a condition requiring dust suppression mitigation measures during construction and the provision of electric vehicle charge points.

Trafford Council, Pollution & Licensing, Land Contamination – No objection in principle subject to contaminated land conditions. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Pollution & Licensing, Nuisance - No objection subject to conditions requiring a noise impact assessment and Construction Environmental Management Plan.

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

Trafford Council, Waste – In relation to the plans as originally submitted, commented that in the absence of a refuse bin plan, where will refuse vehicles be expected to get to on this development, and will this necessitate collections points being required.

Transport for Greater Manchester (TfGM) – Provide advice on transport issues for consideration and to balance against other factors in determining the application. Comments are discussed in more detail in the Observations section of the report.

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: 8 objections were received in relation to the plans originally submitted. Grounds of objection summarised as follows:

Impact on Residential Amenity

- Building more houses will mean more people moving to a place where air pollution is already above the legal limit and will make health impacts worse.
- Removing the last piece of green land will impact on what little help with air pollution residents get from nature.
- Tranquillity of the area will be ruined – part of the reason people moved here.
- Dirt, debris and dust from construction will exacerbate respiratory conditions.
- Unacceptable levels of noise and stress from multiple construction sites in the area.
- Loss of privacy. Currently a field, now adjacent residents will be overlooked by houses
- Potential security impacts.
- This once rural feature with natural views of plant life and trees will be obliterated by houses and tarmac

Design

- Differing colours for doors would make the housing more personalised
- The estate needs to have the first row of houses fronting onto the main A6144
- Due to its prominence when people pass through Partington the estate will need to be maintained to a high standard
- What colour bricks will be used for the estate as it can't look out of place with other properties near the location on Warburton Lane

Highway and Parking Issues

- The road infrastructure will not cope – new dwellings will lead to more congestion and impact on highway safety
- Continuous footways should be used at the site access and inside the new estate to make it easier for pedestrians to move about.
- Tactile paving should be used for the partially-sighted.
- The new estate should have walking and cycling links built in and should not be isolated from the wider estate and roads.
- The transport assessment makes false claims about cycling. There is no safe or comfortable cycling provision in Partington or the surrounding area.
- Emergency services already can't get through due to traffic jams

Other Matters

- Local Services are already stretched (schools and GPs)
- The operator of the adjacent childcare nursery has requested that any boundary fencing should ensure that the nursery remains safe, secure and private.
- The area has reached maximum potential when it comes to housing - people will move out, sick of traffic jams and air pollution

- Site has already been used for landfill and now they want houses – Partington is a dumping ground despite local people working hard to improve the area.
- The land is a haven for a variety of wildlife including bats, a protected species.
- The land either side of the brook frequently floods. Houses will make this worse.
- If houses do have to be built they should be quality houses as Partington has more than its fair share of affordable homes.

4 objections were received following publicity carried out in relation to the amended scheme. Issues not previously raised and summarised above are set out below:

- House prices would be adversely affected
- An objection submitted on behalf of the occupier of No. 9, Rutland Road has been received stating that they would want assurances that the pathway at the side of the house will not be re-opened as part of the development as the walkway to the side of the house previously attracted anti-social behaviour, drinking, vandalism and in one instance a fire being started.
- Significant concerns about the impacts of the development on air pollution in the Partington area, not only due to traffic congestion but as a cumulative result of the uses surrounding Partington including the power station, paper mill, air products, gas plant and sewerage works combined with the loss of green land and more cars now proposed. This will add to significant detrimental health impacts on the local population

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

The Decision-taking Framework

1. S.38(6) of the Planning and Compensation Act 1991 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
2. Where development plan policies are out of date, the presumption in favour of sustainable development in the NPPF (as described in paragraph 11d) may apply – namely applying a ‘tilted balance’ under which permission will be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole (see paragraph 11d(ii)), or where the application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed (see paragraph 11d(i)). In the latter case, policies relating to designated heritage assets (or equivalent buried archaeological remains) are central to the assessment of these proposals.
3. The Council cannot demonstrate a 5 year housing land supply and the ‘most important’ policies are therefore deemed out of date. Some are also not fully

consistent with the NPPF. Therefore, it is necessary to consider at the outset how the presumption above applies.

4. Under limb d(i) of the presumption in favour it is necessary to consider harm to heritage assets. As demonstrated later on in this report, it is considered that there is no harm to heritage assets with no clear reason for refusing the development proposed and thus the tilted balance in limb 11d(ii) is triggered.

HERITAGE ASSETS

5. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' to the significance of heritage assets in the NPPF. As Policy R1 of the Core Strategy is out of date for decision making purposes, the requirements of Paragraph 11 of the NPPF are engaged. In view of this 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.
6. The site is not located within a Conservation Area or adjacent to any Listed Buildings. However in view of the relatively undisturbed nature of much of the site the Greater Manchester Archaeological Advisory Service (GMAAS) were consulted on the application in order to establish the potential for any remains of archaeological significance.
7. Policy R1.8 of the Core Strategy states that *'In areas of archaeological importance developers will be required to:*
 - *Identify the presence or absence of remains of archaeological significance and take into account the potential for new finds; and*
 - *Set out a framework for dealing with investigation, recording and preservation of any remains.'*
8. Paragraph 189 of the National Planning Policy Framework also requires developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation where the site includes or has the potential to include, heritage assets with archaeological interest.
9. GMAAS have commented that *'The site lies on ground close to and overlooking Red Brook, in an area ringed by known prehistoric and Romano-British sites and find spots. This slightly higher ground, on well drained soils overlooking Red Brook, and close to a former wetland (Carrington Moss to the east), would have been favourable for early settlement. Similar sites have been shown by*

archaeological excavations in recent years to have prehistoric or/and Romano-British settlement evidence, for instance at Port Salford overlooking the River Irwell and on the east side of Carrington overlooking the River Mersey. The application site has been partly built on by a former school but over two thirds of the site remains relatively undisturbed and has archaeological potential. The site should be subjected to an archaeological evaluation designed to identify this type of archaeology. This should comprise geophysical survey and targeted trial trenching. If significant remains are revealed that will be destroyed or damaged by development ground works then a further, more detailed scheme of archaeological excavation and recording will follow-on. The site investigation records and finds will need to be analysed and a report prepared on the results. This will inform a scheme to disseminate the findings, such as information panels and publication, depending on the significance of the results.'

10. The applicant has submitted a geophysical survey in support of the application as a result of which they comment that no obvious archaeological features were identified. GMAAS have considered the findings of the survey and have subsequently commented that while the geophysical survey is useful, it is only the first element of evaluation. The key element is trial trenching and as such if the application is recommended for approval they recommend it is subject to a condition requiring written scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in order to secure the implementation of a programme of archaeological works in accordance with the National Planning Policy Framework.

Conclusion on Heritage Assets

11. Subject to the attachment of the condition recommended by GMAAS it is considered that the development will be compliant with the requirements of Policy R1 of the Core Strategy and the NPPF in relation to assessing the potential for archaeological remains on the site. Therefore in terms of paragraph 11 of the NPPF there is no clear reason for refusing the development on heritage grounds.

PRINCIPLE OF HOUSING DEVELOPMENT

12. Policies controlling the supply of housing are also 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.
13. 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 Government's assessment shows that Trafford met 47% of its housing requirement for 2015 – 2018.

14. 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 2.6 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.
15. The site is identified within Trafford's SHLAA (Strategic Housing Land Availability Assessment). It is considered that this proposal could make a positive contribution to the Council's housing land supply. In addition, the site is brownfield land and would contribute to meeting targets for the development of brownfield land in Policy L1.7.

The Suitability and Sustainability of the Location at Present

16. The housing policy objectives within the NPPF include providing new housing in suitable locations which offer a good range of community facilities and with good access to jobs, services and infrastructure, including public transport. With the Core Strategy (Policy L4) promoting development within the most sustainable locations, or where development comes forward in less sustainable locations like the Partington Regeneration Area ensuring that they deliver or contribute to measure to improve the sustainability of the location.
17. Partington suffers due to its geographical remoteness and also its lack of facilities. It is not major service centre in Trafford; it does not offer a wide range of shops, amenities or employment opportunities. The local bus service is the only method of public transport provision. Furthermore, it is significant that Partington is not recognised by the Core Strategy (see Policy W2) as a principal or main town centre (akin to Altrincham, Sale, Stretford and Urmston), it is local centre on the grounds that the shops and services, at its core, are purely of local significance in catering mainly for day-to-day needs. There is no supermarket to meet main food shopping needs, for example, the bank is only open three days a week, and there are no clothes/fashion shops or restaurants. This development does not seek to address the lack of local facilities within Partington.
18. There is, therefore, a real lack in infrastructure and amenity provision as a whole across Partington at present and it is considered the location is an unsustainable location.

Housing Type and Mix

19. 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.
20. The 75 dwellings proposed are made up of the following dwelling sizes:
 - 18 no. One bed apartments (in the form of maisonettes)
 - 23 no. Two bed houses
 - 34 no. Three bed houses
21. Policy L2.4 of the Core Strategy sets out a target split of 70:30; small:large (3+ beds). The large units constitute approximately 45% of the proposed scheme and this is therefore above the requirements in Policy L2 for 'large' houses. However, the large houses have a maximum of three beds and the provision of family housing is considered acceptable on this site. A significant proportion of the 'small' units are 1-bed which, in accordance with Policy L2, would not normally be supported outside of Trafford's town centres and the Regional Centre. However as the site forms part of Your Housing Groups wider regeneration of the Partington Estate, these are required in this location in order to move some of their existing tenants from one bedroom flats on the estate that are no longer fit for purpose. The Council's Housing Strategy and Growth Manager is supportive of this.
22. Policy L2.12 sets out affordable housing requirements. The application site is classed as being within Partington, which is a 'cold' market location, therefore a 10% affordable housing contribution is required under Trafford's current good market conditions. The proposal is for 100% of the units to be affordable and therefore this exceeds the policy requirement.
23. The application site is located within the Partington Priority Regeneration Area. Policy L3 states that within Partington the provision of 850 new residential units suitable for families will be supported, development should be built at a density that will safeguard an appropriate level of high quality accessible open amenity space and development should improve the housing mix, type and tenure across Partington.

Conclusion

24. The scheme incorporates a mix of housing types and sizes for shared ownership and affordable rent as sought by Policy L2 and in the interests of delivering

mixed and balanced communities, Housing Strategy and Growth have welcomed the homes proposed. Overall, the fact that the development would support housing and brownfield targets weighs in its favour. The sites locational difficulties are recognised and it is considered that Partington is not a sustainable location, however in acknowledging that tilted balance is engaged, the significance of these harms and benefits will be returned to in as part of the planning balance.

DESIGN

25. 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.*
26. 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.
27. 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.
28. 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.'*
29. 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.*
30. 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.

31. The application site sits within the context of two storey residential dwellings, with the main exception being the single storey nursery building to the southwest. Significant work has been done during the consideration of the application to improve the site layout, better integrate greenspace and improve the legibility of the streets and to move away from a standardised house type to a more bespoke development that related to the surrounding area.

Scale, Form and Layout

32. The application proposes a mix of one bedroom apartments in the form of maisonettes and two and three bed houses. All the units would be two storeys and are laid out in pairs of semi-detached houses or small terraces with the maisonettes focussed in the north-western corner of the site. The variation in building heights is minor with maximum heights to roof ridges varying between 7.6 and 8.4 metres.
33. The buildings all take traditional, simple gabled forms with pitched roofs but with contemporary elevation treatments. The proportions of the buildings generally reflect the surrounding area and the siting of the maisonettes in the north-western part of the site provides a visual link to maisonettes on Tulip Road to the north whereas the semi-detached and terraced houses reflect the character of the adjacent properties on Rutland Road and Oak Road.
34. The row of three pairs of semi-detached houses to the east of No. 9, Rutland Road continues the visual link through to the wider existing estate through the use of stepped frontages and simple eaves lines to respect the Rutland Road character and building line. A clear visual and pedestrian link is also provided through to Tulip Road to the north with the existing character of the maisonettes outside the site reflected within the site and with active frontages provided onto Tulip Road.
35. The site is accessed via the main estate road off Oak Road to the south which branches off to the west along the northern extent of the area of open space. The main access road continues through the site up to the northern extent of the proposed houses and then again branches off to the west and east. The layout results in a clearly legible development with structured view lines across the site.
36. The vehicular access to the site from Oak Road includes curved walls with end pillars either side of the road to define the entrance to the site and seating on the western side of the site access adjacent to the area of open space. From the main access views are possible across the site providing an appropriate sense of arrival into the site.

37. The site layout includes an area of open space on the Oak Road frontage and a linear planted strip along the Warburton Lane frontage and this results in a pleasant, spacious development while also using the land efficiently and in accordance with the density targets set out in the Draft GMSF. The siting of the areas of open space and planted verges also contribute to the wider streetscenes on Oak Road and Warburton Lane.
38. The proposed buildings and open spaces are considered to effectively address both the streets within the development and adjacent roads with houses fronting onto Oak Road and Warburton Lane. Within the site the clear layout of the streets and the design of the side elevations of the corner houses provide active frontages onto the street which allows for natural surveillance.
39. In combination, the clear street lines, active frontages and the use of open space results in a secure and accessible development that seeks to create a sense of community. The parking arrangements seek to provide the majority of parking to the side of houses so that parking and hardstanding does not dominate the streetscene. The plots include discreet locations for bin stores and cycle parking to keep clutter away from the street frontage. The layout results in good connectivity, natural surveillance and integration of green infrastructure.

External Appearance

40. The proposed development comprises a mix of semi-detached and terraced houses and maisonettes, unified through the design approach and material palette. In the initial consideration of the scheme there were significant concerns about the use of standardised house types resulting in a development that could be anywhere in the country. However following re-consideration of the scheme the design of the houses now seeks to draw on various characteristics of local buildings - their scale, form and use of materials, while introducing elements of innovation in the external appearance of the buildings.
41. The design of the buildings have a similar theme but utilise minor variations to suit particular plots and use this limited set of elements and restrained material palette to bring a harmonious diversity to the development.
42. The proposed materials would comprise two contrasting bricks for the external walls with feature soldier courses and grey concrete roof tiles. Vertical division of contrasting brick colours across building elevations and the use of limited areas of patterning within the brick provide visual interest and a clear contemporary design approach to provide a strong identity and sense of place. A materials condition is recommended to ensure the use of appropriate, quality materials.
43. The use of variation in roof pitch orientation including the use of saw tooth roof construction on the maisonettes provides further variety and distinctiveness across the development. The designs include, where appropriate on corner

plots, double aspect frontages that address the streetscene to both the front and side to provide animation and natural surveillance.

44. A boundary treatment plan has been submitted to indicate the variety of boundary treatments proposed for various parts of the site. Low metal railings (900mm) are proposed along the majority of the main road boundaries with the site and a low timber knee rail fence (450mm) is proposed around the internal boundary of the open space. The majority of private rear gardens are enclosed by 2.1m concrete post and timber panel fences topped with trellis. At the rear of driveways this type of fencing is used in conjunction with planting to soften the appearance when viewed from the adjacent roads. Corner sites which have garden boundaries clearly visible from the road would have 1.8 m brick boundary walls set back from the pavement with intervening verges rather than fencing, in order to provide a boundary treatment of appropriate quality in these prominent locations.

Energy Efficiency

45. The agent for the application has stated that all the applicant's developments fully comply with Part L of the current building regulations with respect to energy efficiency. They adopt a 'fabric first' approach to ensure that the building envelope is as energy efficient as possible (and will future proof each dwelling ready for the introduction of new and emerging technologies in energy efficiency). Energy efficiency in the dwellings is currently achieved through a range of means including; increased levels of cavity and loft insulation, energy efficient light fittings, delayed start heating controllers, high levels of air tightness of the building envelope, weather compensators and 'A' rated combi-boilers. As a result the development is considered to be compliant with the provisions of Policy L5 of the Core Strategy and the NPPF.

Landscaping and Public Realm

46. The site layout includes front rear and in some cases side gardens, an area of public open space onto Oak Road and a linear landscaped area providing a buffer to Warburton Lane. A detailed landscaping scheme has been submitted for the development which proposes the planting of 67 new trees, 3020 plants to form hedges, 888 shrubs across the site and 2656 bulbs to be planted in curved beds on the Warburton Lane and Oak Road frontages.
47. It is considered that subject to the retention of the existing trees identified in the AIA as being of higher value and the implementation of the proposed landscaping scheme, the development will incorporate good levels of native tree, hedge and shrub planting which will contribute to the visual amenity and biodiversity of the development and wider area.

Crime Prevention and Security

48. The application was accompanied by a Crime Impact Statement prepared by Greater Manchester Police, Design for Security which has been updated following the revisions to the scheme. This states that there is no objection in principle to the proposal although further consideration should be given by the applicant to effective street lighting and the design of pedestrian gates to neighbouring roads. It is considered that these matters can be addressed via appropriate conditions. GMP Design for Security also recommend that a condition is attached requiring the physical specifications set out in the report to be implemented as part of the development.

Conclusion on Design

49. 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.
50. It is considered that the proposed development would deliver a well-conceived, secure, efficient and high quality development with a distinct sense of place. It is therefore concluded that development would meet the requirements of Policies L5 and L7 and the NPPF. In order to ensure that the design intent and quality of the external appearance of the buildings and the layout of the plots is retained it is considered that permitted development rights should be removed for external alterations, new accesses, outbuildings and hardstanding.

RESIDENTIAL AMENITY

51. 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.
52. 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.
53. SPG1 New Residential Development sets out the guidelines that relate to all forms of new residential development. With regards to privacy, the Council's Guidelines states that for new two storey dwellings, that the minimum distance between dwellings which have major facing windows is 21 metres across public highways and 27 metres across private gardens. The SPG states that 'Where *three storey* dwellings (houses or flats) are proposed, the minimum distances are

increased by 3 metres over the above figures and for *four or more storeys*, the figures as for 3 storeys apply.

54. With regard to overshadowing SPG1 states that 'In situations where overshadowing is likely with a main elevation facing a two storey blank gable then a minimum distance of 15 m should normally be provided.' The SPG states that 'Distances to rear garden boundaries from main windows should be at least 10.5 m for 2 storey houses and 13.5 m for 2 storey flats or houses or flats with 3 or more storeys.
55. 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.

Impact on existing adjacent properties

Impact on Oak Road

56. To the south of the site are two storey terraced and semi-detached houses fronting Oak Road. These houses would be opposite the proposed main site access, area of open space and seven of the proposed new dwellings which have frontages on to Oak Road.
57. The distances between the main front elevations containing windows of the existing dwellings on Oak Road (there are porches with blank front elevations) and the proposed new dwellings at the southern edge of the site is in excess of the required 21 metres (25 metres at the closest point). Due to these distances and as the proposed houses are two storey only it is not considered that they would have an overbearing impact or result in loss of light, outlook or privacy for the existing houses opposite to the south.
58. There is likely to be some increased disturbance as a result of comings and goings to the site access but such a relationship between areas of housing is not uncommon and it is noted that previously this stretch of Oak Road provided vehicular access to a public house and a school on the site.

Impact on Brook Farm Close

59. To the eastern side of the site, across Warburton Lane is a small cul-de-sac development of detached two storey houses. The cul-de-sac is accessed off Warburton Lane and the houses are situated around a triangular treed area.
60. The eastern edge of the proposed development comprises a linear grassed area containing trees and plants. Further into the site is a row of two storey houses with frontages facing towards Warburton Lane. Again the distances between the elevations of the proposed houses and the nearest houses opposite are

significantly in excess of the required 21 metres, at approximately 30 metres to the side garden boundaries of the nearest properties on Brook Farm Close with planting on both sides of the intervening road. As the proposed houses are two storeys only it is not considered that they would have an overbearing impact or result in loss of light outlook or privacy for the existing houses opposite to the east.

Impact on No's 18-40 (evens) Tulip Road maisonettes

61. Opposite part of the northern site boundary, are the front elevations of two storey maisonettes on the opposite side of Tulip Road (18-40 evens).
62. The existing maisonettes to the north of the site on the opposite side of Tulip Road (18-40 evens) have habitable room windows on both levels of the front elevations and small front gardens enclosed by railings. The proposed property on the Plot referred to as 42-43 is a 'Version 1 maisonette' house type comprising two maisonettes (one on each floor). This would be the only property on the application site directly opposite the existing maisonette block at 18-40 (evens) Tulip Road. The distance between the proposed northern elevation of Plot 42-43 and the front of the existing maisonettes at 18-40 (evens) Tulip Road would only be 16.5 metres at the nearest point and this is below the 21 metres usually required to maintain adequate levels of privacy. However the first floor windows in the northern elevation of Plot 42-43 would all be secondary windows and it is therefore recommended that they be obscure glazed to protect privacy but still retain some glazing to break up the first floor elevation onto Tulip Road. It is not considered that obscure glazing is necessary in the ground floor windows given the intervening road and boundary treatments and retaining these windows in clear glazing would provide activity and surveillance to the site frontage.

Impact on No's 29-63 (odds) Tulip Road maisonettes

63. Directly adjoining the more easterly section of the northern site boundary are the rear gardens and elevations of maisonettes at No's 29-63 (odds) Tulip Road. Again these properties have clear glazed habitable room windows at ground and first floor level which face the application site. A distance of 26 metres would be retained between the main rear elevations of the proposed semi-detached houses on Plots 30-35 and the existing off site maisonettes. This is compliant with the adopted guidelines of 21 metres to retain adequate privacy levels and acceptable levels of light and outlook to the existing maisonettes and the distance to the private garden areas offsite are well in excess of the 10.5m set out in SPG1 (approximately 17 metres).
64. The Plot on the application site known as 36-37 contains a 'Version 2 maisonette' house type. The building contains two maisonettes but the design is such that there are no windows in the northern elevation directly facing the adjacent maisonettes at 29 and 47 Tulip Road. There is a first floor window slightly offset

in relation to these off site maisonettes but this is a secondary window and can be obscure glazed to ensure adequate privacy levels are maintained.

65. The north side elevation of Plot 36-37 would be 13.5 metres away from the rear elevation of No's 29 and 47 Tulip Road. Although this is slightly below the 15 metres usually sought to ensure adequate light and outlook it is considered acceptable in this instance due to the saw-tooth design of the maisonettes which results in a v-shaped dip in the middle of the gable elevation down to a height of 5.2 metres with a maximum height of only 7.8 to the ridges either side. This breaks up the elevation and lets light in through the gap in the roof. In addition No's 29 and 47 Tulip Road are at the end of the maisonette block and have an open aspect to the southwest across an area of surface car park. The scheme would also result in the removal of dense overgrown vegetation that currently exists at the northern end of the site which would also result in improved light and outlook along this boundary. For the foregoing reasons the impact on outlook from and light to 29 and 47 Tulip Road is considered to be acceptable.

Impact on No. 64, Warburton Lane

66. The north-eastern corner of site adjoins the side boundary of No. 64 Warburton Lane, a semi-detached house adjacent to the north-eastern corner of the site. The side elevation of No. 64 Warburton Lane does not contain any main habitable room windows and a minimum gap of approximately 7.5 metres would be retained between the proposed side elevation of Plot 29 and the existing side elevation of No. 64. The two properties would be roughly parallel to each other with an existing strip 2-3 metres wide of vegetated land (outside the application site) between the two. It is considered that this relationship is acceptable and would not result in a material loss of amenity to the occupiers of No. 64 Warburton Lane.

Impact on No's 1-7 Rutland Road

67. To the northwest the site adjoins a footpath from Tulip Road to Rutland Road and there are two storey terraced houses (1-7 odds) Rutland Road beyond. To the west the site directly adjoins the eastern side boundary of No. 9 Rutland Road which is the end of another terrace (9-23 odds) Rutland Road. In the southwestern corner the site adjoins the boundary of Little Trees Day Nursery which is located within the Partington Family Centre.
68. Plots 42-53 comprising three two-storey blocks of four maisonettes would back on to the existing footpath. A distance of 22.5m would be maintained between the rear elevations of the proposed maisonettes and the main rear elevations of 1-7 (odds) Rutland Road. No. 7 Rutland Road has a rear conservatory extension and this results in a slight shortfall in the 21 m guideline, however this is minor and the 21m requirement to the main rear elevation of the property is exceeded. This relationship is therefore considered acceptable.

69. A minimum distance of 9.5m would be retained between the rear windows in the proposed maisonettes and the gardens of 1-7 (odds) Rutland Road and although this is below the recommended guidelines these views are across a public footpath with two intervening boundary treatments and it is considered that levels of privacy to the adjacent off site gardens would be acceptable.

Impact on No. 9 Rutland Road

70. The side elevation of the 2 storey semi-detached house on Plot 54 would be adjacent and parallel to the side boundary of No. 9 Rutland Road. There are no main habitable room windows in the side of No. 9, Rutland Road and no side windows are proposed in the side elevation of the house on Plot 54. The front elevation of No. 9 Rutland Road would be opposite landscaping and gardens to the north and for these reasons it is not considered that the proposed development would have a detrimental impact on the amenities of the occupiers of No. 9 Rutland Road.

Impact on No's 9-21 (odds) Rutland Road

71. The existing rear elevations of two storey terraced houses at 9-21 (odds) Rutland Road would back onto the southwestern corner of the site with an intervening existing footpath. A pair of semi-detached houses on Plots 68 and 69 are proposed to the south of No's 9 and 11 Rutland Road. 22 metres would be retained between main windows in the existing and proposed houses. 15 m would be retained between the windows in the proposed houses and the adjacent private gardens of the Rutland Road properties. The side elevation of a semi-detached property proposed on Plot 70 would be opposite the rear elevation of No's 17 and 19 Rutland Road but only a small secondary window is proposed in the side elevation at first floor level and this can be obscure glazed. A gap of 16m would be retained between this side wall and the rear elevation of the adjacent offsite properties and it is therefore considered that the impacts of the proposed development on this terrace are acceptable and would not result in loss of privacy or be overbearing or overshadowing.

Impact on Little Trees Day Nursery

72. The side boundary of the semi-detached houses on Plots 70-75 adjoin the enclosed yard area at Partington Family Centre which is occupied by Little Trees Day Nursery. The operator of the adjacent childcare nursery has requested that the boundary fencing should ensure that the nursery remains safe and secure and private. The boundary treatment plan indicates a 2.1 metre concrete post and timber panel fence topped with trellis along this boundary with beech hedging on the garden side. In addition there are trees along the boundary which are proposed for retention. Consequently it is considered that the boundary to the nursery will be secure and private.

Amenity of Future Occupiers

73. The proposed site layout is generally compliant with the requirements of SPG1 in terms of the relationships between the proposed houses. There are however a small number of instances of shortfalls in the guidelines. In some cases this is where first floor windows in side elevations are below the 21 metres away from main windows in the front elevations of adjacent properties but this can be addressed through the use of obscure glazing in these secondary upper floor windows to protect privacy.
74. In other instances the shortfalls occur where main rear windows are less than the recommended 15 metres away from an adjacent two storey side wall (a minimum of 12 metres in one case). However where this occurs the properties are at street corners and have open outlooks to the adjacent road. It is not therefore considered that these relationships would be unduly overbearing.
75. In relation to privacy distances there are instances of shortfalls in the 10.5 metres guideline from main windows to private garden boundaries. However where this does occur the shortfalls are approximately one to two metres only and with appropriate boundary treatments it is considered that adequate privacy levels in gardens would be provided. Again where shortfalls exist between front main habitable room windows (recommended distance of 21 metres in SPG1) these are generally only two to three metres and across main estate roads. There is one instance where the shortfall between main front elevations is only 16 metres and this is between the front elevations of the 'Aspect' houses on Plots 18 and 26. Due to their design these houses effectively have main elevations in the front and side elevations so that they can address both the adjacent front and side roads. As a result the ground floor rooms have large windows serving the kitchen/dining room and the lounge in both the front and the side elevations and it is therefore considered that adequate privacy levels within these rooms could be achieved by the future occupiers of these properties.
76. It is considered that the layout makes effective use of the land and that the relationships between properties are acceptable for the foregoing reasons and they would be known to any future occupier of the development.
77. It is accepted that there are some shortfalls in the residential amenity distances set out in SPG1 for the future occupiers of the properties but these are relatively minor and SPG1 allows for flexible approach within a development site, where good design or the particular circumstances of the site allow this. The layout would provide acceptable amenity levels for future occupiers, however given the relationships within the site it is considered that permitted development rights should be removed for new windows or extensions and outbuildings to ensure that distances are not eroded to a further degree which may lead to unacceptable impacts on amenity levels.

Amenity Space

78. SPG1: 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 3 bedroom semi-detached houses 80 sq. m of garden space will normally be acceptable but smaller houses may be acceptable with less. For flats, 18 sq. m of adequately screened communal area is considered generally sufficient for these functional requirements.
79. The areas of both private and communal amenity space across the site when combined amount to approximately 5241sq. metres. The proposed landscaping scheme seeks to provide private garden areas for the houses, communal garden areas for the maisonettes (private space per every pair of flats) and it is considered that all of the properties have adequate garden space. In addition, residents will benefit from areas of communal open space adjacent to Oak Road and Warburton Lane and the amenity space provided across the site is therefore considered acceptable.

Noise, Disturbance and Odour

80. 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.
81. The Pollution and Housing section have been consulted on the application and do not consider that it raises any issues in terms of increased levels of noise and disturbance as a result of the proposed use. With regard 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 management plan relating to the environmental impacts of the demolition and construction phases and this would cover issues such as hours of demolition / construction works, areas for parking of site operatives' vehicles and for loading and unloading and measures to prevent disturbance to adjacent dwellings from noise and vibration.
82. In addition they have requested that a noise impact assessment should be submitted to the Local Planning Authority for approval to identify any noise attenuation measures necessary to reduce the impact from road traffic noise on future occupiers to ensure that the requirements of BS8233 for internal noise levels within domestic dwellings are met.

Air Quality

83. 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 requires applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
84. 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 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.
85. The site is not located within an Air Quality Management Area (AQMA) however an Air Quality Assessment has been submitted in support of the proposed development and it has been reviewed by the Pollution and Licensing team who confirmed that the submitted report follows the methodologies of appropriate national standards and guidelines. The submitted assessment considers whether the proposed development could significantly change air quality during the construction phase and concludes that with the implementation of site specific mitigation measures, the impact associated with dust and fine particulates during construction will not be significant. In addition the report concludes that the site is suitable for residential use with regards to existing air quality and that the resultant changes in traffic flow introduced by the development are likely to have an insignificant impact upon local air quality when considered in accordance with IAQM Guidance.
86. Therefore there are no objections to the proposed development provided that a condition is attached requiring a Construction Environmental Management Plan and the requirement for the dust suppression mitigation measures outlined in the report to be implemented. The Pollution and Housing section have also requested that a condition is attached requiring one electric vehicle (EV) charge point (minimum 7khH) in every new house with dedicated parking or one charge point per 10 car parking spaces for unallocated car parking having regard to the NPPF and Policy L5 with regard to air quality.

Conclusion on Residential Amenity Impacts

87. It is considered that the scheme overall represents a well-designed development that makes effective use of brownfield land, provides a pleasant place to live and contributes to the wider residential area. For the foregoing reasons the impact of

the proposed development on residential amenity is considered to be compliant with Policies L5 and L7 of the Trafford Core Strategy and the NPPF.

HIGHWAYS IMPACTS, PARKING AND SERVICING

88. 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. The aim of the policy to deliver sustainable transport is considered to be consistent with the NPPF.
89. 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.'
90. 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'.
91. 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.'
92. 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.
93. 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.

Traffic Generation

94. The congested nature of the road network (particularly the A6144) in this locality is recognised and is referenced within Policy L3. A new road network is envisaged to provide an alternative to the A6144 (as part of the SL5 Carrington

allocation), and with the Carrington Relief Road (CRR) acting as the principal route with other connections and road links built over time.

95. As major development proposals have come forward in building upon the existing Carrington allocation, and for new development more broadly within the Partington area, the matter of whether the predicted traffic uplift could be accommodated within the existing road network, or whether mitigation would be justified, has been subject to the closest scrutiny. This includes developments at Carrington Village, at Heath Farm Lane (Partington), at Lock Lane (Partington) and at Warburton Lane (Partington). In this respect, the focus has been on a number of key junctions along the A6144, including: at Moss Lane/Manchester Road/A6144 (mini-roundabout) in central Partington; at Common Lane/A6144; at Banky Lane/A6144 (the Carrington Spur); at Ackers Lane/A6144; and – notably – at Isherwood Road (B5158)/A6144 (known as Flixton crossroads). This is in addition to the motorway junction (Junction 8 of the M60).
96. Highways mitigation schemes have been secured at some of these junctions as part of earlier consents, and with these needing to be in place before a certain quantum of development is delivered and occupied.
97. Similarly, in assessing this application (and when having regard to cumulative impacts), whether these junctions – which already represent significant pinch points on the network – could accommodate any additional traffic has been at the centre of highway discussions
98. Having considered the junction modelling provided the LHA has concluded that the residual cumulative impacts are considered to result in a severe impact on the local road network particularly at the Flixton Road Crossroads.
99. The applicant has confirmed that 50 existing dwelling would be demolished as part of wider works within their estate and the residents of these dwellings decanted into the proposed development. As such the development would only result in a net increase in dwellings of 25.
100. Therefore two Grampian conditions are proposed in order to mitigate this severe impact, one to require no occupation of the development until the 50 units are demolished and a second to state that no more than 50 units shall be occupied until off site highway improvement schemes have been completed: either mitigation works at the Flixton crossroads or, alternatively, the provision of the Carrington Relief Road (CRR). If the CRR were to be provided then the LHA is satisfied that the cumulative traffic impacts on the local road network would not be 'severe' in NPPF terms.
101. It is therefore concluded that concerns regarding an otherwise 'severe' impact on local roads could be appropriately addressed through the imposition of Grampian planning conditions as set out above which would require off-site mitigation.

102. Transport for Greater Manchester has reiterated the concerns raised by the LHA in relation to the impacts on the road network and also comment that improvements to the pedestrian environment should be made as part of the development and that secure cycle parking should be provided within the site curtilage of the properties. They also recommend that a full Travel Plan should be required by condition to encourage sustainable modes of travel.
103. In relation to the impact of the development on the Strategic Road Network, Highways England initially submitted a holding recommendation for the planning application, to allow the consultant to undertake a junction capacity assessment for the development to enable highways England to come to a view on the impact from the development proposals. Following the submission of additional information prepared by the applicant's Highway and Transport Consultant Highways England removed their objection and it is noted that since that time the number of units on the site has been reduced from 86 to 75.

Vehicle Access and Servicing

104. The proposed development is located off Oak Road in Partington. Oak Road is a local distributor road that serves existing residential areas on the west side of the A6144 Warburton Lane. Oak Road has a carriageway width of 7.2 metres at the existing access location. The road has footways on both sides of the road and a good system of street lighting. Oak Road has a 30mph speed limit and traffic calming measures (road humps and traffic speed cushions), to reduce vehicle speeds.
105. Oak Road has a priority (Give Way), junction with the A6144 Warburton Lane. The junction has good visibility for drivers who are emerging from Oak Road in both directions along Warburton Lane. Warburton Lane is classified as the A6144 and forms part of a route from the A56 at Lymm to Sale. The road is a single carriageway road with a 30mph speed limit at its junction with Oak Road which changes to 40 mph approximately 60 metres to the south-west of the junction. There are cycle lanes on both sides of Warburton Lane.
106. The proposed residential development will be served from a new access onto Oak Road, as shown on the Proposed Masterplan. The proposed access will have good visibility onto Oak Road with visibility splays in excess of 43 metres at the driver's waiting position (2.4 metres from the Give Way line), as recommended in the Manual for Streets (Ref. 3), for a junction in a 30mph speed limit. The proposed access roads will have a 5.0/5.5metre wide carriageway and 2.0 metre wide footways within the development. The internal highway layout will be able to accommodate the turning requirements of a large refuse vehicle.
107. The proposals as presented show an intention to take a section of the adopted highway into the curtilage of the proposed development. If it is intended that the

land in question is to be acquired by the developer, an order under S247 of the Town and Country Planning Act, 1990 is required and an informative is recommended accordingly.

Public Transport

108. Policy L4 of the Core Strategy seeks to promote the development and maintenance of a sustainable integrated transport network. The Policy seeks to ensure that, as appropriate, development proposals within less sustainable locations throughout the Borough, including sites within the Partington Priority Regeneration Area will deliver, or significantly contribute towards the delivery of, measures to secure infrastructure and services that will improve access to more sustainable transport choices. Chapter 9 of the NPPF seeks to promote sustainable transport and states in assessing applications it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location (paragraph 108 a) and applications for development should, so far as possible, facilitate access to high quality public transport (paragraph 110 a).
109. Policy L3 requires development to “*contribute to the improvement of the public transport infrastructure to mitigate against the impact of the development on the highway network and to address the deficiencies in the existing public transport provision*”.
110. Public transport infrastructure in Partington is limited to bus services. There are no tram or rail services; the nearest rail station (Flixton) is not within desirable walking distance, although is accessible by bus or bicycle.
111. The proposed development is not of a scale that will increase the demand for bus services in the area given that the proposal would only result in a net increase of 25 units (given that 50 units would be demolished as required by a Grampian condition). Therefore, improvements to public transport are not required to make the development acceptable in planning terms..

Car / Cycle Parking

112. The car parking standards as detailed within Supplementary Planning Document 3 (SPD3) state that for this location C: each one-bedroom dwelling unit requires one car parking space, each two or three-bedroom dwelling unit requires two car parking spaces. The proposed development comprises 18 x 1 bed apartments, 23 x 2 bed dwellings, 34 x 3 bed dwellings, equating to a required car parking provision of 132 spaces. It is proposed to provide 115 spaces and the LHA are satisfied that the applicant has demonstrated that the proposed shortfall in car parking spaces would not have a severe detrimental impact to the public highway.

113. The minimum cycle parking standards as detailed within SPD3 state one cycle parking space is required for each one-bedroom dwelling unit, one communal or two allocated spaces are required for each two or three-bedroom dwelling unit should be provided. The Design and Access statement refers to cycle parking for the houses although no specific details are provided, however the LHA are satisfied that suitable provision can be provided for each dwelling. Therefore, a condition is recommended requiring the provision of suitable cycle storage to accord with SPD3.

Waste Management

114. It is considered that the site layout includes adequate and suitably located refuse / recycling storage facilities for the proposed development, however it is recommended that a waste management strategy is submitted for approval prior to first occupation of the development.

Conclusion

115. It is considered that the proposed access arrangements and site layout including bicycle and car parking levels are acceptable. In terms of traffic generation, subject to the Grampian conditions as set out above it is concluded that the development would have an acceptable highway, parking and servicing impact with reference to Core Strategy Policies L4 and L7 and the NPPF.

TREES, LANDSCAPING AND OPEN SPACE

116. Policy R3 of the Core Strategy seeks to protect and enhance the Borough's green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution. Both policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.
117. The application was initially accompanied by a tree survey which identified that none of the trees surveyed were protected by a Tree Preservation Order (TPO). However as the Survey did not make recommendations specifically related to accommodating the proposed development, a full Arboricultural Impact Assessment (AIA) was requested from the applicant and duly submitted.
118. The Council's Arboricultural Officer has considered the Arboricultural Impact Assessment (AIA) provided and has commented that although a number of trees are proposed for removal to facilitate the development (44), the vast majority of them are low value trees. None of the trees on the site are protected by a Tree Preservation Order and the site is not in a Conservation Area. Provided that these trees are replaced by a robust landscaping scheme there is no objection to their removal. The plans show that the existing trees of medium / higher value on

the site are being retained and protected. Provided that a condition is attached to ensure the advice within the AIA is adhered to, it is considered that these higher value trees will be protected adequately.

119. The application is also accompanied by a detailed landscaping plan which proposes a good mix of species. In particular, the use of larger species of tree such as limes and hornbeams in the areas of open space where there is room for them to grow is welcomed. The species selection and planting size of the trees in and around the gardens is also considered appropriate and in total 67 new trees are proposed across the site.
120. Overall, the proposed landscaping scheme is considered to complement and enhance the development whilst also contributing to the improvement of the Borough's green infrastructure network. Conditions should be attached to any consent issued requiring the implementation and maintenance of all the landscaping proposed within the site and on this basis, the application is considered to be acceptable in this respect.
121. The Council's adopted SPD1: Planning Obligations states that *"large residential developments of approximately 100 units, or that provide homes for 300 people or more, will need to provide new open space as part of the site design"*. Core Strategy Policies R3 and R5 provide further clarification on how this could be provided. An area of 0.1 ha of open space is provided on site adjacent to the Oak Road frontage in addition to a linear area of open space along the Warburton Lane frontage and the amount proposed is considered appropriate in this location. The site is also in reasonably close proximity to areas of public open space around the Red Brook Wildlife Trail to the south and has good connectivity to this area via footpath links to Oak Road at the southern end of the site.
122. In view of the lack of public access to the existing site, the proposed provision of open space, tree planting and other landscaping is considered appropriate. Subject to conditions as recommended above the scheme will deliver green infrastructure compliant with Policies R3 and R5 of the Core Strategy.

ECOLOGY

123. 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"*.
124. 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.

125. Paragraph 175 d) of the NPPF requires developments to take opportunities to incorporate biodiversity improvements in and around developments.
126. The application was accompanied by a Preliminary Ecology Statement which the GMEU confirm was undertaken at the optimum time of year (May) and a subsequent update and aerial tree inspection for bats has also been submitted.

SSSI

127. The GMEU comment that the site falls within a number of SSSI Impact Risk Zones. However the proposed development at this site doesn't fall into any of the Impact Risk Zone Categories and therefore the proposed development will not have any impact on any of the SSSI's.

Bats

128. In relation to consideration of bats, while there are no buildings on the site, three trees were identified as having bat roosting potential during the preliminary ecological appraisal. A subsequent aerial tree assessment was undertaken in August 2019 and the potential roosting features were subject to an endoscopic inspection. No evidence of bat roosting was found on any of the three trees and two of the trees were considered to have a negligible potential to support roosting bats. One of the trees identified as T2 in the 'Aerial Tree Inspection for Bats' summary ref. UES02632/02, does have a single stem cavity at a height of approximately 2m and is considered to have a low suitability to support roosting bats, and therefore recommendations are made for this tree to be assessed by a suitably licenced ecologist immediately prior to felling. A condition to this effect is therefore recommended.

Nesting Birds

129. The GMEU comment that the trees, hedgerows and scrub on site have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). They therefore recommend that all tree and hedgerow works and scrub clearance should not be undertaken in the main bird breeding season (March-August inclusive), unless nesting birds have found to be absent, by a suitably qualified person.
130. In addition any trees and hedgerow to be retained on the site should be protected from the development to prevent damage to the root system in accordance with

BS 5837:2012 -Trees in relation to design, demolition & construction and conditions requiring this are recommended.

Invasive Species

131. The invasive species Himalayan cotoneaster and Japanese rose were also found on site as a result of the survey work carried out. It is an offence under the terms of the Wildlife and Countryside Act to allow these plants to grow in the wild. The GMEU therefore recommend that the applicant is advised of its presence and ensures that it is disposed of accordingly and an informative to this effect is therefore recommended.

Biodiversity Enhancements

132. In line with the requirements of the NPPF, opportunities for biodiversity enhancement should be incorporated into new development. These could include bat bricks and/or tubes, bird boxes and native tree and shrub planting. The landscape layout submitted is considered to provide ample tree, hedge and shrub planting utilising many native species. The addition of some of the other enhancements suggested is also recommended by condition.
133. Given the quality of the existing site in biodiversity terms, subject to the abovementioned conditions relating to the protection of bats and nesting birds and requiring biodiversity enhancements it is considered that the scheme would deliver net gain for biodiversity, compliant with Policy R2 of the Core Strategy and the NPPF.

FLOODING, DRAINAGE AND CONTAMINATION

134. 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.
135. The Lead Local Flood Authority has commented that they have no objections in principle to the development subject to a condition requiring a scheme to improve the existing surface water drainage system and that this should reflect the outline details already provided in support of the application within the Flood Risk Assessment and Drainage Strategy. United Utilities have also commented that sustainable drainage techniques for surface water drainage should be incorporated and that foul and surface water should be drained on separate systems.
136. 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'.

137. In relation to site contamination the Council's Pollution and Housing section have reviewed the site investigation document for the development however this states that the site investigation is not yet complete. It is reported that areas of the site which are currently areas of hard standing have not yet been subject to investigation and the ground gas assessment is also reported to be incomplete with a more detailed assessment to be provided. The information provided to date advises in the areas of the site sampled, no contaminants of concern have been identified above Tier 1 human health screening values and that no contaminants of concern have been identified within the soil or leachate analysis. The interim gas assessment has identified that gas protection measures may be required within properties. On the basis that the site investigation is currently not complete and that gas protection measures are potentially required, contaminated land conditions are recommended accordingly.
138. Subject to the conditions recommended above it is considered that the scheme is compliant with the requirements of Policy L5 of the Core Strategy and the NPPF.

OTHER MATTERS

139. Concerns have been raised that local Services are already stretched, specifically schools and GPs. However the Trafford Clinical Commissioning Group and Trafford Council's Education Department have been consulted and have not raised any objection to the scheme. Due to the scale and nature of the development they consider that there is adequate existing provision in terms of access to GP's and school places to accommodate this development.
140. The impact on property values is not a material planning issue.

DEVELOPER CONTRIBUTIONS

141. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the cold zone for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
142. 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.
143. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific

green infrastructure. In order to secure this, a landscaping condition will be attached to make reference to the need to provide tree, hedge and shrub planting.

PLANNING BALANCE AND CONCLUSION

144. As the Council's development plan policies relevant to the supply of housing are out-of-date, it is necessary to assess the development against NPPF paragraph 11 d) i. and ii. above. The footnote to paragraph 11 d) i explains that the policies of the NPPF referred to include those which relate to habitats protection, heritage and flood risk; the assessment of the scheme on these areas and assets of particular importance does not lead to a conclusion that 'provides a clear reason for refusing the development proposed'. Paragraph 11(d)(ii) of the NPPF – the tilted balance – is therefore engaged, i.e. planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This exercise is set out below:

Adverse Impacts

145. The following adverse impacts of granting permission have been identified: -

With moderate weight:-

- Partington is not currently considered to be a sustainable location due to its physical isolation and poor transport links, including limited public transport, and lack of community facilities to support the proposed development and would not make any contribution to public transport infrastructure.

146. These adverse impacts must be assessed as to whether they outweigh the benefits of granting permission when assessed against the policies in the NPPF as a whole. The following benefits resulting from the scheme have been identified: -

Scheme Benefits

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

With substantial weight:-

- 75 new homes, most of which are suitable for families. The proposals would contribute significantly towards addressing the identified housing land supply shortfall and substantial weight has been given to this benefit.

- 100% affordable housing would be provided with a tenure split 2/3 Shared Ownership and 1/3 affordable rent, this addresses a significant identified shortfall in affordable housing and substantial weight should be afforded to this.
- Redevelopment of the site will contribute towards the regeneration of Partington and an increased population will support and help sustain existing facilities in Partington.
- A well designed scheme with open space and green infrastructure which will improve the appearance of the site and establish a strong sense of place that will be an attractive, welcoming and distinctive place to live and visit.

With moderate weight:

- An improved quality of design, construction and range of housing stock.
- Economic benefits that will flow from construction and occupation. Additional expenditure into the local economy will support existing services in Partington and Carrington and support the viability of new services.

With limited weight:-

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

148. The benefits arising from the scheme are numerous and a number of them can be given substantial weight. The adverse impacts, mainly relate to the locational difficulties of Partington as a unsustainable location and it's accessible through a poor public transport provision. It is therefore considered that it has been demonstrated that the adverse impacts of the development **do not** significantly and demonstrable outweigh the benefits. The proposals therefore comply with Paragraph 11(d) of the NPPF which is an important material consideration which should be given significant weight and justifies the departures from development plan policy identified above. Additionally, through the analysis in the report above it has been concluded that the development would have no significant effects subject to appropriate mitigation and monitoring, secured by planning conditions. Accordingly the application is recommended for approval.

RECOMMENDATION:

GRANT subject to the following conditions:-

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

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

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

1110_A_DR_000 Rev E – Proposed Masterplan
1110_A_DR_001 Rev D – House Type 2B4P Plans and Elevations
1110_A_DR_003 Rev C – Proposed 3B5P Plans and Elevations
1110_A_DR_004 Rev D – Proposed Maisonettes Plans
1110_A_DR_005 Rev E – Proposed Maisonettes Elevations – Version 1
1110_A_DR_006 Rev D – Boundary Treatment Plan
1110_A_DR_008 Rev B – Proposed 3B5P Plans and Elevations Alternate Eaves Version
1110_A_DR_009 Rev D - Proposed Street Scenes
1110_A_DR_010 Rev B – House Type 3B4P Aspect Plans and Elevations
1110_A_DR_013 Rev A – House Type Maisonette Single Block
1110_A_DR_014 – Proposed Street Scene Two
1110_A_DR_015 - Housetype Identification Plan
1110_B_DR_016 – Proposed Maisonettes Elevations – Version 2
1110_B_DR_017 – Proposed Maisonettes Elevations – Version 3

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

3. The residential units hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) to be occupied by households or individuals in housing need and shall not be offered for sale or rent on the open market. Fifty affordable units shall only be used for shared ownership and twenty five affordable units shall only be used for affordable rent. Any affordable housing units provided for affordable rent shall only be occupied by individuals from within the boundaries of Trafford Borough in housing need and Trafford Borough Council shall be given at least 75% nomination rights. Provided that this planning 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; (ii) a leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market.

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

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

5. No above-ground construction works shall take place unless and until a detailed façade schedule for all elevations of the building has first been submitted to and approved in writing by the local planning authority. The schedule shall be provided in tabulated form with cross referencing to submitted drawings, include the provision of further additional drawings and the building of sample panels on site as necessary and shall include:
 - (i) All brickwork detailing
 - (ii) All fenestration details and recesses
 - (iii) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (iv) siting of any external façade structures such as meter boxes

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

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

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

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

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

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

7. 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.

8. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site as identified on drawing ref. TPP/4095/Y/300 'Tree Removal and Retention' and the method statement contained within the Arboricultural Report dated February 2020 by ACS Consulting have been protected in accordance with the tree protection measures set out in the method statement. The protection measures shall be retained throughout the period of construction and no activity prohibited by the method statement shall take place within the exclusion zones / root protection areas identified on drawing ref. TPP/4095/Y/300 'Tree Removal and Retention'.

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.

9. 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.

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

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

11. No dwellings hereby approved shall be occupied until 50 existing residential units on Tulip Road, to be identified on a plan which shall be submitted to and approved in writing by the Local planning Authority, are demolished

Reason: To ensure that the highway impacts of the development are appropriately mitigated in the interests of highway safety and the free-flow of traffic, having regard to Policies L3, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. No more than 50 of the dwellings hereby approved shall be occupied unless and until one of the following off-site highway improvement schemes has been completed in accordance with a relevant planning permission for that scheme and is available for use by vehicular traffic:

i) The proposed 'Carrington Relief Road' (the new road infrastructure to serve the SL5 Strategic Location to relieve congestion on the A6144), or

ii) The further 'Flixton Road Junction Improvement' scheme (to create a dedicated left turn lane from Manchester Road into Flixton Road)

Reason: To ensure that the highway impacts of the development are appropriately mitigated in the interests of highway safety and the free-flow of traffic, having regard to Policies L3, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. Before the development hereby approved is first brought into use the existing redundant vehicular crossings from Oak Road shall have been permanently closed and reinstated in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and visual amenity having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. 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.

15. Other than the demolition of buildings and structures down to ground level, and site clearance works, including tree felling, 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 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:

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

The development shall thereafter be carried out in full accordance with the approved remediation strategy 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.

16. 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.

17. Other than the demolition of buildings and structures down to ground level, and site clearance works, including tree felling, no development shall take place until such time as a detailed scheme to improve the existing surface water drainage system has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed scheme shall be in accordance with the outline details provided in the Flood Risk Assessment and Drainage Strategy (Ref: 30380/SRG /April 2019 / Ironside Farrar Ltd) and the accompanying proposed drainage layout (Dwg No: 30380/100 Rev. A).

- The proposed scheme must investigate the drainage hierarchy at detailed design stage to include BRE365 testing. If infiltration is not possible then;
- Surface water discharge must be no more than 35 l/s.
- A minimum of 730m³ attenuation storage must be provided.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

18. 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.

19. Immediately prior to the felling of the tree identified as 'T2' in the 'Aerial Tree Inspection for Bats' summary ref. UES02632/02 dated 17th September 2019, the tree shall be inspected by a suitably qualified bat ecologist for the presence of bats. If any bats or signs of bats are recorded work must cease immediately and further advice sought from a licensed bat ecologist.

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

20. 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.

21. Prior to any above ground construction work first taking place, a scheme detailing the Biodiversity Enhancement Measures proposed on the site which shall include bat bricks, bat slates and/or tubes and bird boxes shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

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

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification)

- (i) no external alterations shall be carried out to the dwellings
- (ii) no extensions shall be carried out to the dwellings
- (iii) no outbuildings (including garages or carports) shall be erected within the curtilage of the dwellings
- (iv) no vehicle standing space or other areas of hardstanding shall be provided within the curtilage of the dwellings

- (v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwellings
- (vi) no means of access shall be constructed to the curtilage of the dwellings
- (vii) no windows or dormer windows shall be added to the dwellings

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

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

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the first floor windows in the side elevations of the plots listed below shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

Plots 13, 25, 30, 36-37, 42-43, 52-53, 66, 69, 70

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

24. The development hereby approved shall not be occupied or brought into use until full details of the provision of at least one electric vehicle (EV) charge point (minimum 7kWh) for every residential dwelling with dedicated parking or one electric vehicle (EV) charge point (minimum 7kWh) for every 10 car parking spaces for unallocated parking has been submitted to and approved in writing by the Local Planning Authority. The EV charging facilities shall thereafter be installed in accordance with the approved details before the development is first occupied or brought into use and retained thereafter.

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

25. No development shall take place until the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) has been secured and which has been prepared by the appointed archaeological contractor and submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

- (a) A phased programme and methodology of site investigation and recording to include: - targeted field evaluation trenching - (depending upon the evaluation results) a strip map and record exercise - targeted open area excavation
- (b) A programme for post investigation assessment to include: - analysis of the site investigation records and finds - production of a final report on the significance of the archaeological and historical interest represented.
- (c) Provision for publication and dissemination of the analysis and report on the site investigation.
- (d) Provision for archive deposition of the report, finds and records of the site investigation.
- (e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

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

26. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within sections 3.3 and 4 of the submitted Crime Impact Statement Version B: 10/02/20 Reference: 2019/0425/CIS/01 and these measures shall be retained and maintained thereafter.

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

27. 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. a scheme for recycling/disposing of waste resulting from demolition and construction works
- vii. proposed days and hours of demolition and construction activity (in accordance with Trafford Councils recommended hours of operation for construction works)
- viii. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity including details as to how this will be monitored

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.

28. The dust suppression mitigation measures detailed within Appendix D of the Air Quality Assessment prepared by Miller Goodall Ltd dated 10th September 2019, Report number: 102173, shall be implemented throughout the earthworks and construction phases of the development.

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.

29. Prior to any above ground construction work first taking place a noise impact assessment, to be carried out by a suitably qualified expert, shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall identify all noise attenuation measures necessary to reduce the impact from road traffic noise to ensure that the requirements of BS8233 for internal noise levels within domestic dwellings are met for the properties hereby approved. Consideration shall also be given to achieving adequate summer cooling and rapid ventilation. If necessary, alternative ventilation measures shall be identified and incorporated into the scheme. Once agreed, all identified noise control measures shall be implemented and thereafter retained. A completion report shall be submitted to the Local Planning Authority to confirm that the noise mitigation measures required have been installed within the properties hereby approved.

Reason: To protect the amenities of future occupiers of the development, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

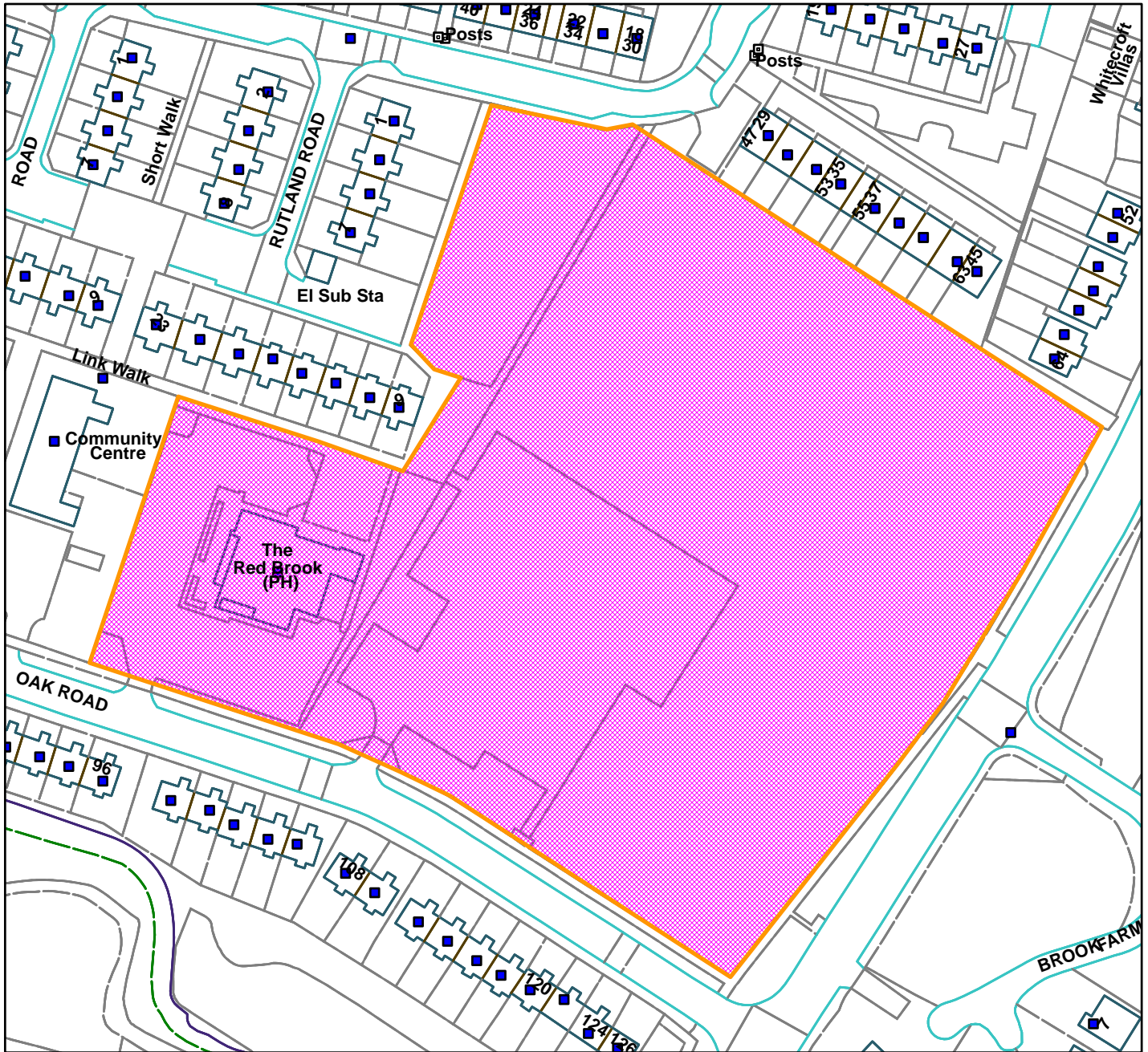
30. Prior to the development being brought into use, a waste management strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include a strategy for waste removal and shall thereafter take place in accordance with the approved plan.

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.

JJ



Land North of Oak Road and West of Warburton Lane, Partington, M31 4LD (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
MSA Number	100023172 (2012)

WARD: Bowdon

98934/FUL/19

DEPARTURE: No

Reconfiguration of an existing tennis court and adjacent land to provide a multi-purpose sports hall providing four internal courts, associated changing facilities, store and plant room and four additional classrooms over two floors and associated landscaping.

Altrincham Grammar School Sixth Form Centre, Green Courts, Bowdon, WA14 2SR

APPLICANT: Bright Futures Educational Trust

AGENT: P4 Planning Limited

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

This application is reported to the Planning and Development Management Committee as more than six letters of objection have been received contrary to the officer recommendation of approval.

SITE

Altrincham Grammar School for Girls operates across three sites – Main Site, Fairlie & Breeze Hill Site, and Devisdale Site - within the settlement of Bowdon. The School has a current Published Admission Number (PAN) of 1260 pupils (6 form entry) and a capacity of only 1223. The current number of students attending AGSG exceeds both these numbers at a total of 1354 pupils.

The Main Site and Fairlie & Breeze Hill Site are located on the north and south side of Cavendish Road, close to the junction of St Margaret's Road, Bowdon Road, Catherine Road, and The Firs. This application specifically relates to the Devisdale Site, which is located to the west of these sites off Green Courts. A fourth site in the schools ownership is situated to the north of Devisdale Park and is currently redundant due to its isolated location, lack of welfare/changing facilities; and health & safety issues associated with student accessibility.

The Devisdale Site, which comprises an all-weather pitch, 6 no. netball/ tennis courts, small 'athletics field sports area' (i.e. long jump, shotput/ javelin area), car park with 11 spaces and a relatively modern building, which forms the sixth form centre. The Sixth Form Centre is a two - three storey building constructed in the 1970s from ochre/ beige brick with horizontal band aluminium windows. Residential dwellings are located to the east (The Firs), south (Elcho Road), and west (Green Courts). Bowdon Lawn Tennis Club bounds the site to the south and Devisdale Park lies to the north.

The boundary treatment comprises a mature strip of trees and dense vegetation to the southeast, northeast and northwest, whilst timber panels between concrete posts are sited along the southwest boundary – adjacent to Bowdon Lawn Tennis Club.

The application site lies approximately 1km from Altrincham town centre, 1.5kms from Altrincham and Hale train stations and the metro line. Vehicular access is available from Green Courts to the south, whilst a pedestrian route is also available at the northeast corner of the site.

The application site does not contain any listed buildings but is located within the Devisdale Conservation Area. It is also located within Protected Open Space and adjacent to a Site of Importance for Nature Conservation.

PROPOSAL

The application proposes the erection of a multi-purpose sports hall (providing four internal badminton courts or one netball court, associated changing facilities, store and plant room plus four additional classrooms over two floors) with associated landscaping, following the reconfiguration of an existing tennis court and adjacent land.

The sports hall would replace the existing gymnasium (on the main site), which is no longer fit for purpose. The development, once complete, would allow the existing gymnasium to be converted in to four classrooms, in addition to the four classrooms proposed as part of this development. The resulting overall provision would be an additional eight new classrooms. The development would therefore assist in increasing pupil capacity to a PAN of 1440 (seven form entry).

The sports hall itself would measure approx. 22m x 35m (723.2m²) with a height of 10m. The associated changing facilities, store, plant room and additional classrooms would wrap around the west corner of the sports hall, projecting approx. 10m and 6m from the northwest and southwest elevations with a height of 8m. The first floor of the wrap-around would overhang the ground floor on the northwest elevation.

The proposed new Sports Hall level would be situated approx. 150mm above the level of the existing All Weather Pitch. As a result the existing site levels would be reduced by approx. 0.5m – 1m across the proposed location.

The proposed materials would include timber cladding (above ground level) with a masonry plinth, aluminium windows and metal louvres (at the entrance). The timber cladding would comprise projecting fins and random deeper battens of different lengths. The finish of the timber is intended to weather to a silver/ grey colour. The fenestration will be powder coated aluminium curtain walling or slot windows, some of which will include a 'feature picture frame' – a projecting box surround. The brickwork and windows are illustrated as dark grey. Wind cowls (7 no.) would also be present on the building, which would provide natural ventilation.

To enable the construction of the proposed sports hall, it is proposed that the existing tennis courts are re-configured and the 'athletics field sports area' is relocated to between the outdoor courts. The proposed development would result in the loss of 1 no. tennis/ netball court and a smaller athletics field sports area.

The existing car park would remain the same in terms of size and number of available spaces, however as part of the works the levels of the car park would be adjusted to improve accessibility. A cycle store providing space for 10 no. bicycles is proposed to the northwest of the vehicular entrance.

The proposed development also involves the removal and planting of trees as well as other hard and soft landscaping works. This is discussed in more detail within the main body of the report.

Value Added

- Proposed brick colour amended
- More articulation added to design, including increased brickwork to elevations and increased height of plinth (maintaining the principles of the Golden Section ratio regarding proportions)

The total floorspace of the proposed development would be circa 1335 m² (1422m² with accessible roof).

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L4 – Sustainable transport and accessibility
- L5 – Climate change
- L7 – Design
- L8 – Planning obligations
- R1 – Historic Environment

- R2 – Natural environment
- R3 – Green infrastructure
- R5 – Open space, sport and recreation

PROPOSALS MAP NOTATION

- The Devisdale Conservation Area
- Adjacent to Bowdon Conservation Area
- Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

- OSR 5 - Protection of Open Space
- ENV 9 - Sites of Importance for Nature Conservation
- ENV 21 – Conservation Areas

SUPPLEMENTARY PLANNING DOCUMENTS

- SPD5.10 - The Devisdale Conservation Area Management Plan (Adopted July 2016)
- SPD5.10a - The Devisdale Conservation Area Appraisal (Adopted July 2016)
- SPD 5.9 - Bowdon Conservation Area Appraisal (Adopted July 2016)
- SPD 5.9a Bowdon Conservation Area Management Plan (Adopted July 2016)

OTHER

- PG24: Crime & Security (2002)

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 MHCLG 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 it has been updated regularly since. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

Devisdale Site:

78719/FULL/2012 - Erection of single storey side extension to sixth form centre to provide dining room. Approved 29.10.2012

Main Site

96002/FUL/18 - Erection of a single storey extension to existing dining room plus provision of pupil WC's, cleaners store and general store room. Approved 20.12.2018

H/61820 - Demolition of two storey classrooms and single storey entrance. Erection of three storey extension comprising science labs, staff accommodation and new entrance. Approved 20.07.2005

H/58339 - Demolition of fire escape stair and single storey toilet block and erection of three storey extension to provide replacement fire escape stair and lift tower. Approved 16.02.2004

Fairlie and Breeze Hill Site

H/CC/71687 - Conservation Area Consent for demolition of Breeze Hill classroom block. Approved 21.01.2010

H/71686 - Demolition of Breeze Hill classroom block and erection of three storey extension to provide purpose built sixth form block. Approved 21.01.2010

H/71830 - Retention of two storey temporary classroom block for a further period of two years. Approved 12.11.2009

H/61128 - Erection of two storey temporary classroom block for 3 year period. Approved 08.04.2005

H/CC/50403 - Conservation Area Consent for demolition of 4 temporary classroom blocks in association with erection of 2/3 storey extension to "Fairlie". Approved 15.02.2001

H/50402 - Erection of 2/3 storey extension to "Fairlie" to provide additional classrooms and drama studio following demolition of 4 existing temporary classroom blocks. New egress to Enville Road and formation of new road and parking areas within site. Approved 15.02.2001

APPLICANT'S SUBMISSION

In addition to the standard drawing pack, the following supporting documents accompanied the application:

- 3D visuals
- Planning Statement
- Heritage Assessment
- Transport Assessment
- School Travel Plan
- Parking and Events Notes Addendum
- Design and Access Statement
- Landscape Assessment
- Arboricultural Method Survey
- Arboricultural Impact Assessment
- Extended Phase 1 Habitat Survey
- Crime Impact Survey
- Phase 1 Geo Desk Study
- Drainage Strategy

CONSULTATIONS

Arboricultural Officer – No objection, subject to implementation of Tree Protection Plan and Arboricultural Method Statement. Sufficient replacement trees are proposed to mitigate those lost through development.

Cadent Gas - Cadent have identified operational gas apparatus within the application site boundary and therefore recommended an informative to be attached to any permission.

Greater Manchester Archaeological Advisory Services – No objection

Greater Manchester Ecology Unit – No objection – informative in relation to laws and protected species is recommended

Heritage Development Officer – The proposed development is considered to result in “less than substantial harm” to the significance of the Devisdale Conservation Area and Bowdon Conservation Area. Comments are discussed in more detail in the Observations section of the report.

Local Highway Authority – No objection, subject to conditions requiring a: Construction Method Statement; School Travel Plan; Event Parking Management Plan; and Cycle Parking and Storage.

Lead Local Flood Authority – No objection, subject to a condition in relation to the drainage hierarchy and implementing the drainage strategy in order.

Sport England - No objection, subject to a Community Use Agreement.

Strategic Planning – No objections to the proposed development in the context of R5, subject to the applicant meeting Sport England’s requirements and satisfied that the landscape strategy addresses the requirements of R3 to mitigate the direct impact of the development.

Pollution and Licensing (Contaminated Land) – No objection, subject to condition in relation to investigation and risk assessment associated with contamination on site, plus verification report.

United Utilities – No objections, and request conditions in relation to surface water and foul water.

REPRESENTATIONS

The application was advertised by way of press advert, site notices displayed near the site and neighbour notification letters. A total of 34 letters of (33 in objection, 1 neither in support or objection) have been received in relation to this application, which include representations from the Bowdon Conservation Group and the Altrincham & Bowdon Civic Society. The main concerns are in relation to the impact of the proposed development upon parking, highways and its impact upon The Devisdale and Bowdon Conservation Areas. The concerns raised are explained in further detail below.

Altrincham & Bowdon Civic Society – Object to the application on the following grounds:

- No consultation with residents affected
- Inadequate car parking provision
- Optimum teaching / education provision. Concentrated site – can it accommodate more

Bowdon Conservation Group – Object to the proposed development for the following reasons:

- Impact/ increase in parking and congestion problems that already exist - Serious adverse effect on owners of properties affecting the borders
- Highly detrimental to the character of the conservation area.
- The application significantly under-represents the damage to the environment of the conservation area itself
- The additional parking and traffic along the streets around the site resulting from this application will damage key views in the two Conservation Areas and harm the spacious character of the surrounding streets.
- Application does not describe how it plans to make the facility available for general use

Following re-consultation the Bowdon Conservation Group have stated they welcome the additional trees and other planting as well as the provision of 10 cycle parking spaces but would encourage more.

Representation from neighbour notification:

Neighbours: 31 objections were received in relation to the plans originally submitted. Grounds of objection summarised as follows:

Design and impact upon conservation area

- The scale of the development is:
 - out of keeping with other buildings on site and surrounding houses
 - Double the footprint of the existing Sixth Form Centre
 - View would be of a 9.8m high and 25m wide blank wall
 - Building would be sited within metres of the boundaries of The Firs and Green Courts
- The mass of the building is excessive, over-bearing, out of scale and character in comparison to the neighbouring properties
- Appearance –
 - poorly design agricultural building or industrial/ commercial warehouse
 - grossly unattractive 9.75m high blank wall
 - timber may discolour in time, becoming stained and green – would over short time deteriorate and become dirty and ugly
- The proposal:
 - is not in keeping with the buildings within The Devisdale and Bowdon CA
 - will look incongruous in the heart of the conservation area
 - will not sit right in the beautiful conservation area
 - makes a mockery out of any constraints for acceptable buildings in the Devisdale and Bowdon Conservation Area
- No visuals provided of SW and SE elevations, relevant to surrounding properties
- Only four trees proposed along the boundary land abutting The Firs – proposal not mitigated as previously advised by school

Neighbour amenity

- Only 22.9m from Corrib Stables, and only 31.9m from the Western facing windows
- No effort to screen the south perspectives of the building – proximity to Corrib Stable
- Block light to Woodridings
- Loss of light to gardens on The Firs
- Loss of privacy
- Planned community use/ Use of sports hall by public will cause a disturbance by noise, congestion and litter
- Not clear if floodlighting is proposed – would have a detrimental impact to amenity of neighbours
- Noise generated by any roof mounted plants – would impact upon current enjoyment of neighbours
- Noise and disturbance from contractors

Traffic and Parking

- Increase in traffic due to planned increase in the AGSG intake
- Increase parking and congestion issues at weekends or school events
- Intensification of site
- No provision of extra car parking
- Compound existing parking issues on neighbouring roads – detrimental impact on the surrounding neighbourhood, particularly The Firs and St Margaret's Road, Devisdale Court, Green Courts and Green Walk
 - Parked vehicles on private roads – Devisdale Court and Green Courts
 - Difficulty accessing Green Courts and Green Walk
 - The road between Green Courts and the school is used as a car park by staff and students at the school.
 - At weekends, Green Walk, Green Courts the access road to the school and the grassed areas are used for car parking
 - Parking should be the responsibility of the school management and that they should make the necessary provision for all the coaches to park safely in allotted areas, where they are not a hindrance to anyone
 - Narrow roads around Green Courts should be prohibited
 - Currently road users park over driveways, ignore double yellow lines, zigzag markings and this is from 7am till 6pm most days
 - Reduced width of access road due to parking
 - Traffic congestion along Green Walk originating from the tennis club
- Concern with maintenance and repair of Green Courts (private road)
- Health and safety
 - Hazardous for pedestrians and other road users
 - Service vehicles unable to get access due to parked cars
- Traffic surveys are limited/ not comprehensive
 - Too little consideration has been given to increased traffic flow and parking
 - No analysis of additional traffic caused by dropping students to 4 extra classrooms
 - Does not cover the weekends – when the problem manifests
 - The weekend survey include areas, which are too narrow for parked vehicles
 - Weekend survey did not involve tournament but a single league match
- Methods of transport – walk, cycle or public transport – is not credible options as the school catchment area is much greater

Ecology, Trees, Landscape

- Change the existing landscape of the area
- Concern for the retention of the Beech tree at bottom of No 23 The Firs as the Design Team make reference to the slip hazards of leaves
- Proposal would harm wildlife in the Devisdale
- Bat survey is factually wrong – bats do exist in the area and the flight path is directly at the proposed building alongside the access road

Other:

- Would only enable a small amount of around 114 new intakes of pupils a year, seems an excessive undertaking for such a return
- Lack of neighbour notification to residents on Green Courts
- Letter drop off to residents not extensive – (not including Devisdale Court)

Comments for improvements:

- Suggested boundary treatment and landscaping improvements (green grass corner of tennis courts) to the pedestrian access adjacent to the Woodridings under the provision of CIL
- There are good transport links to the school and both parents and children need to be encouraged to use these
- Include impact assessment on the local parking and then some potential solution – such as yellow lines
- Should provide additional parking on own land

Suggested conditions by public

- Any transport from elsewhere should be safely directed away from the roads by school officials to the school parking areas
- The new sports centre should be restricted to use by pupils within normal school hours
- Should implement double yellow lines

Two parking surveys were carried out by a local resident. The surveys were carried out on the 25th January 2020 and 9th February 2020 and included pictures and the following counts. The area references indicated below refer to the same areas identified within the independent survey carried out by Croft Transport Planning & Design.

It is noted that a few of the objections included support to the school expansion, however they also noted that it should be conducted in a responsible manner for all concerned with restrictions and monitoring of area. It is noted by a member of the public that the access road appears to accommodate daytime parking for students. Plus creation of additional car parking would be useful.

OBSERVATIONS

BACKGROUND

1. Prior to submitting this application, it is noted that the applicant has worked with a number of stakeholders (including the Local Planning Authority, Local Highway Authority, Sport England, Bowdon Conservation Group, Altrincham and Bowdon Civic Society and Friends of Denzell Gardens & the Devisdale) as well as distributing letters to local residents. A formal pre-application enquiry, however, was not undertaken.

The decision-taking framework

2. S.38(6) of the Planning and Compensation Act 1991 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
3. 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.
4. Paragraph 11 d) of the NPPF indicates that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
5. Policies in relation to the historic environment and open space are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they control the principle of development.
6. Policy R1 of the Core Strategy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' to the significance of heritage assets in the NPPF as such is considered out of date.
7. 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.
8. Policy R5 is generally consistent with the NPPF policy in respect of the protection of open space and the creation of opportunities for sport and physical activity. This policy is therefore considered up to date and thus full weight should be afforded to it.

PRINCIPLE OF USE

9. In relation to school places and the needs of existing and new communities, paragraph 94 of the NPPF states: *It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*
- a) *give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
 - b) *work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.*
10. The school is under pressure to increase the number of pupil intake. In order to achieve the increased number of pupils, a number of options have been considered as to how best accommodate this further growth.
11. Furthermore, it is understood that AGSG is only one of two schools within the borough without a sports hall (the other being Loreto Grammar School). The school advises that it is difficult to deliver a full curriculum, with a particular shortfall in sports; and pupils are taught in deteriorating (unauthorised) temporary classrooms. An assessment was carried out against the recommendations of BB103 (Building Bulletin 103: Area Guidelines for Mainstream Schools, DfE, June 2014). This assessment is discussed within section 2.0 of the Design and Access Statement. In summary, the findings illustrate a shortfall of 4no. large teaching spaces; 4no. standard classrooms & a 4-court sports hall.
12. Following an in depth analysis it is considered the *“key to unlock the proposed growth in the most efficient way is to build a new multipurpose sports hall alongside four new classrooms”*. [P4P Planning Statement, para.1.6] The proposed sports hall would be a replacement for an existing gymnasium (on the main site), which is no longer fit for purpose. The proposal will then allow for this space to be converted to provide four additional classrooms. The additional eight (four in the proposed development) classrooms would allow the necessary teaching space to deliver the curriculum for a seven-form entry school.
13. It is considered the proposed additional classrooms and sports hall would help provide a choice of school places to meet the needs of existing and new communities and therefore would be in line with paragraph 94 of the NPPF.

IMPACT ON DESIGNATED HERITAGE ASSET

14. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, “special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area” in the determination of planning applications.
15. A number of paragraphs with the NPPF under section 16 are relevant to this application, the most relevant are outlined below.
16. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. (Para 193)
17. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. (Para 196)
18. With regard to the Historic Environment, Policy R1 states that: *All new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.* As aforementioned, Policy R1 is considered out of date and thus limited weight would be afforded to this policy.

The Significance of the Designated Heritage Assets

19. The application site is located within Character Zone B – The Devisdale – whilst the other school sites are located within Character Zone A – Northern Residential – of the Devisdale Conservation Area. It is also identified as open space within the SPD 5.10. The Devisdale is defined within this document as a much valued open space, *The Devisdale was gifted by the Earl of Stamford to the people of Altrincham in the 1930s. Since then it has been sadly reduced in size but it is now a heavily used venue for dog walking, pedestrians and joggers, and accommodates sports pitches as well as community events, such as Diamond Jubilee celebrations. The Devisdale is also on a popular pedestrian route to Dunham Massey.*
20. Character Zone B comprises of *The Devisdale and the properties and Tennis Club to the north of Green Walk, with the exception of the properties to the east of the Tennis Club. **The character of this zone is one of community amenity***

and open green space, with sweeping views surrounded by trees. There is a strong historic and social significance to the area, (emphasis added) as the land of The Devisdale has been used by the local community since the 19th century for events such as the Altrincham Agricultural Show. The properties to the south of what is left of The Devisdale are included as they too reflect the open green nature. There are key views in SPD 5.10 identified across the Devisdale with vistas identified from Green Courts and Groby Road.

21. The Conservation Area Appraisal (SPD 5.10) identifies the incremental change which has occurred at the southern end of The Devisdale and in particular with the development of this area with sports pitches, fencing, hard landscaping and the erection of the AGSG 6th form centre. It states: “*This large building dates from the late 20th century; **its scale, massing and institutional character jar with the residential character of other buildings, including their higher level of architectural detail.*** (emphasis added) *The AGSG 6th form centre differs from other buildings in its larger scale, flatter rooflines and massing but the modern architectural style with horizontal bands of windows and absence of architectural detailing is similar to other late 20th century houses in the character zone*”. The application site comprises of an area of soft landscaping alongside the existing 6th form centre and sports pitches. These existing facilities are partially screened from the open, rural landscape of the Devisdale by a belt of trees to the north and west, however it is acknowledged that SPD 5.10 does identify the harm which has already been caused by these developments.
22. The site also lies within the setting of the Bowdon Conservation Area and a number of positive contributors identified along the western side of the Firs.
23. Several listed buildings are sited along the southern side of Green Walk and also within the historic core of Bowdon, however due to the intervening distance it is considered that the application site does not lie within the setting of these designated heritage assets, confirmed by the Heritage Development Officer.

The Proposal and Impact upon the Designated Heritage Assets

Scale, Form & Siting

24. The proposed building would be sited to the south-east of the sixth form centre and north of Bowdon Lawn Tennis Club. The proposal would involve some excavation works at the proposed location so the internal floor level of the sports hall would be almost level with the existing all-weather sports pitch. It is noted that SPD5.10 identifies the incremental change which has occurred at the southern end of The Devisdale and in particular with the development of this area with sports pitches, fencing, hard landscaping and the erection of the AGGS 6th form centre. It states ‘*This large building dates from the late 20th century; its scale, massing and institutional character jar with the residential character of other buildings, including their higher level of architectural detail. The AGGS 6th*

form centre differs from other buildings in its larger scale, flatter rooflines and massing but the modern architectural style with horizontal bands of windows and absence of architectural detailing is similar to other late 20th century houses in the character zone'. Paragraph 2.10.7 of the accompanying SPD 5.10a indicates Character Zone B has limited opportunities for new development due to the high historic significance and communal value of The Devisdale, and the protection placed upon this as a valuable open space. The proposed sport hall would be constructed on an existing area of open space and it is acknowledged there is limited built form within the application site.

25. The applicant has sought to minimise the scale and form of the development. In determining the height of the sports hall, it is of note that the applicant had due regard for the immediate context by opting for the minimum acceptable 'clear indoor height' of 7.6m for Club level activities.
26. It is considered the two storey wrap-around element at a lower height provides a visual step and helps reduce the visual impact of the development by breaking up the massing. Furthermore, the Heritage Development Officer (HDO) having reviewed the proposals acknowledges that the proposed flat roof, albeit out of keeping with the surrounding historic character, reduces the height of the development. Whilst the application site is currently an area of open space, the contribution this makes to the significance of the Devisdale is somewhat limited. The proposal is sited within the previously developed southern end of the Devisdale and is visually separated from the open rural landscape of the Devisdale by an existing belt of trees to the north and west,

Design & Materials

27. In addition to the design of the interlinked and stepped form, consideration has been had to the elevational treatment. In its simplest description, the proposed building would comprise of a 'light weight' timber box sat atop a brick plinth.
28. The sports hall would comprise of vertical timber cladding, which would include a combination of projecting fins and random deeper battens of different lengths. The two storey element, which includes the main entrance and classrooms, would be clad in horizontal cladding with a number of articulated elements. In addition the amended scheme now includes two visual vertical breaks within the north-east elevation, recessed brick detail and an element of green wall.
29. It is noted that a number of material options are shown to have been considered within the Design and Access Statement (Bowker Sadler Architecture, Section 8.02 Material analysis, page 20), however it was concluded that:

“The combination of a robust brick plinth with timber cladding at the upper level was considered a more sensitive response to the natural context & would better preserve the character of the Conservation Area.”

30. It is considered that the proposed development overall has introduced visual interest and used natural materials to soften the appearance, add texture and help break up the mass of the building. The HDO advises that there is some architectural interest to the elevations, articulated with bricks and window detailing.
31. The proposed materials (i.e. brick and timber cladding) are considered the most appropriate and in principle acceptable, however a condition would be attached to any permission which required materials to be agreed to ensure an acceptable palette of materials. The HDO highlights that it is imperative that a high quality of palette of materials is utilised. It is noted that the proposed drawings and Design and Access Statement illustrate a grey brick, which is not necessarily considered to be the right choice of brick in this sensitive location.

Landscaping/ Views

32. Guidance contained within Historic England's publication titled: 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)', states:
- Where attributes of a development affecting setting may cause some harm to significance and cannot be adjusted, screening may have a part to play in reducing harm. As screening can only mitigate negative impacts, rather than removing impacts or providing enhancement, it ought never to be regarded as a substitute for well-designed developments within the setting of heritage assets...(Paragraph 40)*
33. The Landscape Assessment (Saville Landscape Design) illustrates on Figure 11 the amount of tree coverage to the north-west and north-east borders of the Devisdale Site. It was witnessed on the site visit that views of the site from the north, east and west are limited with no or partial views into the site, due to the existing vegetation. In addition, the land within The Devisdale is undulated and mostly falls away from the site, which further limits views of the application site.
34. The development proposes a high level of planting in order to provide natural screening to the proposed building. Additional planting has been incorporated into the design following a suggestion by the Heritage Development Officer. This is in line with Historic England's guidance.

Setting of Bowdon Conservation Area

35. Bowdon Conservation Area is situated to the east and includes the residential properties on The Firs. The residential properties located on The Firs comprise mostly of large three-storey (plus cellars and attics), semi-detached dwellings, set in large gardens with mature hedges and trees along the boundaries. Moreover a dense band of trees are sited along the southeast border of the

application site, which provides a dense screen. There are some views between the application site and The Firs..

36. Although views are limited, it is nevertheless considered that the proposed development would impact on the setting of Bowdon Conservation Area, given the location, footprint, scale, appearance and materiality of the proposed sports hall which is at odds with the fine, historic, urban grain of The Firs and may affect the ability to appreciate the significance of Bowdon CA.

Consideration of Harm

37. The HDO considers that the proposed development would result in moderate harm to The Devisdale Conservation Area and moderate harm to the setting of the Bowdon Conservation Area. This equates to 'less than substantial harm' in both cases and falls under para 196 of the NPPF.
38. Although a building of this size would undoubtedly have an impact upon the context: The Devisdale Conservation Area and the setting of the Bowdon Conservation Area; it is considered that the proposed design, including its height, form, and use of material has aided to soften its overall impact upon the designated heritage assets.
39. The proposed development is considered to include a number of sensitive elements that help reduce its visual impact, such as landscaping, the stepped and interlinked form, use of materials and visual interest/ articulation on the elevations, as described above. Moreover, it is considered that the proposed siting of the development would not be better placed elsewhere within the school premises (which comprises of four sites – all located within The Devisdale Conservation Area), as it would likely cause greater harm if located in a different location. However due to the proposed location within The Devisdale Conservation Area, the siting and scale of built form proposed , it is considered the proposed development would result in 'less than substantial' harm. In line with paragraph 196 of the NPPF, this harm should be weighed against the public benefits of the proposal.

Public benefits

40. As outlined within the National Planning Policy Guidance, public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit.
41. As noted within paragraph 94, great weight should be given to the need to create, expand or alter schools through decisions on applications. The proposed

development would aid the provision of a seventh form of entry, address both the current educational and accommodation shortfall, provide opportunity for a broader sporting curriculum to be taught and amalgamate the sports provision onto one site. It would negate the need to travel off site, which would reduce pollution/ carbon omissions and travel time. Furthermore, the proposed sports hall would provide indoor sports facilities for the wider public when not in use by the school.

42. The proposed development would cause 'less than substantial' harm to both The Devisdale Conservation Area and the setting of the Bowdon Conservation Area. It is considered that the public benefits provided by this development (as set out above) are considered to be clear and convincingly outweigh the 'less than substantial' harm identified. As such the proposed development would be in line with paragraph 196 of the NPPF.

43. In arriving at this decision, considerable importance and weight has been given to the desirability of preserving the character and appearance of The Devisdale Conservation Area and the setting of the Bowdon Conservation Area.

Archaeology

44. The application site once formed part of the wider Devisdale area of public parkland. The adjacent lawn tennis club as well as former cricket ground was established by 1936. A water reservoir and tower were located on site of the school's existing tennis and netball courts.

45. The GM Archaeological Advisory Service (GMAAS) have been consulted on the proposals. GMAAS are satisfied that the proposed development does not threaten the known or suspected archaeological heritage. As such there is no reason to seek to impose any archaeological requirements upon the applicant.

OPEN SPACE, SPORT AND RECREATION:

46. Paragraph 97 of the NPPF states: Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

47. In relation to Open Space, Sport and Recreation Policy R5 explains that the *Council will secure the provision and maintenance of a range of sizes of good quality, accessible, play, sport, leisure, informal recreation and open space*

facilities, as well as address key areas of deficiency in quality and quantity of open space and indoor/ outdoor leisure provision

48. Policy R5.4 states: *Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities, or does not preserve the quality of such facilities will not be permitted.*

49. The Town and Country Planning (Development Management Procedure) (England) 2015 Order defines a playing field as ‘the whole of a site which encompasses at least one playing pitch’. Sport England considers proposals affecting playing fields in light of the National Planning Policy Framework (NPPF) (in particular Para. 97) and against its own playing fields policy, which states:

- a. *‘Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:*
- all or any part of a playing field, or*
 - land which has been used as a playing field and remains undeveloped, or*
 - land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.’*

50. One of the exceptions (E4) states: *“The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:*

- of equivalent or better quality, and*
- of equivalent or greater quantity, and*
- in a suitable location, and*
- subject to equivalent or better accessibility and management arrangements.”*

51. Whilst another exception (E5) includes: *“The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.”*

52. The proposed development comprises the reconfiguration of existing tennis courts and the athletics field sports area (i.e. long jump and shotput/javelin areas), resulting in the loss of one court to allow for the provision of an indoor sport facility in the form of the proposed sports hall. Whilst the loss of one outdoor tennis/ netball court would be replaced with an indoor court, the athletics field sports area would be slightly smaller than existing and therefore is classed as a “loss”. As such, Sport England (SE) advised the proposed development must meet SE Policy Exception E5 (non-pitch sports facility) rather than E4 (replacement).

53. SE, having reviewed the proposals, considers the additional sports facilities will provide an opportunity to increase participation of sports as well as replicate/relocate the existing tennis court and athletics facilities. In order to ensure the full sporting benefits of the proposal are realised, SE have requested that a Community Use Agreement is secured.
54. The proposed development would be retained for the purposes of sports and leisure, albeit indoors. It is of note that the existing facilities, although used by the public (i.e. local sports clubs) are not publicly accessible open space (i.e. parks). Furthermore, it would provide the school with a sports hall that would help deliver a full curriculum, which is currently struggling to do in relation to sports.
55. To conclude, it is considered the proposed development would meet Sport England's Policy Exception E5, Policy R5 of the Core Strategy and paragraph 97(c) of the NPPF subject to securing a Community Use Agreement.

DESIGN AND APPEARANCE

56. The NPPF states within paragraphs 124 and 130 that: Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.
57. 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".
58. 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.
59. The proposed development involves the erection of a multi-purpose sports hall, associated changing facilities, store and plant room and four additional classrooms over two floors, reconfiguration of the an existing tennis court and associated landscaping.

60. The proposed building would comprise of a brick plinth with a timber cladding above. The timber cladding would be treated and allowed to weather. Over a process of approximately 6-8 weeks the timber cladding would fade to light grey, which would result in a light and soft appearance. It is proposed that brickwork would be utilised at ground floor level of the building.
61. The sports hall would comprise of vertical timber cladding, which would include a combination of projecting fins and random deeper battens of different lengths. This variation would create light and shadow relief, which is considered to help break up the mass of building. The Design & Access Statement explains that the purpose of the irregular spacing and/or size of vertical fins/battens is to echo the tree trunks & branches (through which the Sports Hall will be viewed). In addition the amended north-east elevation introduces a tall section of recessed horizontal cladding, which aligns with the footpath, to offer a visual break in the vertical timber cladding. A second visual break, which comprises of a full height section of brickwork, has been added to the two storey element (classrooms) adjacent to the sports hall. The amendments are considered to further enhance the articulation and design of the elevations.
62. The two storey element would comprise of horizontal cladding, which adds further contrast. The north-west elevation, which includes the main entrance, contains a number of design features, including a green wall, glazed curtain wall, coloured window reveals, projecting box window, first floor overhang and recessed brick details. The south west elevation would also include a projecting box window as well as a timber louvered section at first floor, which would add an additional articulated element.
63. The proposed development, as described above, would comprise of a number of interesting design features that would help visually break up an unavoidably large building. The proposed development, by reason of its scale, form, design and use of materials is considered acceptable within the application site in accordance with Policy L7 of the Core Strategy and the NPPF.

AMENITY

64. In relation to matters of amenity protection, Policy L7 states development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
65. The application site is situated to the west of The Firs, north of Bowdon Lawn Tennis Club, east of Altrincham Grammar Sixth Form Centre and south of the All Weather Sports Pitch and tennis/ netball courts.

66. The proposed development would be located approximately 23m from the boundary of Corrib Stable. The building would also be approximately 35m from the two storey western elevation of Corrib Stable. The proposed development includes the planting of 11 no. trees along the south-west boundary, plus 6 no. trees along the south-east boundary.
67. It is acknowledged that the proposed development would alter the outlook of the occupiers at Corrib Stable, however it is considered that the impact of the proposed development would not result in an undue loss of light, overshadowing or overbearing impact, given its proposed siting, distance from property and proposed intermediate planting.
68. It is proposed that the scrub vegetation along the eastern boundary would be removed, however trees and understory vegetation would be retained for screening and wildlife purposes. The proposed sports hall would be located approximately 40m from the shared boundary of properties located on The Firs. The outdoor courts as existing would not be sited any closer to these properties. The proposed building is considered to be located a sufficient distance as to not adversely affect the occupiers of the residential properties located on The Firs. Furthermore the additional planting is considered to enhance the existing screening.
69. The proposed development would be located approximately 8m – 10.5m from the southern boundary shared with Bowdon Lawn Tennis Club. The proposed building is considered to be a sufficient distance as to not result in an undue overshadowing or loss of light to the tennis courts.
70. The proposed building would also be located approximately 51m from No. 20 Green Courts. It is therefore considered that the proposed development, given its scale, siting and distance from properties, would not prejudice the occupiers at this address. It is acknowledged that the proposed development may have the potential for a slight intensification of the site. However it is considered that given its location within an area of existing outdoor sports use, it is considered the impact would not be significant in terms of noise, or any other disturbance associated with the comings and goings of persons. The impact upon the highway, including parking is discussed further within 'Highways' section.
71. Furthermore, the development does not propose the installation of floodlighting to the re-configured outdoor courts. It is recommended that conditions in relation to lighting and fixed plant and machinery are imposed if the development is approved.
72. For reasons outlined above, it is considered the proposed development would not prejudice the amenity of neighbouring properties, given its scale, location, existing and proposed screening, and distance from surrounding properties and is in accordance with Policy L7 of the Core Strategy.

HIGHWAYS

73. Policy L4 of the Trafford Core Strategy states that “when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”.
74. In relation to highways, 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” and it is not considered that severe impacts could be demonstrated in view of the circumstances of this site set out above.
75. It is understood that currently, 1,354 pupils attend the school (131 pupils above the capacity of 1223), and 117 full time staff are employed by the school, five of which are based at the sixth form centre at the Devisdale site. As a result of the proposed development, it is anticipated that the number of employees would rise to 119, and the overall number of pupils is proposed to increase to 1,440 with a seven form entry.
76. The proposed sports hall would be available for public use on Saturdays and Sunday. Currently the existing gymnasium and sports courts and pitches are available for public and local sports club use, including after school activities and at weekends. For the school, a breakfast club operates from 07.45 hrs, and eight principal sporting events take place each year (four on a weekend). A number of adult education classes also take place in the evening.
77. The applicant recognises that the proposed development may lead to an increase of congestion at pick up and drop off times and therefore provided a Travel Plan as part of the submission. Parking Surveys have also been carried out during the week and at weekends.
78. Following comments from the LHA, the applicant submitted additional information, such as a Parking Events Note, including an additional weekend parking survey, and updated School Travel Plan.

Car and Cycle Parking

79. The proposed development does not propose to increase the number of car parking spaces but would include 10 no. cycle parking spaces near to the existing vehicular access.

80. Across the three sites, AGSG has 98 no. car parking spaces available. It has been confirmed that parking would be available for use by members of the public and local clubs outside school hours. The second parking survey revealed that on-street parking associated with the existing sports facilities does take place at the weekend. However the survey also demonstrated that parking levels were lower than during the week and on-street parking spaces were still available at all times during the survey period.
81. It is noted that comments from the public dispute the surveys submitted by the applicant. Representation received state that the survey carried out on the 7th December 2019 was a single minor league match and not a “tournament” as described within Crofts Parking and Events Note Addendum v1. In addition, evidence has been provided that show high levels of parking, including parking on both sides of the road resulting in narrow carriageway widths and parking on verge areas, which affect visibility splays to oncoming traffic.
82. In response to the first point, a Parking and Events Note Addendum V3 was submitted by the applicant. This explained that the pitches were hired by Bowdon Hockey Club who had organised 2 no. matches to run side by side between the hours of 14:00-15:30. It advised that a total of 44 players, plus substitutes and officials, with around 10/12 spectators attended. This is deemed to be typical for a weekend event. It was also noted that large scale tournaments are a rare feature at the school.
83. It is acknowledged that at certain times there are high levels of parking in the surrounding roads, including Green Court and Green Walk. The reasons for the existing on-street parking are unknown and therefore cannot all be linked to the AGSG or the hockey club that use the All Weather Sport Pitch. It is noted the proposed development would not affect the use of the existing All Weather Sport Pitches used by the hockey club.
84. In response to understanding the amount of use outside school hours, the applicant has confirmed that it is difficult to produce such numbers because they have not yet had any clubs or groups interested. The applicant, however, note that given the number of courts and the size of the sports hall that is likely that any groups would be limited in numbers and as such parking demand will be low after school hours and in the evening.
85. It is therefore considered that proposed sports hall would not have a significant impact on existing evening or weekend parking levels. Indeed the proposals include 10 no. cycle parking spaces on site, which are not currently available. Furthermore, a car parking management plan, which would detail how the members of the public outside of school hours would be expected to use the existing car parks across the three sites and walk the short walk to the sports hall.

86. In addition, a School Travel Plan has been submitted to the LPA in support of the application. The Travel Plan proposes to appoint a Travel Plan Co-ordinator and a School Travel Action team, which would comprise of a range of members, including pupils, parents, school governors, community police officers, local residents and a representative from the Local Authority. It is noted that the LHA would request that representatives for any existing and future clubs or groups who regularly use the sports facilities are also included within the Team. The team would be responsible for implementing, promoting, and monitoring the Travel Plan to reduce the number of vehicle trips.
87. Furthermore the School Travel Plan proposes to instigate a formalised monitoring process for the Travel Plan that includes (but is not limited to) a five-year Action Plan, bi-annual 'snapshot' travel surveys and detailed travel surveys to be completed in years 1, 3, and 5. The LHA would request that the proposed detailed travel surveys are completed every 12-months. The Travel Plan is required to be implemented for a period of not less than 10-years.
88. Whilst the Action Plan and a list of potential quantifiable targets contained within the Travel Plan is considered acceptable from a LHA perspective it does not include quantifiable targets to reduce car travel and therefore an updated Travel Plan is required prior to occupation/ first use of the sport hall.
89. The applicant has agreed to the provision of 10 no. cycle parking spaces as part of the proposed development. The cycle spaces would be located near the Green Court Road access and adjacent to the proposed internal pedestrian walkways. The proposed cycle parking arrangements are considered acceptable. An appropriately worded condition requiring the installation of cycle parking/storage prior to occupation of the sports hall and subsequent retention thereafter is required to ensure sustainable travel options.

Conclusion on highways

90. The Local Highway Authority reviewed the proposal and supporting information, such as Parking Events Note and subsequent addendums, weekend parking survey and updated School Travel Plan. Following receipt of the additional information, it is considered that the proposed development is acceptable with regard to highways, subject to appropriately worded conditions requiring a School Travel Plan; Cycle Parking and Storage; and Construction Method Statement. The proposed development is therefore considered acceptable with respect to highways and in accordance with L4 of the Core Strategy and the NPPF.

ECOLOGY

91. The applicant has submitted an Extended Phase 1 Habitat Survey (August 2019). The Greater Manchester Ecology Unit (GMEU), having reviewed the document and proposals, have confirmed that it was completed by a suitably qualified ecologist and that the findings of the report are accepted. The report stated the site has limited potential to support protected species, and is unlikely to have any negative impacts on such species.
92. The GMEU therefore recommend an informative is attached to any permission to make the applicant aware of the laws which are in place in relation to protected species and invasive species, and if at any time the applicant suspect protected species (including nesting birds) to be present on the site they should stop work and contact the LPA for advice.
93. In relation to biodiversity enhancements, the applicant has confirmed that three woodcrete bat boxes would be placed on the retained mature trees within the site. Woodcrete boxes have been chosen as they last a long time. In relation to bird boxes, the applicant proposes to erect six bird boxes on mature trees or on buildings, with varying size entrance holes to attract different species of birds. In addition GMEU note that some native trees have been included within the landscape scheme.
94. It is considered that an appropriately worded condition (requiring a biodiversity enhancement scheme) would ensure the satisfactory installation of bat and bird boxes, in addition to the implementation of the landscaping scheme, which includes native trees. The proposed development is therefore in accordance with paragraphs 170 and 175 of the NPPF, which requires net gains for biodiversity. As such the proposed development is considered acceptable with regard to ecology, subject to condition.

LANDSCAPING & TREES

95. The proposed development would result in the loss of the following trees: T1 (Chestnut), T2 (Maple), T4 (Holly), G1 (Hawthorne and Sycamore). The Detailed Planting Proposals drawing (by Saville Landscape Design, drawing no. 228-02-h) proposes the planting of a total of 23 (semi-mature/ half standard) replacement trees. This includes a variance of species, including evergreen and deciduous trees. The majority of trees would be located along the south-west boundary adjacent to Bowdon Lawn Tennis Club and Corrib Stables. In addition to trees, soft landscaping also includes a small area of green wall to the entrance of the proposed building and ornamental shrub planting. The proposed replacement trees and landscaping are therefore supported by the Arborist and GMEU.
96. The Arborist is satisfied that the updated Arboricultural Method Statement, which includes the Tree Protection Plan (TRE/AGSFG/Rev A) is acceptable. Subject

to development in line with the submitted AMS, it is considered the proposed development would not result in unacceptable harm to the natural environment with reference to Core Strategy policy R2 and the NPPF.

CONTAMINATED LAND

97. The Pollution and Licensing team have been consulted on this application. The historical maps indicate the former presence of a water tower and reservoir. For this reason the Pollution & Licensing team have recommended that further investigative works and risk assessments in relation to contamination on site are carried out prior to the construction works commencing on site, and if necessary a verification report. It is therefore considered that the proposed development, subject to a suitably worded condition, would be acceptable with regard to contaminated land.

FLOOD RISK AND DRAINAGE

98. 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).
99. The application site is located within Flood Zone 1 and is thus categorised as having the lowest probability of river or sea flooding. A Drainage Strategy Report, which includes an Outline Drainage Strategy, plus an Outline Drainage Strategy – Option 2 (produced by Scott Hughes) has been submitted to support the proposed development at AGSG.
100. The Lead Local Flood Authority have reviewed the proposals and are satisfied that the proposals are acceptable subject to the measures as detailed within the aforementioned Drainage Strategy Report and the Outline Drainage Strategy are implemented in order of preference (option 1, then 2) in line with the drainage hierarchy.
101. It is noted that United Utilities requested conditions in relation to submitting a surface water drainage scheme and ensuring foul water and surface water are drained on separate systems. A suitably worded condition in line with the above is considered sufficient with regard to surface water drainage. However a condition with regard to foul water and surface water is recommended with any permission.

102. As such, it is considered subject to an appropriately worded condition, the proposed development is acceptable with regard to flood risk and drainage, and would be in accordance with Policy L5 and relevant paragraphs of the NPPF.

SECURITY

103. The application was accompanied by a Crime Impact Statement produced by Greater Manchester Police (GMP): Design for Security (11th September 2019). The Executive Summary confirms that the proposed scheme has been found acceptable and that GMP would support the application.

104. A number of physical security requirements (in relation to windows, glazing, alarms, lighting and CCTV) are set out within the report and these must be incorporated within the scheme to achieve Secured by Design accreditation. The required standards are capable of being implemented and an appropriate condition is recommended to be attached.

OTHER MATTERS

105. With regard to parking restrictions, it is considered that the proposed sporthall would have minimal impact on on street parking within the local area. It is outside the scope of this development to control or mitigate an existing situation however some control around parking would be secured through the Travel Plan condition which will provide details of how the parking will be managed across the site for the school and the community uses.

106. In relation to neighbour notification, it is of note that the initial catchment area was enlarged during the application and subsequent letters were distributed.

107. The construction period of the works, including issues in relation to noise, dust and construction vehicles are covered by Control of Pollution Acts and are not a material planning consideration and thus are not relevant to the decision. In any case this would be controlled by way of a construction management plan which would be secured by way of condition.

DEVELOPER CONTRIBUTIONS

108. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'public or institutional facility' 'all other' development, 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).

109. No other development contributions are required.

PLANNING BALANCE AND CONCLUSION

110. Planning permission is sought for the erection of a multi-purpose sports hall (providing four internal badminton courts or one netball court, associated changing facilities, store and plant room plus four additional classrooms over two floors) with associated landscaping, following the reconfiguration of an existing tennis court and adjacent land to provide additional sporting facilities but also to allow for upto 8 additional classrooms within the wider school campus to increase pupil intake.
111. The loss of protected open space in this instance is supported, as the indoors sporting provision proposed is of such benefit that it outweighs any loss of outdoor facilities. The development is in accordance with policy, as the proposed development is considered to meet Sport England's Policy Exception E5, Policy R5 of the Core Strategy and paragraph 97(c) of the NPPF subject to a Community Use Agreement being secured.
112. Considerable importance and weight has been given to the desirability of preserving the character and appearance of The Devisdale Conservation Area and Bowdon Conservation Area. The proposed development is considered to cause 'less than substantial' harm to both The Devisdale Conservation Area and Bowdon Conservation Area. However, it is considered that the public benefits provided by this development (including the schools ability to: address both the current educational and accommodation shortfall, increase educational provision and offer, provide opportunity for a broader sporting curriculum to be taught, amalgamate the sports provision onto one site (which would reduce travel time of pupils and carbon omissions), assist in the provision of a seventh form of entry, and public access to new indoor facilities), along with the great weight to be given to the need to expand and alter schools as set out in Paragraph 94 of the NPPF, would clearly and convincingly outweigh the 'less than substantial' harm identified. As such the proposed development would comply with paragraph 196 of the NPPF.
113. Furthermore, the proposed development is considered acceptable with regard to highways, subject to appropriately worded conditions. Various surveys, reports and supporting information have been submitted to demonstrate that the development when considered against current situation would be acceptable. Other matters such as amenity, landscaping, ecology and contaminated land have been assessed and subject to various conditions are considered to be acceptable.
114. The proposed development would provide a much needed sports provision and additional classrooms for Altrincham Grammar School for Girls, in a location that is already in use for sports. 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. It is therefore concluded that the application should be approved subject to appropriate conditions and a section 106 agreement.

RECOMMENDATION:

MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT:-

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:

a. a Community Use Agreement

(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:

Reference	Title	Revision
1110	Proposed Site Location Plan	
1111	Proposed Site Location Plan	
1120	Proposed Site Layout Plan	C
1121	Proposed Site Block Plan	
1130	Proposed GA Plans - Ground Floor	A
1131	Proposed GA Floor Plan - First Floor	

1140	Proposed GA Plans – Roof	
1150	Proposed GA Elevations (N.E & N.W)	B
1151	Proposed GA Elevations (S.E & S.W)	A
1155	Proposed Contextual SW Elevation	A
1160	Proposed GA Sections	A
228-01	Landscape GA	L
228-02	Detailed Planting Proposals	H

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

3. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and full specification of materials to be used externally on the building (including brick, timber cladding, windows, and louvres) 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 and R1 for historic environment of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. No plant and mechanical equipment shall be installed externally to the building, unless and until details of all plant and mechanical equipment to be installed externally to the building including elevational drawings (at 1:20 scale) showing proposed screening shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter shall be retained and satisfactorily maintained thereafter.

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

5. No development works above ground level shall take place until detailed drawings to a scale of not less than 1:20 and samples and/or manufacturer's specifications of the design and construction details listed below have been submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

- i) all external window and door systems (including technical details, elevations, plans and cross sections showing cills and reveal depths/colour) at scale 1:10;
- ii) design and material of the main entrances including surrounds;
- iii) rainwater goods (including locations, fixings, material and colour) and;

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. (a) The landscaping works shall be carried out in accordance with the approved scheme (as detailed in condition 2) for timing / phasing of implementation or within the next planting season following use of the development hereby permitted, whichever is the sooner.
(b) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

7. 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.

8. 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' and development carried out in line with TRE/AGSFG/Rev A. 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.

9. Other than the demolition of buildings and structures down to ground level, and site clearance works, including tree felling no development shall take place until an investigation and risk assessment in relation to contamination on site (in addition to the Groundsure report provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place other than the excluded works listed above. The submitted report shall include:
 - (a) i) a survey of the extent, scale and nature of contamination
 - iv) 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;
- (b) iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.
- iv) a remediation strategy giving full details of the remediation measures required and how they are to be undertaken
- v) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall thereafter be carried out in full accordance with the approved remediation strategy 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.

10. Where unacceptable risks are identified (as part of condition 9), 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.

11. No development shall take place, including any works of demolition, unless and until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:
- a) The parking of vehicles of site operatives and visitors;
 - b) Loading and unloading of plant and materials;
 - c) Storage of plant and materials used in constructing the development;
 - d) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
 - e) Wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and also
 - f) Measures to control the emission of dust and dirt;
 - g) A scheme for recycling/disposing of waste resulting from demolition and construction works;
 - h) Days and hours of construction activity on site (in accordance with Trafford Councils recommended hours of operation for construction works), and
 - i) Contact details of site manager to be advertised at the site in case of issues arising.

The approved Statement shall be adhered to throughout the construction period.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Trafford Core Strategy Policies L4 and L7 and the National Planning Policy Framework.

12. No part of the development shall be brought into use until a scheme for the provision of 10 secure cycle parking spaces, designed in accordance with the specifications set out in SPD3 Parking Standards and Design, shall be submitted to and approved in writing by the Local Planning Authority. The approved spaces 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.

13. The car parking shown on approved layout drawing no 14-089-1120-C shall be made available for use prior to the development is brought into use and shall be retained as such thereafter for users of Altrincham Grammar School for Girls Sports Hall and no other purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Trafford Core Strategy Policies L4 and L7 and the National Planning Policy Framework.

14. The development hereby approved shall not be brought into use unless and until a full Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall include:
- a) Realistic and quantifiable targets to reduce car travel and increase use of non-car modes. The targets will be reviewed and monitored against the baseline which will be established within 3-months of planning permission being granted; and
 - b) Effective measures to promote sustainable transport options for staff, pupils, parents/guardians, relevant clubs and groups, and guests.
 - c) Details of how parking will be managed inside and outside of school hours
- The travel plan will be implemented for a period of not less than ten years from the first date of operation. Annual travel survey surveys shall be completed every 12-months from the date planning permission is granted.

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.

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

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

16. The development hereby approved shall only be carried out in accordance with the approved Drainage Strategy (September 2019 / Project number: 3536 / Scott Hughes). The drainage hierarchy must be adhered to and as such the following Outline Drainage Strategy drawings must be implemented in the following order:

1. Outline Drainage Strategy (Dwg No: 3535-SHD-00-22-SK-C-0100 Rev.P2)
2. Outline Drainage Strategy – Option 2 (Dwg No: 3535-SHD-00-22-SK-C-0101 Rev.P1)

Option 1 will need to be supported by BRE365 testing.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

17. 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.

18. 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

19. 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.

20. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 4 of the submitted Crime Impact Statement dated 11th September 2019, reference 2019/0642/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.

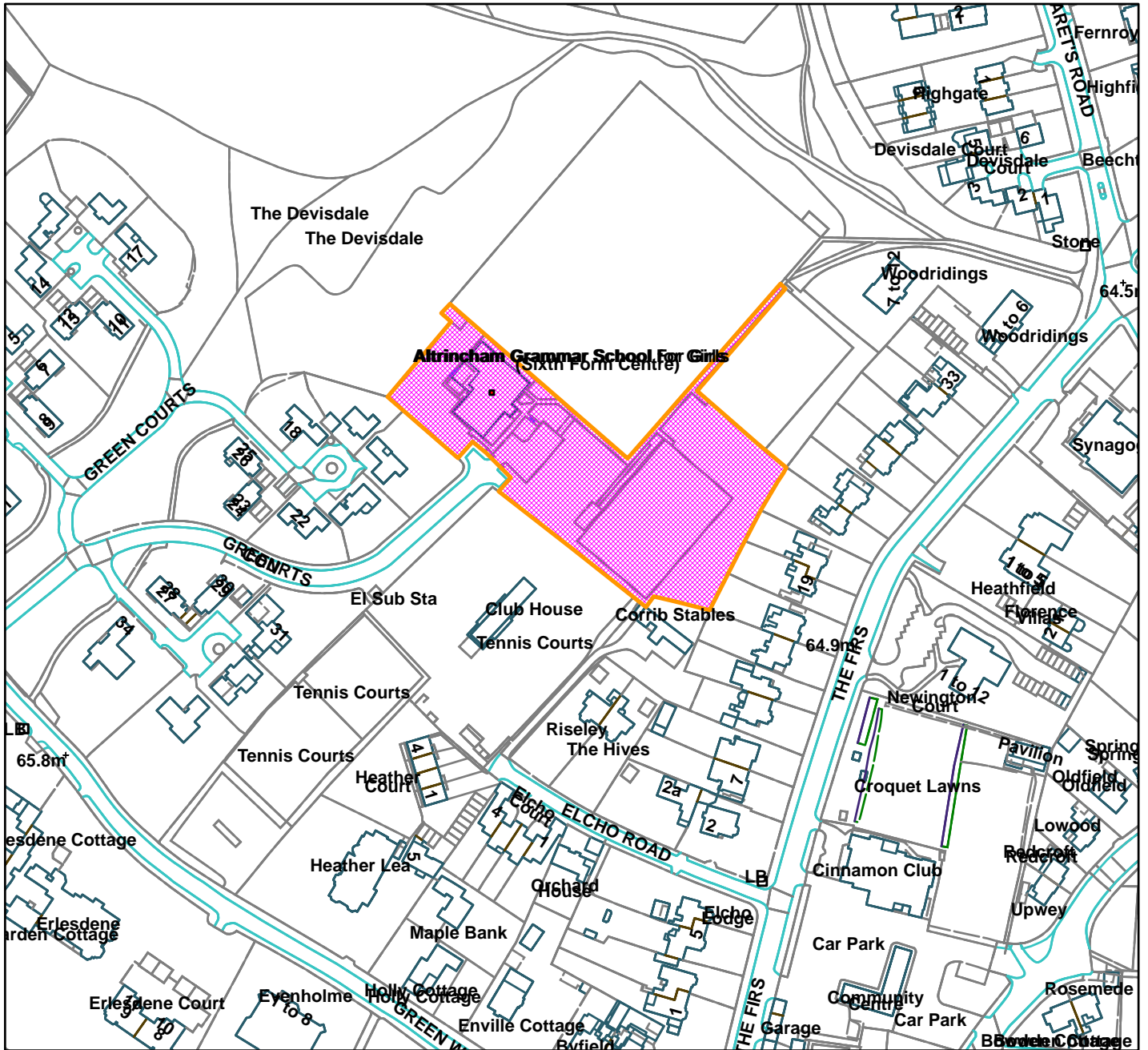
21. Prior to above any above ground construction works, a scheme for the provision of a minimum of 3 x bat boxes (or other bat brick) and 6x bird boxes, together with a timetable for their provision shall be submitted to and approved in writing by the Local Planning Authority. The bat boxes and bird 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.

LT



Altrincham Grammar School Sixth Form Centre, Green Courts, bowdon (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee date 13/02/20
Date	03/02/2020
MSA Number	100023172 (2012)

Outline application for the erection of up to 320 dwellings, erection of up to 668,000 sq ft (62,057 sq m) employment floorspace (Use Classes B1/B2/B8 including open storage), erection of up to 12,917 sq ft (1,200 sq m) retail/health floorspace (Use Classes A1/D1), demolition of existing buildings and structures, re contouring of the site to form development platforms, creation of public open space, rugby pitch relocation along with new flood-lit training pitch, erection of replacement rugby clubhouse, landscaping and ecological works, noise mitigation, electrical sub stations, pumping stations, car parking and vehicle, cycle and pedestrian circulation including details of 5 access(s) off Manchester Road to serve residential, employment, retail/health development and 2 emergency access points off the A1 private road. Approval sought for access with all other matters reserved.

Land Known As Carrington Village On Land Off Manchester Road, Carrington

APPLICANT: HIMOR (Carrington) Ltd

AGENT: Spawforths

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site comprises part of the former Shell petrochemicals site and adjacent land, extending south of Manchester Road (A6144) and including Carrington Business Park and vacant industrial land. The site extends to 48.4 hectares in total. A private road extending east-west through the former Shell site (known as the A1 road) dissects the site. The site forms part of the wider Carrington Strategic site, which includes the former Shell petrochemicals site and surrounding agricultural land and extends to approximately 670 hectares.

The northern part of the site between Manchester Road and the A1 road includes Carrington Business Park comprising a series of buildings in office and workshop uses, car parking and some open storage; Carrington Rugby Football Club comprising a pitch, training area and pavilion; a large field in agricultural use and adjacent woodland; BTS/Owens Haulage Ltd comprising a haulage yard and building; and the Basell fire station. The southern part of the site comprises large areas of vacant former industrial

land and predominantly hardstanding and roads, a number of buildings and there are some small areas of vegetation and trees. The site is generally level, with a gradual fall from the south east towards the River Mersey. Most of the site is enclosed by security fencing and/or established boundary landscaping.

The site adjoins vacant land to the east which has planning permission for 277 dwellings and a small group of existing dwellings on Manchester Road and School Lane. Further to the east there is housing on Ackers Lane, beyond which is land in the Green Belt comprising fields in equestrian or agricultural use and the land retains an open, rural character.

To the west of the site is Air Products Ltd who manufacture and distribute industrial gases from the site and which comprises the main plant building, two recently constructed 55m high distillation towers, storage tanks and ancillary buildings. Between the application site and Air Products is a belt of trees following the line of a redundant railway (the former Burford Railway line). To the south west of Air Products is a small group of buildings including the Grade II* listed Church of St George.

Land to the south of the application site is predominantly vacant, cleared industrial land formerly part of the Shell petrochemicals site, although above ground gas pipelines and gas storage tanks remain and the flare stack at the southern end of the site remains in use. Land to the south west is occupied by Basell and comprises a number of buildings, gas storage tanks and above ground gas lines used for plastics production. Further south is Carrington Moss with land in agricultural use and retaining an open, rural character. Much of this land is within the Green Belt.

Land to the north on the opposite side of Manchester Road includes a residential area centred around Stamford Road, St George's Road, Maypole Close and Kinders Close, an open area previously used for car boot sales, agricultural land, and an electricity substation. Carrington Power Station and the site of the approved Trafford Power Station is to the north west. The River Mersey flows east-west behind these sites and joins the Manchester Ship Canal which is to the west of the site.

PROPOSAL

Background

Planning permission was granted in August 2017 for a major mixed-use development on 49.87 ha of land within Carrington, known as 'Carrington Village', comprising up to 725 dwellings, 46,450 sq m employment floorspace, 929 sq m of retail/health floorspace, public open space, new and replacement rugby club facilities and associated works (ref. 88439/HYB/16). This permission includes a large part of the current application site and additional land to the east up to Ackers Lane, land along Isherwood Road and land to the west on both sides of Manchester Road. This permission remains extant.

Reserved matters have since been approved for three residential phases and two employment phases pursuant to the above permission that will deliver 277 dwellings and 20,335 sq m of employment floorspace of the approved total (ref. 94670/RES/18 and 94601/RES/18 respectively). Development has commenced on the employment phases and is well advanced, whilst Wainhomes are expected to commence on the residential phases shortly. These approved phases are unaffected by this further application.

A further outline planning permission was granted in May 2017 for up to 43,874 sq m of employment floorspace (Use Classes B1(b), B1(c), B2 and B8) on a 14.5 ha site off Common Lane, south west of the application site (ref. 88779/OUT/16). This permission also remains extant.

Proposed Development

This further application arises due to a need to safeguard land within the site for potential future road infrastructure. The potential alignment of a Carrington Relief Road through the site requires part of the previously approved development to be reconfigured, therefore this application seeks permission for an amended form of development on a large part of the previous Carrington Village application site. The application also includes employment development on land not part of the previous application (part of Carrington Business Park and land south of the A1 road). In addition, the extant outline permission for employment development on land off Common Lane is proposed to be rescinded as part of this revised application.

The application is for a comprehensive re-development of the site as part of a wider proposal to create a new/sustainable community in Carrington. The main elements of the proposal are as follows: -

- Erection of up to 320 dwellings
- Erection of up to 62,057 sq m employment floorspace (Use Classes B1, B2 and B8 including open storage)
- Erection of up to 1,200 sq m retail and health floorspace (Use Classes A1 and D1)
- Public open space including a Neighbourhood Equipped Area for Play; Multi Use Games Area and 'kick about' space; Local Equipped Area for Play; and 3 x Local Areas for Play
- Replacement rugby pitch, flood-lit training pitch, replacement clubhouse and car park

Other works included as part of the application include demolition of all existing buildings and structures, re-contouring of the site to form development platforms, landscaping and ecological works, noise mitigation measures (to include a 6m high acoustic barrier to the west of proposed dwellings on the west side of the site), electrical substations, pumping stations, car parking and vehicle, cycle and pedestrian circulation. A proposed site compound to the south is also included within the application site.

The application includes a 'Safeguarded Movement Corridor' extending through the application site between Manchester Road and the A1 road. This land would allow for a potential Carrington Relief Road on this alignment in the event that a scheme comes forward in the future, however the road itself is not part of this planning application.

The application is submitted in outline, with details of access submitted for approval and details relating to appearance, layout, scale and landscaping reserved for subsequent approval.

Access to all phases would be from Manchester Road with five no. access points proposed; three of which would serve the residential areas and Village Core, one would serve the employment areas and one to serve the rugby club. These include the utilising the existing access roads into Carrington Business Park and the BTS/Owens Haulage premises and the creation of three new accesses. The existing A1 road would provide emergency access to the employment areas.

The application would result in a net reduction of 128 dwellings and an increase of 18,183 sq m employment floorspace in comparison to the previous permissions, taking into account phases that are unaffected by this application (277 dwellings and 46,450 sq m employment floorspace) and that the Common Lane permission is to be rescinded (43,874 sq m employment floorspace). The proposals would also result in the loss of all existing employment floorspace at Carrington Business Park, part of which was to be retained in the previous scheme.

This application forms part of a wider strategy by HIMOR to regenerate Carrington and deliver the aspirations of the Core Strategy. It is anticipated that subsequent phases will seek to deliver further employment development on the brownfield land south and east of the application site (south of the A1 road), together with the potential for a new strategic road, providing significant improvement to the strategic highway network.

The proposed development is Schedule 2 development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, falling within the scope of Part 10 (b) of Schedule 2, 'Urban development projects'. The site is not located within a 'sensitive area' as defined at 2 (1) of the Regulations, however it would exceed the thresholds and criteria set out in Schedule 2, comprising more than 150 dwellings and an overall area that exceeds 5 hectares. As such, the application is accompanied by an Environmental Statement (ES) that has assessed the likely significant effects of the proposed development during construction and operation, and sets out mitigation where necessary. The cumulative effects of the proposed development and other committed developments in the vicinity of the site (identified in the planning history section of this report) have been considered in the ES.

The total floorspace of the proposed development would be approximately 102,314 m² (comprising approximately 38,737 m² residential floorspace, 62,057 m² employment floorspace, 1,200 m² commercial/retail floorspace and approximately 320 m² rugby club

floorspace). As this is an outline application the residential floorspace and rugby club floorspace are approximate at this stage.

VALUE ADDED

At pre-application stage amendments were sought to the extent and location of the proposed Village Core and to the height of proposed employment buildings near to proposed housing. During consideration of the application and in response to concerns raised to the applicant's viability case, a higher level of affordable housing and financial contributions is proposed than set out in the submitted Viability Assessment. Additional information was also submitted during consideration of the application in response to comments made by officers and consultees in relation to proposed access arrangements, improvements to existing bus stops and accessibility and flood risk/drainage matters.

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

SL5 – Carrington Strategic Location

L1 – Land for New Homes

L2 – Meeting Housing Needs

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L6 – Waste

L7 – Design

L8 – Planning Obligations

W1 - Economy

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

R4 - Green Belt, Countryside and Other Protected Open Land

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Main Industrial Area

Priority Area for Regeneration

Strategic Development Site (relates to existing Business Park only)

Protected Open Space (relates to existing Sports Ground only)

Special Health and Safety Development Control Sub-Area

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

E7 - Main Industrial Areas

E13 - Strategic Development Site (relates to existing Business Park)

E15 - Priority Regeneration Area: Carrington

OSR5 – Protected Open Space (relates to existing Sports Ground)

D5 - Special Health and Safety Development Control Sub-Area

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

SPD1: Planning Obligations

SPD3: Parking Standards and Design

PG1: New Residential Development

PG30: Landscape Strategy

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.

The site is within the proposed 'New Carrington' allocation in the GMSF (Policy GM-Strat 11 and GM Allocation 45) identified for significant residential and employment development and associated infrastructure.

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, although has since been subject to a number of updates, the most recent of which was made on 1 October 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

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

RELEVANT PLANNING HISTORY

Previous applications relevant to the application site

98377/NMA/19 - Application for non-material amendment to planning permission 88439/HYB/16 to vary Condition 17 to remove the requirement for works at the Common Lane/A6144 Manchester Road junction. Approved 22/08/19

97676/FUL/19 - Demolition of existing warehouse, installation of utilities bund and use of land for temporary storage of topsoil. Application not yet determined.

94605/NMA/18 - Application for non-material amendment to planning permission 88439/HYB/16 to allow for alterations to the position and extent of green infrastructure, access points and building height parameters. Approved 24/08/18

88439/HYB/16 - Hybrid application comprising: - a) Application for full planning permission for the demolition of existing buildings and structures, re-contouring of the site to form development platforms, new access(s) off Manchester Road to serve residential, employment, retail/health development and new emergency access(s) off the A1 private road to serve employment development, improvements to the A6144 Manchester Road/Flixton Road/Isherwood Road junction and the A6144 Carrington Lane/Carrington Spur/Banky Lane junction; b) Application for outline planning permission for the construction of up to 725 dwellings, erection of up to 46,450sq m employment floorspace (Use Classes B1/B2/B8), erection of up to 929 sq m of retail (Use Class A1)/ health (Use Class D1) floorspace, creation of public open space, rugby pitch relocation along with new training pitch, erection of replacement rugby clubhouse, replacement car park for retained parts of Carrington Business Park, drainage principles, landscaping and ecological works, noise mitigation measures, electrical sub stations, pumping stations, car parking and vehicle, cycle and pedestrian circulation. Approved 25/08/17

There is an extensive planning history on the application site prior to the above application given its size and the number of existing and previous uses. These

applications relate to existing or former industrial, commercial or infrastructure developments and are not considered directly relevant to the proposed development.

Applications relevant to other parts of the Carrington Village development

94670/RES/18 - Approval of reserved matters (appearance, landscaping, layout and scale), pursuant to planning permission 88439/HYB/16 for the erection of 277 dwellings with associated formal and informal public open space, landscaping, electric substation and pumping station. Approved 18/12/18

94601/RES/18 - Approval of reserved matters (appearance, landscaping, layout and scale), pursuant to planning permission 88439/HYB/16 for the erection of six buildings for use within Use Classes B1b (Research and Development)/ B1c (Light Industrial)/ B2 (General Industrial)/ B8 (Storage or Distribution) comprising 218,884 sq ft (20,335 sq m), with ancillary offices, associated car parking, landscaping, and two electrical substations. Approved 17/09/18

Committed Development

The following extant permissions and applications currently under consideration in the vicinity of the application site are relevant to the consideration of the cumulative impacts of the proposed development and have been considered in the Environmental Statement: -

Land off Common Lane, Carrington

88779/OUT/16 – Outline application for demolition of the existing farmhouse and two agricultural buildings, erection of buildings for use within Use Classes B1 (b) (Research and Development), B1 (c) (Light Industry), B2 (General Industrial) and B8 (Storage and Distribution), up to 43,874 sq m, with ancillary offices, improvements to existing Common Lane access, associated landscaping, pumping station(s), package treatment plant and car parking. Approval sought for access with all other matters reserved. Approved 05/05/17

Voltage Park, Manchester Road, Carrington

97261/FUL/19 – Erection of five buildings for use within Use Classes B1c (Light Industrial) / B2 (General Industrial) / B8 (Storage & Distribution) comprising 62,442 sq m GIA to provide flexible employment purposes with ancillary offices, car parking, landscaping, service yard areas, ancillary uses and associated external works and operational development including remediation and ground levelling works. Application not yet determined.

Land at Heath Farm Lane, Partington

94949/HYB/18 - Hybrid application comprising: - a) Application for full planning permission for the clearance and remediation of the existing site and the erection of 148 dwellings with access from Broadway and associated works including the provision of internal estate roads, parking and turning circle, landscape works (including provision of public open space, tree clearance/replacement/woodland management and ecological management), electrical sub-station, and sustainable urban drainage works; and, b) Application for outline planning permission for the erection of up to 452 dwellings with access from Broadway and associated works including the provision of internal estate roads and parking, landscape works (including provision of public open space, tree clearance/replacement/woodland management and ecological management), electrical sub-stations, and sustainable urban drainage works drainage principles. Minded to grant 11 April 2019 pending completion of S106 agreement.

Land at Lock Lane, Partington

86160/OUT/15 - Application to extend the time limit for the implementation of planning permission H/OUT/68617 (Outline application, including details of access, for residential development of up to 550 dwellings; associated footpath, landscaping and ecological works). Approved 26/09/19

Land North of Oak Road and West of Warburton Lane, Partington

97897/FUL/19 - Erection of 75 affordable dwellings and ancillary infrastructure including new main site access off Oak Road. Not yet determined and this application appears on the same agenda, recommended for approval.

Land to East and West of Warburton Lane, Warburton

98031/OUT/19 - Residential development of up to 400 dwellings, including the creation of new points of access, provision of formal and informal open space, ancillary landscaping, car parking and highway and drainage works. Application not determined and appeal lodged. At the 13 February 2020 Planning and Development Management Committee Members resolved that had they been able to determine the planning application they would have been minded to refuse for a total of ten reasons.

98030/FUL/19 - Residential development on land to the west of Warburton Lane, comprising 201 dwellings, including the creation of a new access, provision of formal and informal open space, ancillary landscaping, car parking and highway and drainage works. Not yet determined.

98029/FUL/19 - Residential development on land to the east of Warburton Lane comprising 163 dwellings, including the creation of a new access, provision of formal and informal public open space, ancillary landscaping, car parking and highway and drainage works. Not yet determined.

Trafford Waters, Land between the Manchester Ship Canal and Trafford Boulevard / Old Barton Road, Urmston

85282/OUT/15 – Outline planning application for up to 3000 dwellings; 80,000 sq m (GEA) of office floor-space (Use Class B1); 6,700 sq m of commercial accommodation (to be used flexibly within Use Classes A1, A2, A3, A4, A5, D1 and D2); hotels (up to an overall total of 300 bedrooms); a carehome (Use Class C2, up to 150 bed/units) and a Primary School. Construction of a pedestrian footbridge over Trafford Boulevard; provision of access roads, car parking, public realm and landscaping works and other associated development and supporting infrastructure. Details provided for access, with all other matters reserved. Approved 20/12/18

* The Trafford Waters development is considered relevant in relation to the cumulative effects on the Strategic Road Network (M60) and air quality only.

A number of other extant permissions in the vicinity of the site have also been included as committed developments in the ES, including at Basell Polyolefins Ltd, Saica Paper UK Ltd and Trafford Power Station.

APPLICANT'S SUBMISSION

The following detailed reports and assessments have been submitted in support of the application and are referred to as appropriate in the report: These comprise both stand-alone reports and technical reports appended to the ES:-

- Environmental Statement
- Environmental Statement Non-Technical Summary
- Planning Statement
- Design and Access Statement
- Design Principles
- Green Infrastructure Strategy
- Landscape Design Code
- Transport Assessment
- Stage 1 Road Safety Audit
- Framework Travel Plan
- Geotechnical and Geoenvironmental Interpretive Report
- Flood Risk Assessment and Drainage Strategy
- Preliminary Arboricultural Impact Assessment including Tree Survey
- Energy Statement (Carbon Budget Statement)
- Greenhouse Gas (GHG) Emissions Assessment Report
- Crime Impact Statement: Preliminary
- COMAH Site Review
- Utility Statement
- Statement of Community Involvement

- Employment Market Report
- Carrington Rugby Football Club Relocation
- Financial Viability Assessment
- Financial Viability Assessment – Executive Summary
- Air Quality Assessment
- Baseline Noise Survey
- Site Suitability Assessment
- Extended Phase I Habitat Survey
- Badger Survey
- Bat Survey
- Breeding Bird Survey
- Non-Breeding Bird Survey
- Amphibian Survey

The Environmental Statement comprises technical papers on the following environmental topics:-

- Traffic and Transport
- Ground Conditions and Contamination
- Water Resources
- Landscape and Visual Impact
- Ecology and Nature Conservation
- Socio Economic
- Noise and Vibration
- Air Quality
- Cultural Heritage
- Waste
- Climate Change

A series of Parameters Plans including Land Use, Movement and Access, Green Infrastructure and Building Height are submitted to define the parameters of the overall scheme and an Illustrative Masterplan with an indicative layout is also submitted.

The Design and Access Statement states the applicant's vision is to transform Carrington into a sustainable and attractive mixed use residential and employment area. To achieve this, HIMOR will deliver a critical mass of additional housing and employment development that will attract new people to live and work in Carrington. In turn, these new residents and workers will support new and improved local retail, sports and community facilities. It states that the masterplan looks to create a destination with a unique identity, bespoke to Carrington which responds to new and existing built form and the surrounding environment.

The Planning Statement sets out that the proposed development will deliver a number of significant benefits, summarised in the 'scheme benefits' section in the Planning Balance and Conclusion of this report.

Consultation with stakeholders and the local community was carried out prior to submission of the application and is set out in a Statement of Community Involvement. Community engagement has included the Future Carrington website, community contact points, social media, local newspaper advertising, press releases, leaflet drop and two public consultation events held in October 2019 (one at Carrington Business Park and one at Partington People's Church). The feedback received has helped shape the proposed development. HIMOR has also staged specific One to One business meetings with its occupiers regarding the proposals.

CONSULTATIONS

Cadent Gas - There is operational gas apparatus within the site and apparatus in the vicinity which may be affected. The response sets out considerations in relation to gas pipelines and the responsibilities and obligations for the developer before undertaking any works near to these sites.

Carrington Parish Council – No comments received.

Electricity North West – No comments received.

Environment Agency – No objections subject to conditions relating to site investigation and remediation strategy, piling/foundation design, infiltration of surface water drainage and verification report prior to occupation.

Greater Manchester Archaeological Advisory Service – No objection, subject to a condition requiring the implementation of a programme of archaeological works and which shall be undertaken in accordance with a Written Scheme of Investigation.

Greater Manchester Cycling Campaign – No comments received.

Greater Manchester Ecology Unit - The proposals will not affect any statutory or non-statutory designated nature conservation sites. Comprehensive, detailed Green Infrastructure Plans should be required at reserved matters stage, to include details of habitat provision and there should be a single Green Infrastructure Plan for the whole site. Mitigation for loss of bat roosts and additional, updated surveys for bats and other species will be required. No vegetation clearance should take place during the optimum time of year for bird nesting. Further comments included in the Ecology and Nature Conservation section of this report.

Greater Manchester Fire Authority – No comments received.

Greater Manchester Pedestrian Association – No comments received.

Greater Manchester Police (Design for Security) – No objection and recommend a condition to require a full Crime Impact Statement when full permission is sought.

HSE – HSE’s advice is that there are sufficient reasons, on safety grounds, for advising against the granting of planning permission, however HSE would not advise against the granting of planning permission if conditions are attached with restrictions on parts of the development that lie within inner and middle COMAH zones (as detailed in the report).

Highways England – No objection due to the negligible change in trips through M60 J8 as a result of the proposals. Highways England comment that there were some issues with the junction modelling but this does not affect their comments.

LLFA – No objections subject to conditions requiring details of mitigation of all potential impacts of flood risk and a satisfactory surface water design; CCTV survey and hydraulic model prior to reserved matters for parts of the development and remedial works to culvert/outfall pipes if required; and Sustainable Drainage Scheme submitted with each reserved matters application.

LHA – No objection subject to conditions. Comments summarised in the Highways and Transportation section of this report.

National Grid – No objections. Guidance is provided in relation to working near overhead lines.

NHS Trafford Clinical Commissioning Group – Confirm that practices in the area should be able to manage the demand.

Natural England – No objection and consider that the proposed development will not have significant adverse impacts on designated sites.

Network Rail – No comments received.

Partington Parish Council – No comments received.

Peak and Northern Footpaths Society – If permission is granted a condition should be included that there must be no obstruction of any public right of way. Should a temporary or permanent obstruction be unavoidable, then no development should take place until a Diversion Order has been confirmed and the diversion route, with a satisfactory surface and adequate width and way marking, is available for public use.

Pollution and Licensing (Air Quality) – No objections. The air quality assessment confirms that the impact on local air quality from traffic of the proposed development is considered to be negligible and no exceedance of air quality standards is predicted. Recommend a condition requiring submission and approval of a Construction Environmental Management Plan prior to commencement of development to ensure existing receptors are protected from potential dust emissions during construction.

Pollution and Licensing (Contaminated Land) – No objections provided that a Remediation Implementation Plan is submitted for each phase, as set out in the submitted Geotechnical and Geo-environmental Interpretive Report.

Pollution and Licensing (Nuisance) – No objections subject to the same acoustic noise control conditions that were attached to the previous permission. Concur with the applicant's submission that any noise impacts can be effectively mitigated by the use of noise barriers, appropriate glazing and acoustic ventilation etc. with detailed design measures being required by conditions as part of a Reserved Matters application.

Ramblers Association – No comments received.

SP Energy Networks (on behalf of SP Manweb) - No objections provided that an informative to contact SP Energy Networks to discuss working in close proximity to the network adjacent to the proposals is added to any planning decision.

Sport England – The response includes statutory comments in relation to the loss of the existing playing field and non-statutory comments in relation to the sporting needs resulting from the proposed housing and population growth. Statutory comments: no objection, subject to subject to conditions/specific S106 clause requiring the detailed design of the clubhouse and pitches. Non Statutory comments: object as no evidence has been presented that the sporting needs of the additional demand generated by the proposal can be addressed, either through on site provision and/or off site contributions. Also recommend that any subsequent reserved matters application incorporates the key principles of Active Design aimed at promoting healthy communities through good urban design and suggest a condition could secure this requirement.

Trafford Council: Education – Comment that the cumulative effect of development will impact on school places in the area and therefore development should contribute a per pupil amount towards expanding local schools or new schools in the locality.

Trafford Council Heritage Development Officer - No objections. Comments incorporated within the report.

Trafford Council Public Health – No comments received.

Trafford Council Housing Strategy and Growth – No objections in principle. Comments incorporated within the report.

Trafford Council Tree Officer – No objections. Comments incorporated within the report.

Trafford Council Waste Management – There is a need to ensure at detailed design stage that the bin storage requirements set out in the ES will be secured and each property will have a dedicated area to store the different containers that is easily accessible to residents. The applicant will also need to demonstrate through vehicle

tracking that Trafford refuse collection vehicles can access the properties to remove their waste and where this isn't the case, demonstrate where residents will present bins for collection.

Trans Pennine Trail Partnership – Object until the sustainable transport offer is better identified and comment that the detailed information for sustainable transport is very weak; there is a need to understand the route of the Carrington Relief Road in context of this and future applications in terms of sustainable transport accommodation, links to the TPT and air pollution; the Council/developers should provide assurance that this and further developments will not have an impact on the flood risk of the TPT; and increase in the volume of traffic on Sinderland Road which is part of the TPT.

TfGM – Highlight the number of applications in the area with potential to generate significant trips on the network and concerns regarding the cumulative impact and that there is no provision for substantial improvements to public transport. Comment that the nearest bus stops would benefit from upgrading; pedestrian and cycling environment should be designed to be safe, convenient and attractive including provision of continuous 2m wide footways throughout and surrounding the development; secure cycle parking should be provided; recommend conditions requiring the further development, implementation and monitoring of full Travel Plan and a Construction Traffic Management Plan.

United Utilities – No objections subject to conditions requiring foul and surface water drainage details to be submitted and approved, including a phasing plan and submission of a site-wide drainage strategy. Also comment that there is a need for a masterplan for the delivery of infrastructure in the proposed GMSF New Carrington allocation.

Warrington Borough Council – It is not considered that the development proposals would materially impact on the highway and transportation network within Warrington and there are no highway objections.

REPRESENTATIONS

Neighbours – 7 letters of objection received (including from Friends of Carrington Moss and on behalf of Burford Carrington Ltd, both summarised separately below) and 1 letter from Air Products received, summarised as follows: -

Traffic and Public Transport

- It is not acceptable to build more houses, business, etc. without the infrastructure. The current highways can't cope with the current situation.
- Carrington Lane and Manchester Road are used as a cut through from the M60 to M56 and M6 when there are incidents creating even more of a traffic jam.
- Road saturation (the A56, Manor Avenue, the M60, all adjoining roads into and out of Carrington and Partington) has led to chaos.
- If 320 houses are built, 600+ more cars will appear plus vans and lorries.

- The average vehicle releases 3 x the amount of fuel it burns; the CO2 footprint is enormous. Electric vehicles will not solve the particulate problem from tyres, nor address the toxins they use.
- Travel plan is totally unrealistic e.g. single car travel/impossible to regulate.
- Object if the A1 road is to be open for longer hours or to become a through road for regular traffic as increased traffic, noise and pollution would have detrimental impact on the adjacent house and garden on Ackers Lane.
- Lack of definite plans for sustainable transport and no commitments to improve public transport which is currently inadequate. A commitment to other public transport modes must be in place before further development, for example tram line on disused lines.
- Proposed new cycle routes are to be created linking to existing local cycle routes but the plan fails to consider the Trans Pennine Trail is not suitable for commuting at night or during wet weather and is some distance from the Village centre.

Carrington Relief Road

- The A1 road is going to be used but a Spur need to be built if this is this is going to help the traffic from the motorway to the A1.
- Lack of information about the proposed CRR. This is fundamental information that should be shared publicly before any decision can be made on this and any future application in relation to Carrington and neighbouring areas.
- No detailed plan of the CRR and no awareness of the environmental or climate impact of such a road.
- New roads increase road traffic exponentially.
- For the Carrington Spur itself 50,000 tons of peat had to be extracted; no mention of any geological survey for this site's road network.
- Object to a new road across Green Belt land and loss of a beautiful area with wildlife will be harmful to the environment and well-being. Need for more trees to decrease harmful gases in the atmosphere and this project is going totally against it.
- A relief road would attract more traffic as an alternative to the M56 or M6 to Manchester. Building new roads increases congestion having an impact on air quality and ultimately the quality of life for residents.

Environmental Issues

- The Flood Risk Assessment takes no account of 2019 evidence of climate change or Carrington's relationship to regional flood. Baguley and Timperley Brook and other streams have been loaded with millions of tonnes of water coursing through Carrington Moss which has been like a lake. Historically it has been a key soakaway protecting all areas.
- The Carrington Spur was constructed to divert dangerous petrochemical traffic away from the A56 and Manor Avenue (density of population).
- Air Products presents a danger yet 320 houses are proposed next door. A Texas chemical explosion in November 2019 illustrates the dangers of a petrochemical, plastic-producing site.

- Carrington Moss is involved in large-scale CO₂ emissions (fossil fuel fractionating) and adjacent polyethylene production (Lyondell Basell), key contributors to climate change and ocean-poisoning.

Other Comments

- Members of the public (in the Sale area) have not been notified so won't be aware of the application or have chance to comment.

Friends of Carrington Moss – Object for the following reasons:

- The documents make reference to the location and role of the CRR yet these proposals have not been made available to the public, nor has there been any consultation on its design and location. Such information should be made available to the public to support their commentary about this application.
- The documentation makes it clear HIMOR and the Council have worked together on these revised plans and to create a “safeguarded area” for the CRR despite no consultation with residents and Trafford’s own Statement of Community Involvement.
- References in the documentation seem to assume that the CRR is already agreed. This is not acceptable given there has been no consultation.
- The safeguarded area cuts the village in two, effectively creating a huge barrier between one part of the community and the rest. This is not a sensible solution.
- Do not agree with the CRR going across Green Belt land but support opening up the end-to-end A1 route which would bring considerable relief to Carrington Village and improve traffic flows in the area.
- Creating a “nodal point” between Manchester Road and the A1 is likely to result in even greater increase in traffic and further affect the health and well-being of existing and future residents, causing significant increases in air and noise pollution.
- Existing public transport options are minimal, infrequent, expensive and unreliable. Greater benefits would ensue if the estimated £33m to be spent on the CRR was invested in community transport for the area, until such a time that significant public transport improvements can be secured.
- It is crucial that comprehensive information is fully accessible so public commentary is based on the whole picture, not just on a safeguarded zone on a high-level map of a small part of the area. The HIMOR Statement of Community Involvement mentions many people want to see the CRR implemented but the large number of people who do not want this road to go ahead across green belt land may increase substantially when detailed information becomes available.

Friends of Carrington Moss also note there are many positive aspects to this development, including:

- The re-use of largely commercial, brownfield land.
- Support for the regeneration of Carrington Village.
- £650k already paid for junction improvements.
- Retention of existing green assets and public rights of way (encouraged that new planting will be provided to mitigate loss of trees where this is necessary).

- Remediation of contaminated land, flood risk enhancements, biodiversity and ecological advancements, additional tree planting, new and enhanced footpath and cycleways
- HIMOR has taken the time to meet with community representatives (but disappointed to note that there are no community representatives on the Travel Plan Steering Group and that community groups such as FOCM, Ramblers Trafford, Peak and Northern Footpaths Society, Trafford Cycling Forum and horse-rider representatives are not mentioned, nor have there been community representatives on the Future Carrington Working Groups. The Future Carrington Website also needs urgent attention).

Air Products – Comments summarised as follows: -

- Air Products have consistently raised concerns regarding the inter-relationship between their facility and the proposed development.
- Air Products has invested heavily upgrading the Carrington facility on the basis adjacent land was likely to be designated for employment use. Given this context it is disappointing residential development was approved in close proximity to the plant. Nonetheless, it is accepted that the previous application is now a material consideration in the determination of this application.
- There remain serious concerns in respect of noise, however Air Products are satisfied a consistency of approach is being taken in this application. It is requested the same noise-related conditions are attached to protect the future operational needs of the Air Products facility.
- Employment uses to the immediate east of Air Products must not be for noise-sensitive uses, with B8 uses preferred and B1 uses should not be located in this area. A condition is requested to restrict noise-sensitive uses within the vicinity of Air Products and to require a noise assessment at reserved matters stage.
- Air Products previously expressed concerns around the sensitivity of introducing new population and congregational uses within COMAH zones and conditions were imposed to restrict the density of population in these areas and number of users at the rugby club. Air Products insist the same approach is taken to ensure HSE advice is complied with in respect of public safety.
- Strongly object to the downgrading of Manchester Road indicated on one of the plans as this route is an essential operational route - An amended plan has since been submitted and confirmation provided to Air Products that this application does not propose the downgrading of Manchester Road.

Burford Carrington Ltd – Object as the proposals do not include the former Partington Branch Railway line or Burford land. The reuse of the former railway line is essential to ensuring the new business and residential areas are truly sustainable. The emerging allocation in the GM Strategic Plan identifies the former railway line as a sustainable transport corridor and this should be given some weight. The railway line could serve the proposed employment uses by locating rail sidings and a rail freight on land owned by Burford, which is ideally located for this purpose. The railway line should be adapted as an extension of public transport services, for example a guided bus combined with a cycleway, and Burford's land can help integrate the transport corridor into the

masterplan. This would be an attractive alternative to the car and reduce reliance on the Carrington Link Road. Such a sustainable transport solution can only be done by including Burford's land and engaging with Burford. The application is not comprehensive and is not sustainable, and turns its back on the key opportunity to re-use the former railway infrastructure that could connect the site to the railway network and proposes an inappropriate re-routing of the A1. It is inappropriate that the Council push forward with this piecemeal application that will make future rail connectivity to the new logistics warehousing all but impossible.

OBSERVATIONS

CONTEXT

1. The former Shell petrochemicals site is a significant area of previously developed land, a substantial amount of which has been vacant since Shell vacated the site. The wider Carrington Strategic site, which includes the former Shell plant and surrounding agricultural land, extends to approximately 670 hectares and was acquired by the HIMOR Group in 2014. It is one of the largest previously developed sites in the Greater Manchester Region and has been identified as a significant opportunity for redevelopment. It represents one of the largest single ownership development opportunities within Greater Manchester and has the potential to make a significant contribution towards the housing and employment requirements of Trafford and the sub-Region. The application site comprises 48.4 ha of this land and includes part of the former Shell petrochemicals site and adjoining land. This first phase of development is known as 'Carrington Village'.
2. The Trafford Core Strategy notes that for some time Carrington has been seen as a sub-regional asset, with the capability of providing much brownfield land for economic regeneration, but due to its isolation large scale economic regeneration has not proceeded. Historically, Carrington was designated a Priority Area for Regeneration and a Main Industrial Area in the Trafford Unitary Development Plan, proposed for new and replacement employment development and associated infrastructure. More recently consideration has been given to what opportunities could exist for creating a more mixed use sustainable community and the Core Strategy identifies Carrington as a Strategic Location for major mixed-use development, providing a new residential community, together with employment, educational, health and recreational facilities. This will be supported by substantial improvements to both public transport and road infrastructure. The full extent of the application site is within the Carrington Strategic Location.
3. Policy SL5 of the Core Strategy states the Council considers that this Location can deliver the following:
 - 1,560 residential units comprising, predominantly, accommodation suitable for families;
 - 75 hectares of land for employment activities;

- New road infrastructure to serve the development area to relieve congestion on the existing A6144;
- Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system;
- Community facilities including convenience retail, school provision, health and recreational facilities of a scale appropriate to support the needs of the new community; and
- High quality green infrastructure within the new community and connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.

PRINCIPLE OF DEVELOPMENT

4. 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.
5. 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 some policies, including those controlling the supply of housing are out of date, not least because of the Borough's lack of a five year housing land supply. However, other relevant policies remain up to date and can be given full weight in the determination of this application. Whether a Core Strategy policy is considered to be up to date or out of date is identified in each of the relevant sections of this report and appropriate weight given to it.
6. 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.
7. 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.
8. Policies controlling the supply of housing (L1 and L2) and those relating to the Carrington Strategic Location (SL5) and sustainable transport and accessibility (L4) are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they impact upon the principle of the development. The Council does not, at present, have a five year supply of immediately available housing land and thus Policies L1 and L2 are 'out of date' in NPPF terms. Policy SL5 is considered to be up to date in respect of the Council's expectations for the delivery of development in the Carrington Strategic Location. Although the policy includes a specific housing number, the inclusion of housing numbers does not render the policy out-of-date. Policy SL5 is considered to be compliant with the NPPF and significant weight should be afforded to it. Policy L4 is considered to be out-of-date in some respects as for example the NPPF sets a higher bar than the policy to demonstrate that a development would have an adverse impact on the road network.
9. With regards Paragraph 11(d)(i) of the NPPF, analysis later in this report demonstrates that there are no protective policies in the NPPF, including those relating to habitats sites, heritage assets and areas at risk of flooding, which provide a clear reason for refusing the development proposed. Paragraph 11(d)(ii) of the NPPF is therefore engaged, i.e. planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
10. Having regard to Core Strategy Policy SL5, a mixed use development comprising significant residential and employment development and supporting community uses is acceptable in principle. The following provides a more detailed assessment of the types of land use and amount of development proposed with reference to the specific requirements outlined in Policy SL5 and other relevant policies of the Core Strategy.

Proposed Residential Development

11. Residential development in this location complies with Policy SL5 and the proposed 320 dwellings will make a significant contribution towards the 1,560 residential units that the policy states can be delivered in this location and creating a new residential community as proposed in the Core Strategy. Residential development on this scale is needed to support existing and future provision of local services and facilities and make Carrington a sustainable community.

Housing Land Supply

12. The NPPF places great emphasis on the need to plan for and deliver new housing throughout the UK. The Government's current target is for 300,000 homes to be constructed each year to help address the growing housing crisis. Local planning authorities are required to support the Government's objective of significantly boosting the supply of homes. With reference to paragraph 59 of the NPPF, this means ensuring that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed, and that land with permission is developed without unnecessary delay. Within the Core Strategy, the first Strategic Objective - SO1 - recognises the importance of promoting sufficient housing across the Borough to meet Trafford's needs. Policy L1 of the Core Strategy seeks to ensure that an adequate range of sites is made available across the Borough to allow a variety of types of housing, including accommodation that is affordable by all sectors of the local community, to be provided, subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment. The Policy seeks to release sufficient land to accommodate a minimum 12,210 new dwellings (net of clearance) over the plan period up to 2026. The Carrington Strategic Location is a key location in meeting this identified housing need in Trafford.
13. 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 Government's assessment shows that Trafford met 47% of its housing requirement for 2015 – 2018.
14. 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 2.6 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.
15. Policy SL5 of the Core Strategy indicates that the Carrington Strategic Location can deliver 1,560 residential units between 2011 and 2026, with the phasing as follows:

	2008/9 – 2010/11	2011/12 – 2015/16	2016/7 – 2020/1	2021/2 – 2025/26	TOTAL

Residential	0	360	600	600	1560
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It is clear from this phasing schedule that 360 dwellings were expected to have been built in the Strategic Location by 2015/16 and a further 600 dwellings built by 2020/21. None of this housing has been delivered to date, although reserved matters has been approved for 277 dwellings on the adjacent site and an application for 600 dwellings at Heath Farm Lane, Partington is minded to grant subject to completion of a legal agreement. The Carrington Strategic Location has therefore significantly under-delivered against the above schedule. This has had a negative effect on the Council's ability to deliver new housing in the Borough in accordance with the Core Strategy and to maintain a supply of housing to meet the identified need, and as such there is a clear need for this housing to be delivered.

Housing Mix

16. Policy L2 of the Core Strategy sets out that the Council will seek to achieve a target split across the Borough of 70:30; small:large (3+ beds) with 50% of the "small" homes being accommodation suitable for families. For this specific location, Policy SL5 states that approximately 80% of the housing to be provided should be made up of family accommodation.
17. The applicant has indicated the 320 dwellings would comprise a mix of 46 x 1-bed units, 106 x 2-bed units, 109 x 3-bed units and 59 x 4-bed units (these numbers are indicative and the specific number of dwellings of each size is not submitted for approval). This equates to almost a 50:50 split of small:large units and a higher proportion of large units than that sought in Policy L2, however this is entirely appropriate for this location where Policy SL5 requires approximately 80% of new housing to be family accommodation. This requirement takes precedence in this specific location and the overall Borough-wide target of 70:30 is not considered an applicable split for this specific site. Furthermore a high proportion of family housing in this location will mitigate against the housing mix being brought forward in the north of the Borough which tends to have a higher proportion of small units, therefore the proposed mix will assist the Council in achieving the overall target set out in Policy L2.
18. The indicative housing mix would provide 69% family accommodation (comprising the 3 and 4-bed units and 50% of the 2-bed units in accordance with Policy L2.4). Although this is below the 80% referred to in Policy SL5, the number of family homes is considered appropriate given the policy refers to 'approximately' 80% family accommodation and this being required across the full extent of the Strategic Location. Furthermore, the approved phases adjacent to the site will deliver approximately 87% family accommodation, resulting in a total across both schemes of approximately 77%. The overall mix within the scheme will provide for a range of new homes, predominantly suitable for

families but also for smaller households. To ensure that the scheme provides at least 69% of the units as family accommodation a condition to this effect is recommended.

19. Policy L2 also seeks to restrict 1-bed general needs accommodation to Trafford's town centres and the Regional Centre. The number of 1-bed units indicated (46) is a relatively small proportion of the overall development and it is considered that this would not compromise the overall objective of providing predominantly family housing in this location. Furthermore the 1-bed units will contribute towards a good overall mix with provision for single and 2-person households. Most 1-bed units would be provided as apartments within the proposed Village Core which is considered appropriate in such a location.

Density

20. The NPPF states that planning decisions should support development that makes efficient use of land (paragraph 122) and that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site (paragraph 123). Although it carries only limited weight at this stage, it is relevant to note that the Draft GMSF 2019 states development in New Carrington will be required to deliver development at an average density of 35 dwellings per hectare (dph) across the site and that higher density development (approximately 55 dph) will be appropriate close to the local centre (Policy GM Allocation 45). The density of the proposed development would vary across the site to reflect the approach to development in each of the Character Areas (see below). The average density across the site would be 35 dph. Having regard to the need to maximise the residential yield of the site and to use the land efficiently, whilst also delivering the objectives of the Core Strategy, the density of the proposed development is considered appropriate. As the density is in line with that proposed in the Draft GMSF 2019 for this location, it is considered that approval of the development would not prejudice the delivery of the GMSF or the housing numbers envisaged.

Affordable Housing

21. The Carrington area is identified as a "cold" market location in the Core Strategy, however Policy L2 also states that in areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specific market location the affordable housing contribution will be determined via a site specific viability study, and will not normally exceed 40%. SPD1 states this will apply in the case of most of the strategic locations (paragraph 3.14). It is considered that this proposed scheme, given its scale and nature, would perform differently from other 'generic' established housing developments in this area. The site is part of a wider strategic location identified for significant new residential development and is also considered to be a

different type of development to that generically found in Carrington at the time of the Economic Viability Study, due to its nature and scale. Therefore the extent of any affordable housing contribution associated with this scheme will be determined by a site specific viability study, up to 40% of the overall number of units provided on site, i.e. up to 128 units. This is consistent with the approach taken with the previous Carrington Village application and the recent application at Heath Farm Lane, Partington which is in the same geographical and housing market area.

22. The submission confirms that 32 affordable homes will be delivered which equates to 10% of the development. An assessment of this proposed level of affordable housing is considered further in the Developer Contributions and Viability section of this report. Policy L2 of the Core Strategy and SPD1 require a 50/50 split between intermediate and affordable rented homes. The Trafford Housing Need Assessment 2019 confirmed an annual affordable housing need in the borough of 545 units. In Partington and Carrington there is a need for 2 and 3 bed affordable homes split 50:50 between social/affordable rent and intermediate/shared ownership. The 32 affordable units would be split 50:50 between affordable rent and shared ownership housing units and 50:50 between 1 and 2 bed apartments and dwellings and 3 bed dwellings. This proposed tenure and mix complies with Policy L2 and the type of units identified as being required in Carrington in the Housing Need Assessment.

Proposed Employment Development

23. The Core Strategy identifies Carrington as a location for significant employment development; Policy SL5 includes employment uses as part of the major mixed-use development to be delivered and states the Strategic Location can deliver 75 hectares of land for employment activities. Policy W1 also identifies Carrington as one of the places where employment uses will be focussed and states that Carrington has significant potential to accommodate large-scale employment development, particularly for general industrial, storage and distribution uses and office development, in order to complement the offer in Trafford Park and as part of the creation of a new mixed-use neighbourhood.
24. The application includes up to 62,057 sq m of floorspace for Use Classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) on 26.4 ha of land. The proportion of each type of use is not specified at this outline stage and will be dependent on market demand, although B1(c), B2 and B8 would be the predominant uses and B1(a) office use would be limited to a maximum 7.2% of the total floorspace (approx. 4459 sq m). The proposed range of uses meets the requirements of Policy W1 as described above. The units will be of modern construction, high quality and focussed on the types of employment space for which there is evident demand, namely mid-size industrial units as evidenced in the Employment Market Report submitted with the application.

25. The submitted Employment Market Report confirms that take up of employment land has been high across Trafford, and that there is currently only 1.12 years supply of employment land. Further, the report confirms that there are a significant number of live enquiries seeking space in Greater Manchester, with design and build requirements, and that there is a lack of modern 'mid-size' industrial premises in Trafford. Within the Carrington Strategic Location, Policy SL5 indicates 75 ha of land for employment use would be delivered between 2011 and 2026, with the phasing as follows:

	2008/9 – 2010/11	2011/12 – 2015/16	2016/7 – 2020/1	2021/2 – 2025/26	TOTAL
Employment (in terms of hectares)	0	25	25	25	75

To date employment development in the Strategic Location has been limited to the new paper mill and new power station, together with industrial units currently under construction at Carrington Gateway. Further employment development in the Strategic Location is necessary to meet the above schedule and maintain a supply of suitable employment land in the Borough.

26. The proposed development would result in the loss of existing employment land and buildings, including Carrington Business Park, part of Basell and land currently occupied by BTS/Owens Haulage Ltd, however the proposals would result in a net increase in employment space and that to be provided will be of much higher quality than that to be demolished. The existing buildings at Carrington Business Park are outdated and unsuitable to modern business requirements, which is reflected in the occupancy levels, rental values and the nature of tenancies on the site. Policy W1 allows for the recycling of existing employment land and buildings as part of the total amount of new employment land to be delivered over the life-time of the Plan.
27. Although offices are defined as a 'main town centre use' in the NPPF, Policy W1 of the Core Strategy states that B1 office development will be appropriate within Carrington where it is accessible by sustainable transport modes and meets other relevant criteria in national planning guidance and also that the significant potential of Carrington to accommodate large-scale employment development includes office development. The principle of office development is therefore identified as acceptable in this location. The amount of B1 (a) office use would also be limited to 48,000 sq ft (approx. 4459 sq m), as this is the figure used in the Transport Assessment to assess the traffic impact of the development. This represents 7.2% of the total employment floorspace. It is considered office development on this scale would complement and be ancillary to the proposed B1(b), B1(c), B2 and B8 uses and create a vibrant employment area whilst also represent a replacement for the B1 office space already established in this location at the Business Park. A condition to limit the proportion of B1 (a)

floorspace to that indicated is considered necessary to ensure the scale of office use would not have an adverse impact on Trafford's existing town centres and the proposed development complies with the Core Strategy and NPPF.

28. The proposed employment development in this location complies with Policies SL5 and W1 of the Core Strategy and will make a significant contribution towards the 75 ha of land for employment activities that the policy states can be delivered in this location and will contribute significantly towards the Borough's current and future employment needs. The applicant has stated the proposed employment floorspace, along with the proposed facilities in the Village Centre, will create approximately 1,340 net additional full-time equivalent jobs and will lead to 160 direct construction jobs per annum over the 9 year build period. It is estimated the proposed employment would contribute around £95m GVA per annum. This level and range of employment development and the jobs it will create will support the local and sub-regional economy and deliver significant economic benefits.

Proposed Retail and Health Development

29. The proposals include up to 1,200 sq m retail and health floorspace (Use Classes A1 and D1) within a new 'Village Core', located adjacent to and extending south of Manchester Road. These facilities will contribute towards the range of community facilities identified in Policy SL5 required to support the needs of the new community, specifically convenience retail and health facilities, and will be important elements in creating a new sustainable community in Carrington.
30. The NPPF states that retail development should only be considered in out of centre sites if suitable town centres, then edge of centre locations are not available and a sequential test should be applied to applications which are neither in an existing centre nor in accordance with an up-to-date plan (paragraph 86). In this case Policy SL5 of the Core Strategy sets out the Carrington Strategic Location will include convenience retail facilities of a scale appropriate to support the needs of the new community. The retail proposals are small scale and intended to provide for the needs of local residents and employees in Carrington (both existing and future residents/employees) rather than divert trade away from existing centres that would affect the viability of those centres. It is therefore considered that the proposed retail development is in accordance with the Core Strategy and therefore, in line with NPPF, no sequential test is necessary. Notwithstanding that the retail element is in accordance with the Core Strategy, it is also noted that the scale of retail development proposed is below the threshold of 2,500 sq m set out in the NPPF for which an impact assessment would otherwise be required.

Sustainable Location

31. The NPPF requires that housing applications should be considered in the context of the presumption in favour of sustainable development and Policy L2 of the Core Strategy requires development to be appropriately located in terms of access to existing community facilities and/or deliver complimentary improvements to social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development. Although Carrington is identified for significant residential development in the Core Strategy, it is not currently considered to be a sustainable location due to its physical isolation from other centres, limited transport infrastructure and lack of local services/facilities (including shops, schools, health and sports facilities). A wider range of facilities exists in nearby Partington, however Partington also has poor links to other centres and limited transport infrastructure and its existing services and facilities may not be able to accommodate the additional population of the proposed development resulting in a need to travel to other centres.
32. These matters are considered elsewhere in the report, however without the infrastructure referred to in Policy SL5 support this and other development in the Carrington Strategic Location, Carrington is not considered to be a sustainable location. Under Policy SL5 the Carrington Strategic Location is proposed to deliver significant improvements to public transport infrastructure and community facilities including convenience retail, school provision, health and recreational facilities to support the new population and as such it will become a more sustainable location. The critical mass of development proposed in this application will help bring forward this infrastructure and enhance the sustainability of the Strategic Location.

Use of Previously Developed Land

33. Policy L1 sets an indicative 80% target proportion of new housing provision to use brownfield land and buildings over the Plan period. The application site is predominantly previously developed land (approximately 80% of the total area) although there are also two significant areas of greenfield land; the existing rugby club and the field on the west side of the site. Residential development is proposed on both previously developed and greenfield parts of the site. The proposed development will contribute towards the 80% target of new housing provision to use brownfield land as set out in Policy L1. The NPPF doesn't presume against development on greenfield land, only that priority/emphasis is given to the use of previously developed land.

Loss of Playing Field and Protected Open Space

34. The existing Carrington Rugby Club site includes a playing field and development is proposed on this land. Policy R5 of the Core Strategy states that the Council will protect existing outdoor sports facilities and development which results in an

unacceptable loss of quantity of sport or recreation facilities will not be permitted. The NPPF also states that planning decisions should plan positively for the provision and use of community facilities, including sports venues, and guard against the unnecessary loss of valued facilities (paragraph 92) and that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use (paragraph 97).

35. Furthermore, Sport England's playing fields policy states that they will oppose the granting of planning permission for any development which would lead to the loss of all or any part of a playing field unless the development as a whole meets with one or more of five specific exceptions. These exceptions include where the area of playing field to be lost will be replaced, prior to the commencement of development, by a new area of playing field that is of equivalent or better quality, of equivalent or greater quantity, in a suitable location, and subject to equivalent or better accessibility and management arrangements.
36. The proposed replacement facility would be located within the red line boundary west of the existing site and comprises a full size pitch (125m x 75m), training pitch (60m x 40m) with floodlights, clubhouse with changing and showering facilities to modern standards, bar area and ancillary rooms, and a 25 space car park. The proposed facilities have been developed in line with national planning guidance and Rugby Football Union (RFU) technical standards and will provide 'fit for purpose' facilities that meet the requirements of the rugby club, providing replacement facilities but to modern standards. An agronomist report has been submitted setting out the work required to ensure the new pitches are of equal or better standard than the existing and a drainage system is recommended. The plans have also been developed in consultation with the Carrington RUFC who is fully in support and have agreed to relocate to the proposed site subject to the following requirements: the need for a long lease on a peppercorn rent; a pitch of equal or better standard as the existing; a mortgage and rent free building; and a bar area included. The club would be given the site on a 49 year lease at peppercorn rent set out in the Heads of Terms, thus giving security of tenure. The RFU is supportive of the proposal, subject to the formal specifications for the changing, clubhouse, pitch and floodlights. The facilities will also be available for community use and a community use agreement (to be secured through a S106 agreement) will permit use of the facilities by local community groups and local schools during permitted hours.
37. Having regard to the above, it is considered that the proposed replacement facilities would be a better provision than the existing in terms of quality and

would be in a suitable location as required by the NPPF and Sport England's playing field policy. Following submission of Heads of Terms and confirmation regarding costs, Sport England raise no objection subject to conditions/specific S106 clause requiring the detailed design of the clubhouse and pitches. The S106 agreement will require the replacement facility to be provided before the existing is closed down.

38. The existing Carrington Rugby Club site is also designated as Protected Open Space on the Adopted Policies Map. Proposal OSR5 of the Revised Trafford UDP states the development of open space will not be permitted unless one of four criteria apply, one of which is where replacement facilities of an equivalent or greater community benefit within the locality are provided and Policy R5 of the Core Strategy states existing areas of open space will be protected and development which results in an unacceptable loss of quantity of open space will not be permitted. As the proposed development will deliver replacement facilities of an equivalent or greater community benefit within the locality will be provided, the proposal complies with these policies. Whilst there would be an overall reduction in terms of the size of this area, this is off-set by the fact that the replacement site will be available to the community whereas the existing site is not. There is potential to designate the rugby club site as Protected Open Space in the future in order to replace the existing designation, however until such time as there is a Local Plan review, the new site will not be afforded such protection as Protected Open Space. However, until that time, the site will be afforded protection by virtue of being a playing field and Sport England's playing fields policy will apply.

Loss of Agricultural Land

39. The proposed development would result in the loss of approximately 5.8 ha of existing agricultural land. Whilst the PPG states that planning decisions should take account of the economic and other benefits of the best and most versatile agricultural land, the agricultural land affected by the proposed development is not classified as Grade 1, 2 or 3a in the Agricultural Land Classification and is within an area identified as "*land predominantly in urban use*". As such the agricultural land that would be lost to development is not identified as being high quality. Furthermore the agricultural land affected forms part of the Carrington Strategic Location therefore consideration was given to this matter as part of the plan making process when decisions were made on which land should be allocated for development. It is also relevant that the proposals include rescinding the extant Common Lane permission, which is for development on approximately 12 ha of agricultural land. The proposals would therefore result in the loss of less agricultural land than that which currently has the benefit of permission.

Burford Objection

40. Burford Carrington Ltd has raised concerns that the proposed development does not incorporate or seek to address the potential of the former Partington branch railway line or Burford land to provide rail served warehousing or a sustainable transport corridor such as rail, guided bus or cycleway. The potential for rail served warehousing on this site in Carrington is not identified in the Core Strategy and not providing for such a facility does not make the application proposals unacceptable in planning terms. The potential for the former railway line and the Burford land to provide a sustainable transport corridor is acknowledged, however the application proposals do not prejudice this from being brought forward in future as part of the wider development of area. The application site is some distance from the former Partington branch railway line and the proposed development would not compromise its future potential as a sustainable transport corridor. Ultimately the inclusion of either the former railway line or the Burford land, or to provide for connections, is not considered necessary to make the proposed development acceptable.

LAYOUT, DESIGN AND IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

41. The NPPF emphasises the importance of achieving well-designed places and states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. It states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 127 sets out that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to the surrounding built environment and landscape setting; establish a strong sense of place; optimise the potential of the site; and create places that are safe, inclusive and accessible and with a high standard of amenity. Further guidance on design is provided in the PPG and the National Design Guide, which sets out the characteristics of well-designed places and demonstrates what good design means in practice.

42. Policy L7 of the Core Strategy requires development to be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and make appropriate provision for open space. Policy L7 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.

43. The layout, scale, appearance and landscaping of the proposed development are matters reserved for subsequent approval and as such the application does not include a specific layout for approval or details of the design and appearance of buildings. Nevertheless consideration has been given to how the layout and buildings can respond to the opportunities and constraints of the site and ensure the amount of development proposed can be accommodated in a manner that will deliver a scheme with a sense of place, good quality design and comply with the requirements of Policy SL5 and other relevant policies of the Development Plan and guidance in the NPPF. The application includes a series of Parameters Plans (Land Use, Movement and Access, Green Infrastructure and Building Height) that set out the overall approach and a framework to developing the site. The Land Use Parameters Plan sets out the location and extent of the different types of land uses proposed and provides an over-arching spatial framework for the proposed development. The other parameters plans set out the location and extent of green infrastructure across the site, the position and number of access points and maximum building heights for each part of the site. The application is also supported by an Illustrative Masterplan, Character Areas Plan, Design and Access Statement, Design Principles, Green Infrastructure Strategy and Landscape Design Code which provide further detail on the proposals for the site. The Illustrative Masterplan provides an indicative layout as to how the development could be accommodated within the site area and the internal layout arranged, having regard to the development parameters set out on the above plans - the Masterplan demonstrates one potential solution as to how the site could be developed and should be seen as a guide rather than being prescriptive.

Village Core

44. The proposed Village Core would be located adjacent to Manchester Road on the east side of the application site, but centrally within Carrington taking into account existing residential areas and the proposed development, including the previously approved phases to the east. This will comprise a small number of retail units and a health centre (3/4 units in total), with apartments above and associated car parking. Vehicular access will be from Manchester Road and pedestrian and cycle permeability will be provided to the wider site and Manchester Road. Its central location in the village and the types of uses proposed would encourage activity to this part of the site and consequently this will become a focal point for the new and existing community, as well as provide a gateway into the new development from Manchester Road. Its proposed location is within the historic centre of the village, close to the small cluster of historic buildings on Manchester Road and School Lane, existing local amenities (the Windmill Inn and the recreation ground) and the established residential area opposite.

45. The Illustrative Masterplan and Character Areas Plan indicate buildings within the Village Core would front on to Manchester Road and turn the corner at this

entrance into the site which would ensure a strong presence to Manchester Road and integration with the existing village. The Building Height Parameters Plan allows for buildings up to four storey in the Village Core, although the application states the majority of buildings will be three storey, whilst four storey buildings will be used to indicate the 'core' of the proposed development. Buildings of this height would help define this area as a centre to the village and enable buildings to form local landmarks. The applicant will need to demonstrate at reserved matters stage that these buildings are of high design quality and can be assimilated into their surroundings without detracting from the character of the area. The form of buildings in this area and treatment of the adjacent public realm provide potential to establish a strong a sense of place and an attractive, welcoming and distinctive place as required by the NPPF. The proposed area of open space adjacent to the Village Core, within which a NEAP, MUGA and kick about area are to be provided, will further generate activity within this area and contribute to the creation of a defined centre to the village.

46. It is considered that the land on the opposite side of Manchester Road (the current car boot site) also has potential to form part of a new village centre in conjunction with the proposed development. Although this land is in different ownership and not part of this application, it nevertheless provides a future opportunity to create a larger village centre with additional facilities and focus for the community. The Design and Access Statement acknowledges the scope for this land to form part of the Village Core in future and that the proposed Village Core can act as a catalyst for future related community development.

Residential Areas

47. Residential areas are proposed either side of the Village Core and will form the 'Central Village', which the application states will comprise higher density, more urban housing forms. The main area of public open space would also be provided in this area. Both areas would have access from Manchester Road and will connect to the approved residential phase east of the site. Formal landscaping will be used throughout the area to create areas of amenity and interest and to ensure connectivity to the wider community. Pedestrian and cycle permeability will be provided within and around these areas to link to the wider site and Manchester Road. This area is adjacent to a small group of existing dwellings on the south side of Manchester Road and on School Lane and the relationship between proposed dwellings and these existing dwellings would need to be considered at reserved matters stage, however in principle acceptable separation distances can be achieved.
48. To the west of the site the 'Western Village' will comprise lower density family housing incorporating a higher proportion of larger housing units. The character of this area will be principally defined by its natural features creating a 'green neighbourhood', with the existing woodland adjacent to this area largely retained and enhanced and proposed landscaping to include large tree species and semi-

rural landscape treatment to reflect the existing 'rural' character. Vehicular access will be from Manchester Road. Pedestrian and cycle permeability will also be provided within this area, including a cycle/pedestrian route along the southern perimeter of this area through a linear area of open space which would provide a link to the Village Core to the east and Manchester Road to the west.

49. In relation to Manchester Road residential development would be set back for most of its length and open space and/or tree planting provided between development and the road. These areas will break up the built form and soften the edges of the development along Manchester Road. Where possible development in the residential areas will wrap around or is adjacent to open spaces, including fronting onto open spaces to ensure these spaces integrate with development and natural surveillance is provided.
50. The Building Height Parameters Plan allows for buildings up to three storey within the residential areas, although the submission states it is anticipated the development will be predominantly two storey with two and a half storey and three storey dwellings where considered appropriate. Surrounding development to the north and east of the site on Manchester Road and School Lane is predominantly two storey, whilst the approved scheme to the east of the site will comprise two storey and two and a half storey dwellings. In this context the proposed dwellings would be of similar height and in keeping with the scale and character of surrounding development. The variation in height across the site (in conjunction with appearance) can also assist in creating varied street scenes and distinction between different areas, which will contribute towards creating a place of interest and help avoid uniformity across the site.

Employment Areas

51. The employment areas are proposed on the southern part of the site on both sides of the A1 road, with access from Manchester Road utilising the existing Carrington Business Park access road. These areas would be adjacent to existing employment activity (Basell and Air Products), near to the Carrington Gateway development under construction and adjacent to potential future employment development on the vacant land to the south. The employment areas include a 'Business Gateway' at the potential intersection of the Carrington Relief Road and A1 road and an 'Employment Area' along the A1 road.
52. The 'Business Gateway' will comprise a range of office and employment space set in a formal landscape environment and semi-formal landscape treatment is proposed within several linear spaces for wildlife. Higher profile B1 uses in this area provides the potential to recognise the gateway at the junction of the potential future CRR and diverted A1 road. The 'Employment Area' will comprise predominantly larger scale employment buildings set in an informal landscape. To reduce the visual impact to the adjacent residential area to the north, dense screening tree belts will be considered along northern boundaries of the

employment areas. Retention of existing woodland where possible will create soft edges to the development and the Green Infrastructure Parameters Plan and Illustrative Masterplan confirm a green edge around much of the employment area. Informally arranged low maintenance landscape buffers will be used between employment plots and some amenity spaces will be provided for workers and users of the area.

53. A maximum height of up to 20m to ridge is proposed across most of the Employment Area and Business Gateway with the exception of two areas in close proximity to proposed residential development. In these areas maximum heights would be 12m where adjacent to proposed housing and 17m south of the A1 road opposite proposed housing. Buildings to these maximum heights are considered acceptable on this part of the site having regard to the surrounding context where there are large scale industrial buildings and industrial features in the vicinity, including at Basell, Air Products and the industrial units currently under construction to the west. The lower building heights to development near residential areas, in conjunction with landscaping between these uses, would ensure employment buildings would not be overbearing or visually intrusive from the residential areas.

Internal Layout and Design

54. Details of the internal layout are not submitted at this stage although an indicative layout is shown on the Illustrative Masterplan. The application describes that a hierarchy of routes will be provided, comprising primary routes to achieve integration between proposed and existing communities and permeability; secondary routes to provide a network of north-south, east-west movements and connections to less formal routes which will give priority to pedestrians and cyclists; and tertiary routes which will comprise shared surfaces and green pedestrian and cycle links, connecting development with amenity green space and the surrounding landscape. The application states the general principle is that space becomes increasingly prioritised for pedestrians away from the main routes and further into the site.
55. The design and appearance of buildings will be considered at reserved matters stage, nevertheless the Design Principles document sets out defining characteristics and principles to be employed in each of the Character Areas, including in respect of layout, frontages, landscaping and palette of materials. The document sets out an acceptable general approach to layout and appearance for each Character Area that will ensure buildings respond to their context, address the public realm and contribute towards creating an attractive, welcoming and distinctive place. It is considered essential that buildings, streets and spaces are a high quality design that will create a strong sense of place for this key strategic site, particularly within the Village Core. This will be assessed when details of layout and appearance are submitted at reserved matters stage, however the preparation of a Design Framework for each phase will assist in

ensuring this is secured. It is recommended a condition is attached to any permission requiring a Design Framework for each phase prior to reserved matters given the emphasis on the importance of good design and achieving well-designed places in the NPPF, PPG and National Design Guide. The PPG encourages the use of masterplans and design codes for a site or area.

OPEN SPACE AND GREEN INFRASTRUCTURE

56. Policy SL5 of the Core Strategy states the Carrington Strategic Location can deliver recreational facilities of a scale appropriate to support the needs of the new community and high quality green infrastructure that connects with the surrounding open countryside and protects and enhances existing sites of environmental importance. Policy R5 further states that the Council will secure the provision and maintenance of a range of sizes of good quality, accessible, play, sport, leisure, informal recreation and open space facilities and requires all development to contribute on an appropriate scale to the provision of the standards set out in the policy either by way of on-site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision. The NPPF also states that planning decisions should plan positively for the provision of open space (paragraph 92) and that access to high quality open spaces is important for the health and well-being of communities (paragraph 96).
57. Policy R5 is up to date in that it seeks to ensure that residents have access to an appropriate range of green spaces and other recreational facilities to aid their health and well-being and Policy R3 is also considered to be compliant with the NPPF and therefore up to date in that it promotes the creation, enhancement and maintenance of green infrastructure.
58. The location and extent of proposed green infrastructure across the site is defined on the Green Infrastructure Parameter Plan and comprises a total of 6.27 ha of green infrastructure, comprising areas of Local Open Space and Natural and Semi-Natural Green Space.

Local Open Space

59. Based on the standard in Policy R5 of 1.35 ha per 1000 population, the proposed development would require approximately 0.94 ha of local open space. The Green Infrastructure Parameter Plan includes 3.1 ha of local open space across the site, of which approximately 2.4 ha is within or adjacent to the residential areas. The main area of open space comprises approximately 1 ha that will accommodate a Neighbourhood Equipped Area for Play (NEAP), Multi Use Games Area (MUGA) and 'kick about' space. This space is located adjacent to residential areas and the Village Core, adjacent to the east-west internal road and the Village Core access road from Manchester Road, thus ensuring good accessibility for residents and visitors. Other areas of open space are positioned primarily on the edges of the residential areas, including alongside Manchester

Road and between housing and the proposed employment area. Within the proposed employment areas the scheme would provide a further 0.7 ha of Local Open Space.

60. In quantitative terms this amount of local open space complies with and indeed significantly exceeds the standard in Policy R5 and will provide a range of spaces for informal recreation and play, both for the future residents and existing residents. These areas will also provide benefit in softening the built form by providing breaks between parcels of development and providing ecological benefits with the areas of tree and other planting within these areas.

Semi Natural Green Space

61. SPD1 states that developments in the region of 300 units and above will be required to provide mitigation measures for semi natural green space, described as spaces providing a more natural recreational experience through contact with nature and providing ecological functions. Based on the standard in Policy R5 of 2 hectares per 1000 population the proposed development requires 1.4 ha of semi natural greenspace. The Green Infrastructure Parameters Plan indicates 2.9 ha of natural and semi-natural green space throughout the site, of which 1.9 ha would be within the residential areas and 1 ha within the proposed employment areas. This includes retention of part of the existing woodland adjoining and south east of the proposed rugby club and alongside the Burford railway; land between the residential and employment areas; a section alongside Manchester Road; and along the southern and western edges of the employment area and area adjacent to the A1 road. This provision complies with the standard in SPD1 and will provide areas providing a more natural recreational experience, in addition to incorporating existing and providing new wildlife habitat. These areas will also provide screening and buffer zones in areas where proposed housing adjoins non-residential or noise generating uses.

Play Facilities

62. Based on the residential capacity of the proposed development and taking into account the approved development to the east, a Neighbourhood Equipped Area for Play (NEAP) is required plus a range of Local Equipped Area for Play (LEAP) and Local Area for Play (LAP) facilities across the development to ensure all residents have access to a facility in accordance with standards. The proposals include a NEAP, LEAP and 3 x LAPs across the site and an indicative location for these is included on the Green Infrastructure Parameter Plan.
63. The proposed NEAP would be located on the eastern side of the site but centrally within the wider scheme taking into account the approved residential phases to the east. This is in the same location as the previously approved scheme and will be accessible for residents of both the proposed development and the approved phases. All proposed dwellings would be within 1000m walking

distance of the NEAP as recommended in SPD1. The proposed LEAP would be located on the western side of the site and within the recommended 400m of dwellings on that side of the site and some of those on the eastern side of the site. Those dwellings more than 400m from the LEAP would be closer to the NEAP facility which will provide facilities equivalent to and greater than a LEAP. The three LAPs would be distributed across the residential areas and a significant number of dwellings would be within 100m as recommended by SPD1, whilst those which aren't would be close to the proposed LEAP or NEAP facility. As such it is considered that all future occupiers would have good access to a range of play facilities within the development and the provision outlined on the Green Infrastructure Parameters Plan forms an acceptable strategy for the provision of play areas across the site.

64. With regards the size of these play areas and type of equipment and other features to be provided, specific details are not provided at this stage and will be considered at reserved matters stage. A condition is recommended requiring full details of the proposed play areas to be submitted at reserved matters stage and these will be assessed against the guidance set out in SPD1.

Proposed Landscaping and Tree Planting

65. Although landscaping is a matter reserved for subsequent approval, an overarching approach to landscaping across the site is set out in a Green Infrastructure Strategy and Landscape Design Code. This includes retention of a large proportion of the existing vegetation along Manchester Road, with removal where necessary to facilitate access into the site and to open up the Village Core area, and new landscaping to include specimen tree planting, seasonal bulbs and swathes of low level grasses and perennials. Within the residential areas a hierarchy of green infrastructure will comprise avenue street trees, grass verges with bulb planting and residential curtilages defined by hedgerows and street tree planting. Parkland tree planting and shrub species chosen for their sensory qualities is proposed within the play and recreational spaces. To the employment areas there would be a woodland screening belt to the perimeter comprising native trees, shrubs with groundcover perennials and a proportion of evergreen species to ensure year round cover. Soft landscaping within these areas would complement the surrounding context, utilising a woodland edge palette of native trees and shrubs with groundcover perennials and seasonal bulbs. Avenue tree planting is proposed along the A1 route within a grassed verge with spring bulb planting.

66. The above tree planting and soft landscaping will, together with the retained woodland and trees summarised below, ensure that the proposed built form is softened, that the development will assimilate into the existing built-form of the village and surrounding landscape, and the overall appearance of the site will be improved. As such the scheme is considered to be in accordance with Policies SL5, L7 and R3 of the Core Strategy and the relevant sections of the NPPF.

67. Guidance on appropriate levels of tree planting and other forms of green infrastructure in new developments in SPD1 suggests in the region of 1,800 new trees should be provided plus an appropriate amount to compensate for existing trees to be removed, however this can be reduced to take account of other forms of green infrastructure provided as part of the scheme. As matters of layout and landscaping are reserved, a specific number of trees and quantity of other forms of green infrastructure to be provided on-site is not identified at this stage and will be considered at reserved matters stage. It is clear however, that there is potential for significant tree planting and other soft landscaping across the site and the proposed development is capable of achieving the guideline standards in SPD1.

IMPACT ON TREES AND HEDGEROWS

68. The application site includes areas of woodland, groups of trees, individual trees and hedgerows. Most notably there are trees and hedgerows alongside Manchester Road and tree groups south of the properties on School Lane, south of the field on the west side of the site and along the west boundary. There are no Tree Preservation Orders within the site and no trees have been classified as Category A (trees of high quality). A number of trees and tree groups have been classified as Category B (trees of moderate quality and value) and the remainder are classified as Category C (trees of low quality and value). The scheme seeks to retain the majority of the trees along Manchester Road although removal is proposed where this is necessary to provide an open frontage to the proposed Village Core and to the front of the proposed Rugby Club site to implement that part of the development. Otherwise tree removal is predominantly limited to internal tree stock. Although substantial tree removal is proposed, most of the trees are of low value and as they are scattered through the site, and it is recognised their retention is difficult within the proposed scheme.

69. The group of trees adjacent to Manchester Road to the front of the proposed Rugby Club and part of the group to the south of this area are proposed to be removed (part is also to be retained). These are large mixed groups of naturalised and structure planting and, with management, could develop into pockets of woodland and the Council's Tree Officer has advised that these should be retained if possible. There are also a number of mature trees along Manchester Road and the corner to the existing Rugby Club site that are proposed for removal and replacement. It is considered these trees could be retained within the scheme rather than be replaced. These matters will need to be considered further at reserved matters stage when details of layout and landscaping are submitted for these phases.

70. Given that the layout is reserved for subsequent approval, and the Illustrative Masterplan is indicative at this stage, future applications for reserved matters should include the following documents/information so that the impact of the

development on existing trees within or adjacent to the site can be fully assessed: Arboricultural Implications Assessment; Arboricultural Method Statement; and Tree Protection Plan.

SPORTS FACILITIES

71. Policy SL5 of the Core Strategy states that recreational facilities will be provided as part of the mixed-use development to be delivered in Carrington and the implementation section of the policy specifically identifies the need for improvements to existing and development of new indoor and outdoor sports facilities. The NPPF also makes clear statements about the role sport and recreation plays in contributing to healthy communities and states that planning decisions should plan positively for the provision and use of community facilities, including sports venues (paragraph 92). Sport England also advise that the occupiers of new development will generate demand for sporting provision and that existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Sport England therefore considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site.
72. SPD1 states that very large developments in the region of over 300 units will need to provide on-site facilities, in line with the standards in Policy R5 and the deficiencies and needs identified as part of the Outdoor Sports Assessment of Need Study, and/or in line with the deficiencies and needs identified as part of any future needs assessments. The SPD goes on to state that in exceptional circumstances it may be more appropriate to pay a commuted sum towards new or improved outdoor sports facilities, for example, where large development is phased so the provision can be delivered as part of a later phase, or where appropriate to provide the required provision on land outside of the boundary for planning permission, but close to the development.
73. Outdoor sports facilities to be provided on-site comprise the replacement facilities for Carrington Rugby Club which includes two grass pitches (main pitch and training pitch). As described at paragraph 36 above, this will be a much improved facility to that which would be replaced and will be available to the wider community facility with a community use agreement in place. The proposals also include a 'kick-about' area within the main area of open space adjacent to the proposed NEAP. This will be the size of an under 13's football pitch as specified by the FA (73m x 46m plus 3m run off around the pitch) and will have goalposts, be marked out and will be available for use by junior football clubs.
74. Whilst the above facilities are welcomed, it is considered they would not provide sufficient outdoor sports provision in terms of amount and type to meet the demand for sporting provision generated by the development. The proposed rugby pitches would not always be available to the wider community, since use

by the rugby club for matches and training and potential recovery time after bad weather will take precedence. The pitches will also be marked out for rugby and have rugby goal posts, therefore would not be suitable for football or other sports. Furthermore the proposed rugby club facilities are necessary to replace existing facilities that will be lost as a result of the proposed development and as such they would not be providing additional facilities to meet the additional demand arising from the increased population. With regards the proposed 'kick-about' area, this would not constitute formal sports provision as it does not include changing facilities and associated features such as car parking, lighting and toilets. Sport England also advise that isolated single pitch sites within housing schemes are not sustainable as they are not supported by a wider sporting network and ancillary facilities. The proposed on-site sports facilities are therefore considered insufficient to meet the sporting demands of the development and a contribution towards off-site provision is considered necessary. Sport England calculate the combined additional demand for matchplay and training from the development equates to 1 pitch equivalent at an indicative capital cost of £142,575 and lifecycle cost of £18,477 and an additional 1.16 changing rooms at an indicative cost of £191,949 – a total contribution of £353,001.

75. In response the applicant has advised that a contribution towards off-site sports provision is not viable and has also advised that there is no scope to provide further sports facilities on-site (which is likely to result in a reduced number of units and affect the viability of the scheme). The applicant has referred to the sports facilities that form part of the scheme in support of meeting the sporting demand, however for the reasons given above it is considered these facilities would not meet the demand generated by the proposed development. The applicant has also referred to there being nearby facilities at Partington Sports Village and capacity at Cross Lane East Playing Fields and at Flixton Park Playing Fields, however Sport England advise that Partington Sports Village does not have capacity to accommodate the additional demand. The absence of sufficient on-site sporting provision to meet the demands of the additional population and no financial contribution towards providing additional capacity off-site is considered an adverse impact of the proposed development and is considered in the planning balance at the end of this report.

EDUCATION

76. The proposed development of up to 320 dwellings and comprising predominantly family housing will place additional demands on school places in the area. Carrington does not currently benefit from a primary or secondary school, although Policy SL5 of the Core Strategy states that educational facilities will form part of the proposed major mixed-use development in the Carrington Strategic Location and that the Location can deliver school provision of a scale appropriate to support the needs of the new community. Until such time as this new school provision is provided the proposed development will place additional

demand on existing schools in the local area. Policy L2 requires all new development to be appropriately located in terms of access to existing community facilities and/or deliver complementary improvements to the social infrastructure, including schools, to ensure the sustainability of the development.

77. The ES has identified 18 primary schools within an approximate two-mile radius from the site (within Partington, Flixton, Urmston, Sale and Irlam) and 6 secondary schools within an approximate three-mile radius from the site (within Flixton, Urmston, Sale and Ashton upon Mersey). The ES includes details of the pupil capacity and number of pupils on roll at these schools (2019 data) and an assessment of the impact of the proposed development.

78. The ES demonstrates that 6 of the 18 primary schools within a two-mile radius of the site currently have some capacity, with a total of 195 spare places across these schools. This analysis includes two primary schools in Irlam that aren't easily accessible from the site and which would require a journey in excess of two miles from the development. Excluding these schools there are 16 primary schools within a two-mile radius with a total capacity of 69 places. The pupil yield of the proposed development has been calculated by the Education Team as a demand for 58 primary school places, therefore there is currently sufficient capacity to accommodate pupils from the proposed development.

79. Taking into account the cumulative impact of the committed developments identified in the Planning History section of this report, the Education Team has calculated there would be demand for around 1,081 primary school places once all schemes are fully developed and occupied. Excluding the proposed Trafford Waters development (which will impact on a different range of schools to the proposal given its location) and only taking into account the committed developments in Carrington and Partington the demand is calculated as 451 places. There would therefore be a significant shortfall in available primary school places for the proposed development. It is acknowledged this assessment is limited to primary schools within two miles of the site and that there is likely to be further capacity beyond this distance, however a reliance on primary schools that are further than the widely accepted distance of two miles would bring into question whether or not the proposal is a sustainable form of development with regards access to education.

80. It is clear from the above that additional primary school capacity will be required to accommodate the demand for primary school places generated by the proposed development and committed developments in the surrounding area. There is therefore a need to contribute towards the expansion of existing primary schools to provide additional intake places and/or towards the provision of new primary schools. This has been calculated as £736,890. The applicant has confirmed agreement to make a contribution of £236,890 and a further contribution of £500,000 would be made providing design work on the Carrington Relief Road progresses beyond the next funding gateway for the scheme. Should

the design work on the Carrington Relief Road not progress beyond this gateway, then the £500,000 would not be available as a contribution, and there would be a significant shortfall in the funding for primary school places generated by the scheme. However, in this scenario, the applicant has made it clear that they would not implement this scheme but would build out the schemes approved under planning permissions 88439/HYB/16 and 88779/OUT/16 (the original Carrington Village and Common Lane permissions), and which have no education contribution associated with them.

81. With regards secondary schools, the ES has identified 6 schools within three miles of the site and states that all but one of these have spare places with a total of 1,043 places indicated across these schools. The Education Team advise however, that there are only 325 spare places within these schools. The ES has excluded Broadoak School in Partington which is within three miles of the site and currently has 190 spare places, therefore there is a total of 515 secondary school places within three miles of the site. The pupil yield of the proposed development has been calculated by the Education Team as a demand for 41 secondary school places, therefore there is currently sufficient capacity to accommodate pupils from the proposed development. Taking into account the cumulative impact of the committed developments identified above, the Education Team has calculated there would be a demand of around 772 secondary school places once all schemes are fully developed and occupied. Excluding the Trafford Waters development and only taking into account committed developments in Carrington and Partington the total demand is 322 places. There is therefore currently capacity in the area to accommodate this demand and as such a contribution towards providing additional secondary school places is not considered necessary.

HEALTH FACILITIES

82. Policy SL5 of the Core Strategy states that development in the Strategic Location will include health facilities of a scale appropriate to support the needs of the new community and the implementation section of the policy identifies the need for a small GP Practice, to be funded by NHS Trafford / private developer / Section 106. Policy L2 requires all new development to be appropriately located in terms of access to existing community facilities and/or deliver complementary improvements to the social infrastructure, including health facilities, to ensure the sustainability of the development.
83. The significant increase in population will place additional demand on existing health facilities/provision in the area. There are currently no healthcare services available within Carrington and the nearest existing facilities are within Partington, Flixton, Urmston and Sale. The ES includes an assessment of primary healthcare provision and identifies 11 GP centres within a two-mile radius of the site. It states that all of these are currently accepting new patients, which indicates there is good capacity for the proposed development. The ES

describes the average patient list size per Full Time Equivalent (FTE) GP is 1,500 which is lower than the Trafford CCG area average of 2,275. This also falls below the Healthy Urban Development Unit (HUDU) guideline benchmark of 1,800 which suggests that there is some spare capacity in the local health facilities. A fully occupied development would increase the average patient per FTE GP list size from 1,500 to 1,515, remaining lower than the Trafford CCG area average of 2,275.

84. Of the 11 practices considered in the ES not all are in Trafford and some aren't easily accessible from the site by public transport, however of those practices within Trafford, the NHS Trafford CCG comment that the practices should be able to manage the demand assuming a staggered development over a number of years. As such it is considered that a financial contribution towards additional facilities is not required and the additional demand generated by the development can be met by the NHS over time as the scheme is built out.
85. Furthermore a health centre is specifically proposed as part of the development and this would further increase healthcare provision in the immediate area once delivered. At this stage only limited information has been provided, other than that it will be located within the Village Core and this phase is indicated as being completed by 2029. A condition is considered necessary to require a strategy for the provision of healthcare facilities, including a timetable for implementation, prior to the submission of reserved matters. Details of the size and specification of the proposed health centre will also be assessed at reserved matters stage. As such the scheme complies with Policies SL5 and L2 of the Core Strategy and relevant guidance within the NPPF.

HIGHWAYS AND TRANSPORTATION

86. Access to the site from both directions is solely from Manchester Road-Carrington Lane (A6144) which extends from Junction 8 of the M60 (via Carrington Spur) and Sale to the east of Carrington to Partington and beyond to the south west of Carrington. The A6144 is a busy A road and congested at peak times as a result of the volume of through traffic between Partington, Lymm and beyond south west of Carrington, and the M60 and Sale to the east. There are also a number of existing businesses based in Carrington that generate HGV traffic. Existing traffic problems through Carrington are attributed to the volume of traffic using the road (through traffic and to a lesser extent local traffic), the lack of alternative routes, junction constraints and capacity issues on the M60.
87. The Core Strategy recognises that transport infrastructure in Carrington is limited and will need to be improved to accommodate the overall level of future development envisaged in the Strategic Location. It identifies one of the key issues facing Carrington as "*The need to reduce its physical isolation through the delivery of improved transport links*" and this is reflected in the Place Objectives which identify the need to secure significant improvements to the public transport

infrastructure, including connecting Carrington with the rest of Trafford and beyond and to secure improvements to the transport infrastructure including linkages to the motorway network. Policy SL5 states that development will be supported by substantial improvements to both public transport and road infrastructure and states the Strategic Location can deliver “*New road infrastructure to serve the development area to relieve congestion on the existing A6144*”; and “*significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system*”. The Policy further states that in order for development to be acceptable the following will be required: “*Contributions towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks; these include public transport and highway infrastructure schemes*”.

Trip Generation and Traffic Impact

88. Policy L4 of the Core Strategy seeks to ensure that the Strategic, Primary and Local Road Networks are protected and maintained to ensure that they operate in a safe, efficient and environmentally sustainable manner, including securing appropriate infrastructure improvements / mitigation measures at an appropriate time. The Policy states that “*when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way, either by ensuring that appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation is secured, or by securing contributions in accordance with the associated SPD, or by a combination of these means*”.
89. 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 that this sets a higher bar than Policy L4 to demonstrate that a development would have an adverse impact on the road network, it is considered that Policy L4 should be considered to be out of date for the purposes of decision making.
90. Given that this application is for an alternative form of development to that previously approved on a large proportion of the Carrington Village site and that the extant Common Lane permission is to be rescinded, it is necessary to assess the impact of the proposed development on the road network in the context of these permissions which could otherwise be implemented i.e. whether or not the proposals would generate a level of traffic greater than that which has previously been assessed and concluded not to have a severe impact on the road network in NPPF terms (with the mitigation described below). The mix and quantum of

development proposed in this application has been developed having regard to the extant Carrington Village and Common Lane permissions and the traffic they would generate, given the widely accepted traffic issues on the road network in the vicinity of the site. In comparison to the extant Carrington Village and Common Lane permissions, the proposed development would result in a reduction of 128 dwellings and an increase of 18,183 sq m employment floorspace, taking into account rescinding the Common Lane permission and the elements of the previous Carrington Village permission not affected by this revised application.

Impact on Primary and Local Road Network

91. The application is supported by a Transport Assessment (TA) which considers the transport and highways implications of the proposed development. A subsequent note in relation to traffic generation and proposed mitigation has also been submitted in response to the LHA's review of the TA. The scope and methodology for the TA has been agreed with the LHA and Highways England. The scope of assessments comprises the existing Flixton Road and Banky Lane junctions on Manchester Road, Junction 8 of the M60 and the proposed site access junctions. Sensitivity assessments at the Flixton Road and Carrington Spur junctions have been undertaken to take account of the suppressed demand on Manchester Road as a result of existing capacity issues (the actual traffic demand rather than that counted), consistent with the previous application. The TA has included the extant permissions for Carrington Village and Common Lane as committed developments and therefore these form part of the baseline assessment against which the proposed development has been assessed. All the committed developments identified above have also been included in the assessment to ensure the cumulative impact of all potential future developments on the road network has been assessed. The revised proposals also result in the removal of Carrington Business Park which wasn't part of the previous permission, therefore the TA takes into account the removal of this existing traffic from the network.
92. The TA, as updated by the subsequent note prepared by the applicant's highways consultants, demonstrates that there would be a minor increase in net traffic generation arising from the proposed development compared to the combined extant Carrington Village and Common Lane permissions. This being 11 two-way vehicle trips per hour in the AM peak period compared to the extant permissions for Carrington Village and Common Lane. In the PM peak period there would be a net reduction of 19 two-way trips compared to the extant permissions. The additional trips in the AM peak period equates to that generated by 20,000 sq ft (1859 sq m) of the proposed employment floorspace, therefore the total traffic generated by the proposed development, apart from 1859 sq m of the employment floorspace, would be no greater than that which would result from implementation of the extant Carrington Village and Common Lane permissions. As such this quantum of development would have no greater

impact on the primary and local road network than previously approved and the residual cumulative impacts on the road network would not be severe in NPPF terms, subject to the same mitigation as that required for the extant permissions as summarised below.

Proposed Mitigation

93. The extant planning permission for Carrington Village requires improvements at the Manchester Road/Flixton Road/Isherwood Road traffic signal junction and at the Manchester Road/Carrington Lane/Banky Lane traffic signal junction to mitigate the impact of the additional traffic generated on the network by that development. The same mitigation is therefore necessary as part of the proposed development to ensure its impact on the network is no greater than the approved scheme and it would not be 'severe' in NPPF terms. These comprise the following improvement schemes, both of which are designed to improve capacity and reduce delays at the junctions: -

Isherwood Road / A6144 Manchester Road / Flixton Road (the 'Flixton Crossroads'):

- Widening on the westbound approach on the A6144. The widening is proposed to extend back from the second stopline at the junction and beyond the first set of traffic lights to increase capacity;
- Widening on the eastbound approach on the A6144 to increase the length over which two lanes of traffic can form, this will also help to reduce the queue lengths forming at the junction; and
- The provision of a bus lay-by (on the A6144 westbound) to resolve issues of traffic blocking back through the junction when a bus is present at the bus stop.

Carrington Lane / A6144 Manchester Road / Banky Lane / Carrington Spur:

- The two lanes on the existing westbound approach from Carrington Spur are proposed to be extended by re-aligning road markings. Highway widening is not proposed as part of this element of the scheme; and
- The two lanes on the eastbound approach from Carrington Lane would be extended back to increase storage at the junction. This may require widening the existing highway which will be determined during the detailed design of the off-site highway works.

Nb. The previous permission also required improvements to the Common Lane/Manchester Road junction, however this requirement has since been removed (under non-material amendment ref. 98377/NMA/19) as it is not necessary for the Carrington Village development. The Common Lane improvement is required for the proposed development at Common Lane and remains a requirement of that permission if it were to be implemented, although should this application be approved the Common Lane permission will be rescinded and there will be no requirement for these works.

94. Condition 17 of the previous permission requires the above improvement works to be completed prior to the occupation of either 100 dwellings, 2,322 sq m of B1 office use, 9,290 sq m of B2/B8 use, or a revised threshold to be agreed where these development classes come forward simultaneously. Development has commenced on the first phases of the employment element of the Carrington Village permission and the junction improvements will need to be in place before occupation of 9,290 sq m of B2/B8 use. The cost of these improvements as required by the Section 106 Agreement associated with the previous permission (£641,025) has been paid by the applicant and the works are scheduled to be carried out during the next financial year 2020/21. Since reserved matters has been granted for a quantum of development that requires the junction improvements to be completed, a Grampian condition is necessary requiring the improvements to have been completed before occupation of any part of the proposed development. The proposed Carrington Relief Road would also mitigate the impact of the proposed development in the event it comes forward prior to the junction improvements described above (albeit this is unlikely), therefore it is considered the Grampian condition should also refer to this as an alternative highway improvement that would need to be in place before occupation of any part of the proposed development.

95. The above would mitigate the impact of the proposed development, with the exception of the final 1859 sq m of the proposed employment floorspace. Further mitigation is proposed prior to occupation of the final 1859 sq m of employment floorspace to ensure that the traffic generated over and above that equivalent to the extant Carrington Village and Common Lane permissions does not have severe impact on the road network. This would be in the form of either the proposed Carrington Relief Road, or alternatively a further Flixton Road junction improvement scheme (in addition to that described in paragraph 93 above) as may be agreed. A further Grampian condition is therefore necessary to require either the CRR or a further Flixton Road junction improvement to be in place prior to occupation of more than 60,198 sq m employment floorspace. This would be consistent with the approach taken in the recent Heath Farm Lane and Warburton Lane applications, both of which would require mitigation beyond that described in paragraph 93 so as to ensure the residual cumulative impacts on the road network would not be severe.

Impact on Strategic Road Network

96. A significant proportion of the traffic generated by the proposed development is likely to access the M60 at Junction 8, the impact of the proposed development on this junction has also been considered in the TA. It is widely acknowledged that traffic conditions on the strategic road network at peak times, and particularly between J8 and J13 of the M60, are very congested. As a result, various initiatives are in place to attempt to ameliorate this congestion. The Manchester Smart Motorway project, between J8 of the M60 and J20 of the M62, is intended

to reduce congestion and make journeys more reliable and was completed in 2018. A strategic study looking at the Manchester North-West Quadrant was commissioned by the Department for Transport in 2014 to explore options for improving the transport network between junctions 8 and 18 of the M60.

97. The TA demonstrates a reduction of 13 two-way trips in the AM peak period and a reduction of 21 two-way trips in the PM peak period compared to the extant Carrington Village and Common Lane permissions at Junction 8 of the M60. This would be a reduction of 0.6% in traffic flows accessing the Strategic Road Network at Junction 8. Highways England confirms the methodology undertaken in the TA is appropriate and raises no objection to the application due to the negligible change in trips through M60 Junction 8 as a result of the proposals. The review by Highways England advises that the applicant has appropriately demonstrated that the expected net change in trips due to the revised proposed developments at Carrington Village can be expected to have a negligible impact on the SRN. The review also established that there were some issues with the junction modelling and this would need to be revisited if any further amendments were made to the quantum of proposed development. In response to the update to the TA confirming an additional 11 two-way trips, this would still result in a net reduction in traffic on the M60 compared to the extant Carrington Village and Common Lane permissions and Highways England confirms this doesn't result in any material change in trips through Junction 8 and raise no objection.

Carrington Relief Road

98. The proposed Carrington Relief Road (CRR) will form a key part of the "*New road infrastructure to serve the development area to relieve congestion on the existing A6144*" identified in Policy SL5 of the Core Strategy. The proposed road is currently at design stage and a planning application for the scheme has not been submitted to date. The project has been allocated funding of £6m from Growth Deal 3 via Transport for Greater Manchester and £8.4m from the Housing Infrastructure Fund via Homes England. Both these funding allocations are currently being progressed through a number of conditions prior to them being available for draw down by the Council. The scheme will in part comprise the route of the existing A1 road through the former Shell site and land east of Carrington to enable connection to the Carrington Spur and Junction 8 of the M60, although at this stage the route has not been confirmed.
99. For the avoidance of doubt the CRR does not form part of this application, nor is it considered necessary to make the proposed development acceptable in planning terms since the junction improvements described above are accepted as sufficient mitigation for the quantum of development proposed, albeit it could be used as mitigation as an alternative to those improvements. The application does however, include a 'Safeguarded Movement Corridor' that would allow for the CRR to go through the application site on the alignment indicated in the event the CRR comes forward in the future. This would require a separate planning

application and it is at that stage the proposed CRR would need to be assessed in terms of its proposed alignment and its environmental impact, including those concerns raised in the representations received from Friends of Carrington Moss and the Trans Pennine Trail Partnership. This planning application does not pre-empt approval of the CRR, nor commit to a road being on the alignment indicated but would allow for this as an option subject to a future planning application.

100. Although the CRR is not part of this application, the LHA has raised concern that no modelling has been performed to ascertain whether the safeguarded movement corridor provides sufficient space to accommodate the road. In response the applicant has advised they have made ample provision for a 2 lane single carriageway through this area and ample space for all the expected movements at junctions. At this stage it is premature to conclude that the safeguarded movement corridor wouldn't provide sufficient space for the CRR as design/modelling work is still being undertaken. In the event that more land is required than that which is safeguarded, then any outline permission will need to be subsequently amended to accommodate the route or alternatively reserved matters applications for those phases adjacent to the safeguarded route would need to be limited to land not required for the CRR (provided they are still in accordance with the Parameters Plans). Alternatively the CRR would need to follow a different route.

Public Transport

101. Existing public transport infrastructure in the vicinity of the site is limited to bus services. The nearest rail station (Flixton) is not within desirable walking distance, although there is potential that some residents and workers may use the station in conjunction with cycling or bus travel. There are a number of bus stops along Manchester Road within walking distance of the site and which provide half hourly services between Altrincham and the Trafford Centre and between Manchester and Partington, and an hourly service between Partington and Sale. Partington, Flixton, Urmston, Altrincham, Sale, Manchester and other local centres are therefore accessible by public transport although the existing frequency of service is poor. All residential units on the site would be within easy walking distance of the bus stops on Manchester Rd (400m being the recommendation set out in the Institute of Highways and Transportation guidance). There is also a Partington Local Link door-to-door minibus service which provides a service between Partington and key local employment centres and covers the Carrington area.

102. Policy SL5 of the Core Strategy states that the Strategic Location can deliver "*Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system*" and that contributions towards public transport schemes will be required to mitigate the impact of traffic generated by the development. Policy L4 also seeks to promote the development and maintenance of a sustainable

integrated transport network and ensure that, as appropriate, development proposals within less sustainable locations throughout the Borough, will deliver, or significantly contribute towards the delivery of, measures to secure infrastructure and services that will improve access to more sustainable transport choices. The NPPF also states that applications for development should, so far as possible, facilitate access to high quality public transport (paragraph 110a).

103. TfGM has raised concern that there is no provision within the application for substantial improvements to public transport despite this being a requirement of the Core Strategy. TfGM also advise that existing bus services are not considered to represent an attractive alternative to commuting by car or to accessing the site by car for residents or employees and that without further incentives or service improvements the choice of public transport services on offer are unlikely to significantly reduce the amount of car travel generated by this development. They have advised that the nearest bus stops to the site on Manchester Road would benefit from upgrading, including provision of 160mm kerb heights and bus shelters in accordance with TfGM's Design Guidelines.

104. The applicant has confirmed an agreement to fund the following improvements to public transport facilities in the vicinity of the site; improvements to the pedestrian crossing on Manchester Road with a pedestrian refuge opposite the Village Core to improve access to bus stops in this location for both existing and new residents; footway improvements on Manchester Road including widening to a minimum of 2m on the southern side and new tactile paving at existing pedestrian crossing points which will improve access to bus stops; improvements to bus stops along Manchester Road including two shelters replaced where they need to be relocated and one stop replaced with a shelter; and raised kerbs at bus stops where new kerblines are proposed which will enhance boarding and alighting accessibility in these locations. These proposals will improve public transport infrastructure in the vicinity of the site and help encourage the uptake of public transport by future and existing residents and employees. It is acknowledged that the improvements do not address the frequency issue, although the proposed development is of a scale that will increase the demand for bus services in the area and, together with the approved phases at Carrington Village and other committed developments in Carrington and Partington, may create a more attractive market for bus operators leading to additional services to the area. The proposed improvements can be secured by condition and require the works to be implemented prior to occupation of the part of the development they would serve.

105. The proposed improvements to bus stops and their accessibility in the vicinity of the site is welcomed, however these do not amount to 'substantial' improvements to public transport as required by Policy SL5. Given the paucity of existing public transport services in Carrington, a significantly greater level of infrastructure and/or a financial contribution would be expected than that which is proposed in order to deliver a real step change in the quality and choice of

transport links to render this development accessible. Specifically, it is considered the proposals should increase the frequency of public transport services and the absence of a contribution to facilitate this is an adverse impact of the proposed development, considered in the planning balance at the end of this report.

Travel Plan

106. The application is supported by a Framework Travel Plan which sets out a range of measures to encourage the use of sustainable travel modes, including walking, cycling, public transport and car sharing. Both TfGM and the LHA recommend a condition to require the further development, implementation and monitoring of a Full Travel Plan.

Access Arrangements

107. The proposed development will be accessed from five locations along Manchester Road. These include utilising the existing access to Carrington Business Park for the proposed employment area and the existing access to the BTS/Owens Haulage site to the Village Core and part of the residential development, both of which would be upgraded. Three new access points will be created, two to serve residential areas and a separate access for the proposed rugby club. The proposed separate points of access to the residential and employment areas will minimise conflicts between commercial and residential traffic associated with the development. All the site accesses are proposed as priority controlled T-junctions with the exception of that to the employment area which would be signal controlled. The scheme would also link to the approved residential development to the east which has access from Manchester Road further to the east, resulting in a through route between the approved residential phases and this part of the development, including to the Village Core.
108. Various alterations along Manchester Road are proposed to accommodate the new junctions and provide the required visibility splays, widths and geometry. This includes some road widening and new road and pavement construction including new sections of pavement along Manchester Road to provide a continuous pavement for the length of the site and relocation of a number of existing bus stops and shelters. Following a number of amendments to the proposed access arrangements, both the LHA and TfGM are satisfied with the submitted details.
109. The existing A1 road through the site would remain a private road and with controlled / gated access as currently. The A1 road would be for emergency use only to the proposed employment areas, as well as continue to be used by Basell for their operations as is currently the case.

Pedestrian and Cycle Links

110. Pedestrian and cycle links to/from Manchester Road will be provided, although details of specific locations are not provided at this outline stage other than pavements will be provided at each access to the site. The TA states that key routes to and from the site will be designed to prioritise pedestrian connectivity and cycle access will also be considered and appropriate facilities provided. This will provide access for pedestrians and cyclists between the site and the existing road and footpath network around the site, including the wider footpath and cycle network along Manchester Road, the shared pedestrian/cycle route along Flixton Road and to the paths and tracks across Carrington Moss, some of which are public rights of way, and the Trans Pennine Trail (which is also part of the National Cycle Network). The application confirms pedestrian and cycle permeability will be provided across the scheme and indicative routes are shown on the Illustrative Masterplan, including cycle/pedestrian routes that would be separate from roads used by vehicles and routes along the potential CRR route. Full details of pedestrian and cycle routes within the development and connections to Manchester Road will be required at reserved matters stage when details of layout are submitted, however it is considered that a site-wide pedestrian and cycling strategy is necessary prior to the first reserved matters application given the lack of details at this stage and to ensure such a strategy is developed from the outset, rather than dealt with on a phase by phase basis.

Car Parking and Cycle Parking

111. Policy L7 of the Core Strategy states that development must provide sufficient off-street car and cycle parking and SPD3: Parking Standards and Design provides guidance as to what car and cycle parking provision is required for a given development. No details are provided on the submitted plans although the TA states that the proposed parking provision will be in-line with the relevant parking standards, although the exact number of spaces cannot be confirmed at this stage. This will need to be demonstrated at reserved matters stage when details of layout are submitted for approval.

112. Similarly with regards cycle parking, it will need to be demonstrated at reserved matters stage that provision will be made in accordance with the standards and guidance in SPD3. TfGM recommend that each dwelling makes provision for some form of secure cycle parking within the site curtilage of the dwellings and that the employment uses include appropriate secure cycle stores in line with the Council's standards. The Trans Pennine Trail Partnership comment the scheme could include cycle storage for cycles of all abilities, charging points for e-bikes and charging points for wheelchairs/mobility scooters. These are detailed matters to be considered at reserved matters stage.

Public Rights of Way and Trans Pennine Trail

113. There are a number of public footpaths in the vicinity of the site including to the north on the opposite side of Manchester Road and to the south and south east through parts of Carrington Moss. The Trans Pennine Trail is south and east of the site, with the nearest section approximately 1.5km to the east.
114. The Peak and Northern Footpaths Society (PNFS) comment the proposal appears to affect Carrington footpath numbers 17 and 17a and that a condition should be included that there must be no obstruction of any public right of way and, should a temporary or permanent obstruction be unavoidable, then no development should take place until a Diversion Order has been confirmed and the diversion route, with a satisfactory surface and adequate width and way marking, is available for public use. These footpaths are opposite the proposed development, extending north off Manchester Road and linking to Crampton Lane. The proposed development will not obstruct these footpaths and a condition is not considered necessary.
115. The Trans Pennine Trail Partnership has made a number of comments in respect of the potential impact of the proposed development on the Trans Pennine Trail (TPT), including that there would be an increase in the volume of traffic on Sinderland Road which is part of the TPT. Whilst there may be some additional traffic using Sinderland Road as a result of the proposed development, this is unlikely to be significant given the location and nature of this route. The TPTP also comment the Council/developers should provide assurance that this and further developments will not have an impact on the flood risk of the TPT. Given the distance between the proposed development and the TPT it is considered this development poses no flood risk to the TPT.

Construction Traffic

116. A Construction Traffic Management Plan will be prepared and implemented to ensure construction vehicle movements are safely managed and that their impact on the transport network and surrounding area is minimised.

AIR QUALITY

117. Policy L5 of the Core Strategy states development that has potential to cause adverse pollution will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place and that within the Borough's Air Quality Management Zones (now Areas), developers will be required 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. The site does not lie within the GM Combined Authority Air Quality Management Area (2016), although small parts of Manchester Road in the vicinity of the site and the M60 are within the AQMA. The NPPF states 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.

118. The ES includes an air quality assessment that describes the potential effects of the development on air quality and emissions of air pollutants during the construction phases of the development and from the additional traffic that will be generated during the operational phase of the development.
119. The assessment confirms that potential dust emissions from the construction phase have been classified as overall high risk to dust soiling and medium risk to human health impacts from earthworks, demolition, construction and trackout. To ensure that existing receptors are protected during construction a condition is recommended to require submission and approval of a Construction Environmental Management Plan (CEMP) prior to commencement of development. The condition would require the CEMP to implement the dust control measures detailed within the Air Quality Technical Paper submitted as part of the ES. The Pollution and Licensing Section raise no objections to the application, subject to this condition.
120. The assessment confirms that during the operational phase the impact on local air quality from traffic is considered to be negligible. No exceedance of air quality standards is predicted at any of the on-site proposed receptors and as such no mitigation measure is required. It is considered that there will be no likely significant effect due to the operation of the proposed development.

GROUND CONDITIONS AND CONTAMINATION

121. The NPPF requires that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. This includes any proposals for mitigation including land remediation (paragraph 178). The application site and surrounding area have a history of industrial use, particularly the land south of the A1 road which was used for petrochemical processing and manufacture. Soil and groundwater contamination is expected and has been detected by investigations undertaken to date, including oils remaining in the ground and groundwater with dissolved contamination. This contamination may pose a risk to nearby surface water courses and future users of the proposed development.
122. The application includes a Geotechnical and Geoenvironmental Interpretive Report and the ES includes a Technical Paper on Ground Conditions and Contamination. The report sets out an outline remediation strategy for the site holistically, based on an assumption that remediation will be phased in line with the phased development of the site, and that the detailed design of the remediation scheme of each phase will form the basis of future planning

applications. The report summarises past ground investigations, examines ground conditions and provides a ground model for the site. It assesses the risk to human health from site soils, hydrocarbon vapours and ground gasses; assesses the risks to controlled waters and examines ground conditions to formulate advice on geotechnical issues. This information has then been used to develop a suitable over-arching remediation strategy to address all relevant pollutant linkages. It is understood that the chosen contractor responsible for undertaking each phase of the development will produce a detailed 'Remediation Implementation Plan' for submission to the LPA. The report provides remedial solutions and describes detailed control measures which will form the basis of these future 'Remediation Implementation Plans'. The report also describes requirements for validation testing/reporting necessary to demonstrate that works have been carried out appropriately.

123. The Council's Pollution and Licensing Section are satisfied that all relevant guidance and criteria have been considered and raise no objections to the application, provided that a 'Remediation Implementation Plan' is submitted for each phase as described above. The Environment Agency also raise no objections, subject to the following conditions to ensure no unacceptable risks to the environment/controlled waters: 1) site investigation, remediation strategy and verification plan to deal with the risks associated with contamination to be submitted and approved; 2) no piling or other foundation designs using penetrative methods other than with the express consent of the LPA; 3) no infiltration of surface water drainage into ground where adverse concentrations of contamination are known or suspected, other than with the express consent of the LPA; 4) verification report to be submitted and approved prior to occupation to demonstrate completion of works set out in the remediation strategy.

FLOOD RISK AND DRAINAGE

124. It is necessary to consider how potential sources of flooding might impact upon the proposed development and how the proposals themselves might affect the risk of flooding to existing receptors in the area. Policy L5 of the 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*". It also states that developers will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures, including Sustainable Drainage Systems (SUDS). Policy SL5 states that in order for development to be acceptable a Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Policy SL5 also requires development to demonstrate high standards of sustainable urban design in accordance with Policies L5 and L7. At the national level, NPPF paragraph 163 has similar aims, seeking to ensure that development is safe from flooding without increasing flood risk elsewhere.

125. The site is within Flood Zone 1 (low probability of flooding) and the proposed development and types of land use are acceptable in principle, subject to a Flood Risk Assessment being undertaken. Furthermore, as one of the Strategic Locations identified in the Core Strategy, the wider location (which also contains land within Flood Zones 2 and 3) has been subject, firstly to a sequential test and, secondly, where necessary, to an exceptions test, as required by national guidance on Flood Risk. This information has been used to assist in determining the suitability of different forms of development, and the range of measures which are required to ensure that new development is protected from flooding and it does not increase flood risk elsewhere. The site is not located within a Critical Drainage Area as identified in the Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA.
126. The overall drainage strategy is to discharge surface water runoff to the existing watercourses and culverts on and surrounding the site and maintain drainage catchments splits that are similar to existing. The majority of the site currently drains either directly or indirectly to the River Mersey and the Manchester Ship Canal. Infiltration drainage is not possible due to a combination of high groundwater table, low permeability rates of existing strata and some localised areas of contamination. The surface water discharge rate will need to achieve a 30% reduction beyond existing rates for brownfield areas, and be restricted to Greenfield Runoff Rates for land that currently behaves as 'Greenfield' area. The proposed foul water drainage strategy is to re-use and upgrade the existing Davyhulme pumping station located on the site using a network of gravity sewers, rising mains and localised foul lifted stations.
127. The LLFA recommend conditions requiring details of the mitigation of all potential impacts of flood risk and a satisfactory surface water design; CCTV survey and hydraulic model prior to reserved matters for parts of the development and remedial works to culvert/outfall pipes as required; and a Sustainable Drainage Scheme submitted with each reserved matters application. The LLFA also highlight that the surface water drainage proposals have been considered on the assumption that the 36-inch main (to the River Mersey) is under private ownership (HIMOR) and not United Utilities. Should any changes to the ownership occur which result in a different outfall being used, any subsequent drainage design may need to be altered to achieve the proposed surface water runoff rates in the submitted Flood Risk Assessment and Drainage Strategy.
128. United Utilities recommend a number of conditions including the need for a phasing plan; site-wide sustainable drainage strategy; and full details of foul drainage for each phase. Other conditions recommended by United Utilities are considered unnecessary as they are a matter for the LLFA and/or are covered by the conditions recommended by the LLFA. United Utilities also advise that as the application forms part of a larger allocation in the emerging GMSF it is important that development is delivered in accordance with a masterplan with an overall

strategy for the delivery of infrastructure. This requirement is acknowledged and will be relevant to potential future development in the proposed GMSF allocation, however this is not required to make the proposed development acceptable and it is noted United Utilities has not raised an objection to this application, subject to conditions.

ECOLOGY AND NATURE CONSERVATION

129. Policy SL5 of the Core Strategy states the Carrington Strategic Location can deliver high quality green infrastructure that protects and enhances the existing sites of environmental importance and that the protection and enhancement of sites of nature conservation and biological importance will be required, including the Carrington Rides, Broadoak Wood and Brookheys Covert. Policy R2 requires developers to demonstrate how their proposal will protect and enhance the biodiversity, geodiversity and conservation value of the Borough's natural urban and countryside assets having regard to its immediate location and its surroundings and to protect the natural environment throughout the construction process. This includes Sites of Biological Importance, Wildlife Corridors, woodland, hedgerows and hedgerow trees, and habitats and species identified in the Greater Manchester Biodiversity Action Plan. The NPPF also states planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing sites of biodiversity in a manner commensurate with their statutory status or identified quality in the development plan; and by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures (paragraph 170).

Impact on Sites of Ecological Importance

130. No part of the application site is within an area designated for its ecological or nature conservation value, although there are a number of designated sites (Special Areas of Conservation and Sites of Special Scientific Interest) and non-statutory local sites (Sites of Biological Importance) in the wider area.

131. Brookheys Covert SSSI is approximately 1.8km south of the site. Other statutory designated sites within 5km of the site include Manchester Mosses SAC and Holcroft Moss SSSI approximately 4.2km west of the site and Rixton Clay Pits SAC and SSSI approximately 4.2km south west of the site. In relation to Brookheys Covert and Holcroft Moss (and Woolston Eyes) SSSI's, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and GMEU also confirm that the proposed development will not affect any statutory designated nature conservation sites.

132. As part of the site is within 5km of the Manchester Mosses SAC and Rixton Clay Pits SAC, a Habitats Regulation Assessment (HRA) may be required to assess any effects that could arise from the potential atmospheric pollution and recreation pressure on these sites. Policy SL5 specifically refers to the need to consider the need for development proposals to be referred for possible HRA. In this case the site is separated from the SAC by significant areas of built development and by the Manchester Ship Canal. No direct harm will therefore be caused to the special interest of the SAC. Whilst there may be an increase in traffic arising from the operation of the development, and some plant species found in the SAC are known to be harmed by high concentrations of some air pollutants arising from road traffic emissions, GMEU note the following: -

- Most harmful air pollutants generated from traffic are deposited close to the source; the SAC is more than 4km from the application site at the nearest point.
- The SAC is located to the west of the application site, while the prevailing wind directions tend to push air pollutants to the east.
- It would be possible to prepare a sustainable Travel Plan for the site.
- Inclusion of high quality local green infrastructure and achievement of biodiversity net gain will mitigate for any possibility that the population uplift will cause any disturbance to the Mosses from recreation.

Having regard to the above it is concluded that no indirect harm will be caused to the special interest of the SAC by indirect air pollution arising from the operation of the development. In relation to the Manchester Mosses SAC, Natural England also considers that the proposed development will not have likely significant effects.

133. There are a number of SBI's in the vicinity of the site, including Land at Carrington Power Station approximately 140m north west of the site (now part of the Trafford Power Station site), Wetland at Carrington Moss approximately 380m east and south east of the site and Partington Nature Reserve approximately 1km south west of the site. There are a number of other SBI's in excess of 1km from the site. During the construction phase there may be potential for habitats within the nearest SBI's to be affected by construction dust and some species (particularly birds) could be affected by construction noise. The CEMP will include noise and dust suppression measures to mitigate impacts and impacts would also be temporary. During the operational phase the proposed development is not expected to result in outputs likely to result in an increase in emissions or noise over and above that already experienced. No likely significant effects are expected to SBI's in excess of 1km from the site due to the distance.

Impacts on Habitats within the Site

134. Although the site is dominated by existing commercial land uses and large areas of previously developed land, it supports a number of different habitat types. The Phase I Habitat Survey identifies areas of amenity grassland, arable land, broadleaved woodland, ephemeral/short perennial vegetation, hedgerows, scattered scrub, scattered trees and waterbodies (including pond, water tanks and stream). The broadleaved woodland is identified as a habitat of 'local' ecological importance in the ES, whilst all other habitat types have been assessed as being of either 'negligible' or 'site' ecological importance only. There are breeding priority bird species associated with bare ground and the arable field within the site, including Ringed plover, Lapwing and (probably) Skylark. The importance of buildings to roosting bats and nesting birds and ephemeral/short perennial habitat for breeding and wintering birds is also recognised in the ES.
135. The proposed development has sought to retain existing key habitats where possible, namely the woodland areas however there will be some loss of this habitat (1.82 ha) in addition to habitat types assessed of negligible ecological importance. Mitigation for loss of habitat is proposed through creation of 1.25 ha of replacement broadleaved woodland planting and significant tree planting on-site; 2 ha of woodland planting off-site (on land south of the site within the applicant's ownership); hedgerow planting on a 1:1 replacement; and provision of a linear watercourse in the form of a swale or ditch and a new pond, both within the green infrastructure and to be detailed in future reserved matters applications. To mitigate for loss of approximately 10.4 ha of habitat for priority farmland / wader species an equivalent area to the south of the Basell site will be provided.
136. As only limited details have been provided at this outline stage, it is considered necessary that a Habitat Creation and Management Plan for the whole site is prepared prior to the first reserved matters application to ensure that habitats which will be lost to the scheme will be properly mitigated and/or compensated and a coherent, balanced network of habitat will be created, including connectivity between phases. Thereafter, Habitat Creation and Management Plans for each phase should be submitted at reserved matters stage and contribute to the overall plan. Each plan should include details for the on-going management of the habitats created to ensure they do not deteriorate over time.

Protected and Notable Species

137. The following surveys have been undertaken: Extended Phase I Habitat survey, Hedgerow regulations assessment, bat roost potential assessment, bat activity surveys, great crested newt surveys, breeding bird survey, barn owl and badger survey. GMEU confirm that no further surveys need to be undertaken

before deciding the application, although updates to surveys will likely be required because the scheme will take some considerable time to implement.

138. The Bat Roost and Bat Activity Surveys confirm six day roosts and two maternity roosts of common pipistrelle in eight separate buildings on site, one day roost of common pipistrelle in a tree and that the woodland edges, hedges and tree lines are used as foraging and commuting habitat. Further surveys of an area of inaccessible woodland to the east of the site are recommended as part of subsequent reserved matters applications. The proposed development will result in the loss of bat roosting sites in buildings and trees, loss of foraging habitat and interruption of commuting corridors due to impacts upon hedgerows, and potential disturbance and displacement of roosting and foraging bats. Mitigation for loss of these roosts is proposed through provision of replacement roosting opportunities (bat boxes) within new buildings and on retained mature trees on site. Mitigation for loss of foraging habitat is proposed through tree planting within the green infrastructure and the woodland planting off-site. Full details of these proposals is currently unavailable given the outline nature of the application, however GMEU accept that mitigation is possible and the local conservation status of bats is in principle capable of being maintained, provided that full details of the proposed mitigation and compensation for impacts on bats are required by condition. Additional, updated surveys for bats will be required to inform these detailed mitigation proposals and the Habitat Creation Plan recommended above should also include features of benefit to bats.

139. Since bats have been found on the site then under the terms of the Habitats Directive and the Conservation of Habitats and Species Regulations 2017 (as amended), a licence will be required from Natural England to derogate the terms of this legislation before any work can commence that may disturb bats. Before a licence can be granted three tests must be satisfied. These are:

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

140. With regards to the first test, it is considered that the current national and local need for new housing and the social and economic benefits the proposed development would bring to Carrington and the sub-region, as summarised above, are of overriding public interest. The scheme will deliver a significant volume of new housing, employment opportunities and economic growth, community facilities, areas for sport and recreation and environmental

improvements that collectively would deliver significant social, economic and environmental benefits.

141. With regards to the second test that there is “no satisfactory alternative”, it is considered there are no available alternative sites on this scale that could deliver an equivalent volume of residential and employment development and community uses or deliver equivalent social, economic and environmental benefits to Carrington. The alternative, in the absence of there being a site that could deliver the same benefits, would be for the development not to proceed, or limit development to areas that would not impact on bats. Either scenario is not considered feasible given the importance of the site to the delivery of new housing and employment. The fact that the application site is specifically allocated for major mixed use development in the Core Strategy is also a significant consideration.

142. With regards to the third test the following are noted and it is considered the test can be met: -

- The roosts found are small and are very likely of a relatively common bat species
- Bat activity generally in the area is not high
- Given the very large scale of this development demolitions may not come forward for some time
- The development will involve the retention and creation of greenspace and the construction of a large number of houses that could incorporate features for bats
- Compensation for any possible disturbance or harm to bats will be straightforward

143. Breeding and wintering bird surveys have been undertaken and a number of species recorded on the site, including priority/BoCC red listed species (ringed plover, lapwing, skylark, house sparrow and starling). The proposed development will result in the loss of bird nesting and foraging habitat, including Schedule 1 species little ringed plover, and potential disturbance and displacement of nesting and foraging birds. There would be loss of approximately 10.4 ha of habitat for priority farmland / wader species. Existing buildings on the site are of importance to nesting birds and the ephemeral/short perennial habitat is of value for breeding and wintering birds. Mitigation for loss of bird nesting habitat includes provision of an equivalent area of 10.4 ha to the south of the Basell site that will provide habitat for breeding and wintering priority bird species, inclusion of a bird box scheme into the design of new buildings, and woodland structure planting in the proposed green infrastructure layout. The off-site habitat to be created will contain arable land under a suitable regime of management to maximise breeding and wintering opportunities and an adjacent strip of land to contain scrapes and suitable bare ground/ephemeral habitat. Clearance of habitat which could contain breeding birds will be timed to avoid the bird breeding season wherever possible, or where this cannot be achieved, habitat clearance will be

supervised by a suitably qualified ecologist. Condition(s) will be required to secure details of these measures and their implementation.

144. Surveys for other species or assessment of the suitability of habitat to support other species has been carried out and conclude no harm to other species, including amphibians, barn owl, badgers, water vole and hedgehog, subject to updates to surveys where previously submitted prior to commencement of development and mitigation as necessary. GMEU advise that to avoid any possible harm to amphibians any draw-down or infilling of waterbodies should take place under the supervision of a suitably qualified ecologist.

Biodiversity Enhancement

145. The NPPF states that decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures (paragraph 170d). The proposed green infrastructure network throughout the site includes retention of existing trees and green space where possible and provision of new areas of open space, natural and semi-natural green space with new tree planting and landscaping where appropriate. Further details will be required at reserved matters stage, however the Parameters Plans and supporting information in the DAS and ES demonstrate the proposed development can provide for a variety of ecological habitat retained and created throughout the development. The Habitat Creation Plan as recommended above must achieve a net gain in biodiversity.

LANDSCAPE AND VISUAL IMPACT

146. There are no statutory designations relating to the significance of the landscape affecting the application site and no part of the site lies within an Area of Landscape Protection as identified on the Policies Map, although the site is relatively close to the following Landscape Character Areas and has potential to impact on their character; the 'River Meadowlands' to the north, the 'Urban River Valley' to the west and 'Mossland' to the south. The site is within the Mersey Valley National Character Area (NCA 60), as defined by Natural England. A Landscape and Visual Impact Assessment (LVIA) has been incorporated within the ES and considers the impact of the scheme in terms of landscape effects and visual effects. The LVIA confirms that available views towards the site and the existing visual experience from the wider landscape are greatly influenced by existing energy infrastructure and industrial development forming a backdrop to the majority of views. Where visibility towards the site is possible, the site is generally viewed within the context of existing industrial, employment and residential development.

147. The LVIA demonstrates that only a limited geographical area would be affected and the proposed development will not be out of keeping given the

existing predominantly brownfield nature of the site and the extent to which the site and surrounding Landscape Character Types are influenced by urban elements already. The changes will relate mainly to a change in the composition of built form on site and will not result in the introduction of elements that are uncharacteristic within the landscape. The landscape features to be lost (including grassland, internal vegetation and sections of boundary hedgerow and screening vegetation) are not rare or notable features of the urban area or adjacent landscape and relate primarily to the existing industrial usage of the site. The proposed landscaping, once established, will result in localised improvements and aid the integration of the proposed development into the landscape and adjoining townscape. The proposed site-wide Green Infrastructure improvements will also bring about localised habitat creation and enhancements, recreation opportunities and landscape character improvements.

148. With regards the visual effects on receptors (including nearby dwellings and users of Manchester Road and public footpaths), the proposed development will affect a localised area where it will appear in closer proximity than industrial buildings currently on site, where the presence of new employment units will be noticeable and where the removal of roadside trees and hedgerows along Manchester Road will make a noticeable change to views. However, overall this is not inconsistent with the current visual context which already features industrial buildings and screen planting which prevent long distance views. The soft landscaping proposals that have been incorporated into the proposed development layout will mitigate impacts on the receptors and for a number of receptors will improve visual amenity, open up currently curtailed views and soften the proposed built form. For dwellings directly adjacent to the site (Belmont Terrace) there would be new built form in close proximity, however the siting and height of proposed dwellings will be considered at reserved matters stage and in principle a scheme can be designed to ensure no adverse impact on visual amenity.

149. In conclusion it is considered that the proposed development would not cause significant or detrimental harm to the character and visual amenity of the landscape and complies with Policy R2 of the Core Strategy, ENV17 of the Revised Trafford UDP and guidance in the Landscape Strategy SPG and Natural England's guidance *National Character Area Profile: 60 Mersey Valley*.

HERITAGE ASSETS

150. Policy R1 of the Core Strategy requires all new development to take account of surrounding building styles, landscapes and historic distinctiveness and states that developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings. Policy SL5 states that development will need to protect, enhance and preserve heritage assets and their wider settings, including the Church of St George. The NPPF requires an assessment of whether proposed

development would result in any potential harm to designated heritage assets and whether any harm would be 'substantial' or 'less than substantial'. Any harm to the significance of a designated heritage asset should require clear and convincing justification (paragraphs 193-196). With regards non-designated heritage assets, the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account and a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

151. Policy R1 does not reflect case law or the tests of 'substantial' and 'less than substantial' harm in the NPPF. Thus, in respect of the determination of planning applications, Core Strategy Policy R1 is out of date. Although Policy R1 can be given limited weight, no less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

Designated Heritage Assets

152. There are no designated heritage assets within the application site boundary. There are two listed buildings close to the site: Westwood Lodge on Crampton Lane on the opposite side of Manchester Road (Grade II) and the Church of St George to the west of the site (Grade II*).

153. Westwood Lodge dates from 1768 and its significance derives from its architectural and historic interest and from its setting within the settlement of Carrington and the surviving historic streetscape. The building is approximately 86m from the boundary of the application site, separated by Manchester Road, open land (the car boot site) and partly by an existing dwelling. The part of the application site opposite Westwood Lodge is currently undeveloped and open (forming the rugby club pitches); therefore the site does not currently impact on the setting of Westwood Lodge. The view from Westwood Lodge towards the site is partially screened by mature trees on the rugby club site, trees at the nearby dwelling and a hedge on the car boot site. The form, height, appearance and materials of development proposed in the Village Core has the potential to impact on the setting of Westwood Lodge, particularly given that buildings could be up to four storeys high within this area. This will need careful consideration at reserved matters stage, however given the distance, intervening features and potential for tree planting within the site, it is considered that buildings up to this height can be sited and designed to avoid harm to the setting of Westwood Lodge and therefore no harm to its significance.

154. The Church of St George is located approximately 360m west of the site and the Air Products facility and a dense area of woodland stand between the site and the Church. At this distance and given the intervening buildings and

woodland it considered its setting would not be affected by the proposed development and therefore there would be no harm to its significance.

Non-designated Heritage Assets

155. There are a number of buildings in the vicinity of the site considered to be of historic and/or architectural interest (predominantly 19th Century) and which constitute non-designated heritage assets. These include Ivy House (No. 2 School Lane), Nos. 1 and 3 School Lane and The Cottage situated on School Lane adjacent to the site. The scale and proximity of the proposed development will significantly alter the immediate context of these buildings, however it is considered that, in principle, development on the parts of the site adjacent to these buildings can avoid harm to their setting with careful consideration given to the siting, height and design at reserved matters stage.

156. In terms of potential archaeological interest on the site, the assessment identifies potential for prehistoric/Romano-British remains, pockets of surviving peat which have palaeo-environmental potential, and a post-medieval mill site. Much of the site has low potential for archaeological remains due to later industrial activity, and it identifies the north west part of the development area as having better potential than other areas. The study recommends that archaeological interests can be dealt with through a programme of archaeological evaluation and excavation as part of the detailed planning application stage. GMAAS consider that there are a couple of buildings and possible early field boundaries which should also be targeted for trial trenching (archaeological evaluation) and which are not given much attention in the report. GMAAS concur that archaeological interests can be dealt with through a planning condition. Ideally archaeological evaluation trenching should be undertaken at an early stage to allow the developer to identify costs and timetabling for any further, more detailed archaeological investigations that will be required following initial trenching. GMAAS recommend that an archaeology condition is attached requiring the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI).

157. The development therefore has the potential to harm non-designated buried heritage assets. However, it is considered by GMAAS through their suggestion of a WSI condition that the recording of these assets, if discovered, would provide sufficient mitigation against any harm. The heritage assets are currently unknown and their recording and public dissemination of the results would aid their understanding. No overall harm would therefore result, and the scheme is considered to be compliant with the NPPF.

NOISE AND VIBRATION

158. The site is in a location exposed to existing sources of noise that have the potential to affect the proposed dwellings, principally road traffic noise on

Manchester Road and noise from surrounding industrial premises, including Air Products and Basell. Policy L5 of the Core Strategy states that where development is proposed close to existing sources of noise or vibration, developers will be required to demonstrate that it is sited and designed in such a way as to confine the impact of nuisance from these sources to acceptable levels appropriate to the proposed use concerned. The NPPF advises that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution (paragraph 170e) and should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life (paragraph 180a).

159. The ES includes an assessment of the noise and vibration impacts during construction and operation of the proposed development and which includes a Baseline Noise Survey and a Site Suitability Assessment. A Noise Parameters Plan has also been submitted identifying areas within the site where consideration of noise will be required at reserved matters stage when details of siting and design are submitted for approval. This includes residential areas near to Air Products and along Manchester Road where existing daytime levels exceed 60 dBLAeq,16h and commercial areas within the site where there is potential for noise to impact on the proposed residential areas.

160. Noise was a significant issue in the previous application and after detailed assessment the proposals were considered acceptable, subject to a number of noise related conditions to safeguard future residents from industrial and road traffic noise. In noise assessment terms, national standards and guidance referred to in 2017 remains generally the same with no significant requirement to review the methodology of the previous noise assessment carried out. Similarly the Baseline Noise Survey of 2016 re-submitted with this application is accepted as being relevant, since the noise climate based upon current noise generative activities is not considered to have deteriorated since the previous application.

Traffic Noise

161. The proposed housing along Manchester Road would be exposed to traffic noise, which dominates the noise climate during the day (less so at night) and has potential to create noise that would affect the proposed dwellings. Most of the residential development would be set back from Manchester Road by between approximately 13m to 20m with open space and/or trees/vegetation in the areas between. This buffer zone would provide properties along Manchester Road with some attenuation by distance although some proposed dwellings would be exposed to traffic noise above BS 8233:2014. Proposed mitigation is set out in the Site Suitability Assessment within the ES which acknowledges that a continuous noise barrier along Manchester Road would not be appropriate for visual amenity reasons, therefore mitigation is proposed through a combination

of the orientation/layout of dwellings, noise barriers incorporated as part of the usual boundary treatment where necessary (e.g. timber fence enhanced to acoustic requirements or a brick wall) and high specification glazing and mechanical ventilation in some locations. The Pollution and Licensing Team confirm they are satisfied with the proposed scheme of noise mitigation. In view of the above it is necessary to impose a condition requiring that a site specific noise assessment and details of mitigation are submitted with each reserved matters application, where that application includes dwellings potentially affected by traffic noise (as identified on the submitted Noise Parameters Plan).

Noise from Air Products

162. Air Products is located to the west of the proposed development, separated from the site by a strip of land which is the route of the former mineral railway line and a belt of trees. These provide a screen between the sites, although the plant is visible from the application site above the trees. Air Products has raised concern over the proximity of proposed residential development to their plant and in particular, that future occupiers of the development will be exposed to noise from the plant which may lead to complaints and subsequent action that could impact on their future operations. There are different types of event that take place at the plant which generate noise of differing volumes, frequency and duration. The plant generates a continuous 'steady state' noise which occurs 24 hours a day, 7 days a week throughout the year and also infrequent impulsive noise events at increased noise levels when certain operations at the plant take place. These events include medium and high pressure venting, shutdowns, plant defrosts, product loading and vehicle movements.

163. The potential impact of noise at Air Products on the standard of amenity that can be achieved within the development was considered in detail in the previous application, having regard to Policy L5 of the Core Strategy, guidance within the NPPF and PPG and noise criteria within BS 8233:2014. Evidence submitted by Air Products was also taken into consideration. It was concluded that Air Products' operations would not result in an unacceptable standard of amenity for future occupiers, subject to conditions requiring an acoustic barrier to be provided and a noise assessment and details of mitigation for dwellings on this part of the site at reserved matters stage. There has been no material change in circumstances since the previous assessment and the scheme is the same with regards the distance between proposed residential development and Air Products. The representation from Air Products maintains concern over noise but acknowledges that the previous application is now a material consideration.

164. The proposed Rugby Club is located on the part of the site nearest Air Products resulting in a distance of approximately 140m between Air Products and the nearest housing, thereby some attenuation by distance would be provided. Mitigation is proposed in the form of a 6m high acoustic barrier located

to the eastern boundary of the proposed Rugby Club site (west of the proposed dwellings nearest Air Products). The height of the barrier has been selected to provide appreciable levels of attenuation, particularly in relation to first floor rooms. A detailed design for the barrier is not provided at this stage, however the Site Suitability Assessment suggests this would be a narrow structure such as a timber, aluminium or composite noise barrier, on top of an acoustic bund. The visual impact of such a barrier could be moderated by planting. The Pollution and Licensing Team confirm they are satisfied with the proposed scheme of noise mitigation.

165. Air Products request that any employment uses to the immediate east of their facility should not be for noise-sensitive uses and specifically that B1 uses should not be located in this area. Most of the proposed B1 use is likely to be located in the 'Business Gateway' area which will be some distance from Air Products rather than adjacent, nevertheless as there could still be B1 uses located in the vicinity of Air Products it is considered that a condition requiring a noise assessment to be submitted with any reserved matters applications for B1 use, together with details of mitigation, is necessary and at that stage so consideration can be given to the relationship between Air Products and B1 use.

Noise from Other Sources

166. There is also potential for noise from other industrial premises in the wider area, which include Basell Polyolefins, electricity transformers on the opposite side of Manchester Road and Carrington Power Station to the north west. The ES confirms that noise from these sources does not require further mitigation in addition to that identified above.

Noise from Proposed Employment uses

167. Noise generated by the proposed employment uses, which may include uses within Use Classes B2 (general industrial) and B8 (storage and distribution), has the potential to impact on proposed dwellings within the development given the proximity of these uses. The Noise Parameters Plan identifies those parts of the employment area where detailed consideration of noise will be required at reserved matters stage when details of siting and design are submitted for approval. Mitigation measures identified in the ES include location of more intensive uses (i.e. B8 uses and/or those with 24 hour usage) away from the boundary with residential dwellings; location of commercial buildings to shield service yard activity from nearby dwellings; use of noise barriers where appropriate; selection of suitable building envelope constructions; selection of low noise building services equipment; appropriate location and orientation of plant and equipment; and additional acoustic attenuation where necessary.

168. It is also considered that noise from B2 and B8 uses within the development has potential to impact on proposed B1 office uses within the

development, depending on the nature of those uses and the siting of such uses relative to each other. At this outline stage an assessment of potential impacts and the need for any mitigation cannot be carried out, therefore a condition is recommended to require a noise assessment at reserved matters stage and details of any mitigation measures that may be necessary for development within the employment areas. This may require a suitable scheme of sound insulation with details of the acoustic glazing to be installed, as well as a satisfactory ventilation strategy in the B1 uses to ensure that approved B1 uses can meet the relevant internal acoustic criteria of BS 8233:2014 "*Guidance on sound insulation and noise reduction for buildings*".

Carrington Relief Road

169. Although the CRR does not form part of this application, consideration has been given to the potential noise impact of road traffic on the adjacent proposed residential development. The ES states that sufficient space allowance has been provided within the Safeguarded Movement Corridor for third parties to install noise mitigation measures at a later date, as considered necessary by the promoter and as informed by their planning requirements. The Pollution and Licensing Team advise that there are no significant concerns, since any noise impact can be suitably mitigated by a combination of design layout and noise control provision.

Construction Noise

170. The potential for noise and vibration from construction has been assessed as not significant with the 'embedded mitigation' set out in the ES (relating to working hours, methods of working, etc.) and which will be included within the CEMP to avoid, minimise and mitigate any adverse effects. There is potential for vibration during piling works or vibratory compaction to be perceptible to residents in close proximity; alternative construction techniques where appropriate and liaison with occupiers may be necessary to address adverse effects and this can be ensured through the CEMP.

MAJOR ACCIDENT HAZARD SITES

171. There are a number of industrial uses in the vicinity of the site designated by the HSE as Major Accident Hazard sites (MAH) and which are subject to the Control of Major Accident Hazards (COMAH) Regulations. The consultation zones of the following MAH sites affect parts of the application site: -

- Basell Polyolefins UK Ltd, Carrington Site, Isherwood Road located south west of the site.
- Air Products (BR) Ltd, Manchester Road located to the west of the site.
- Nova Chemicals Europe Ltd, Carrington Works, Isherwood Road located south of the site (Nova Chemicals no longer operate from this site).

172. Most of the areas proposed for residential development fall within the outer zone of the Basell Polyolefins COMAH zone, where the HSE does not advise against housing. A limited number of dwellings are proposed in the Basell middle zone in two separate areas, confirmed by the applicant as a maximum of 30 dwellings and at a density less than 40 dwellings per hectare to reflect the maximum permitted by HSE advice. The HSE confirm they would not advise against housing in the middle zone provided that this number of dwellings and density are not exceeded. Part of the proposed residential development is also within the outer zone of the Air Products COMAH zone, where the HSE does not advise against housing. The extent of the area shown as residential land use also extends into the Air Products middle zone, however the applicant has confirmed that no dwellings are proposed in this area.
173. A large proportion of the proposed employment development falls within the Basell inner and middle COMAH zones. The HSE advise, on safety grounds, against the granting of planning permission unless each building located within the inner zone provides for less than 100 occupants and have less than 3 occupied storeys. HSE would not advise against workplaces of any size within the middle zone (unless specifically for people with disabilities). At this outline stage there is no indication as to the size of the employment buildings within the inner zone. It is therefore necessary to attach a condition to any permission limiting the occupancy of any building within the inner zone (including any building that may be partly within and partly outside the inner zone) to no more than 100 people at any one time and to no more than 2 occupied storeys.
174. The proposed Rugby Club site falls within the middle zone of both the Air Products and Basell COMAH zones. A small part of the Rugby Club site adjacent to the boundary is also within the Air Products inner zone. The strip of land within the inner zone would include the edge of the rugby club pitches and boundary treatment/landscaping on this boundary i.e. not the main playing areas or the proposed clubhouse. The HSE advise they would not advise against the granting of planning permission provided that less than 100 people are likely to be present at any one time. The number of people likely to use the Rugby Club facility at any one time is unknown at this stage. It is considered unlikely that the number of players and spectators during matches would exceed 100, however events held at the clubhouse and/or on the pitches could potentially result in more than 100 people. In order for the HSE to not advise against the development, there would need to be a condition attached to any permission that limits the number of people that gather at the Rugby Club at any one time to no more than 100. The applicant is aware of this restriction and it is accepted. It is also proposed that the S106 agreement will include a requirement for a covenant that the Rugby Club facilities shall have a maximum capacity of 100 people and that no more than 100 people shall occupy the facilities at any one time.

175. Some of the proposed areas of open space and play areas are within the middle and outer zones of the Basell and Air Products COMAH zones, including the main area of open space containing the NEAP, MUGA and kick about area which is within the Basell middle zone. HSE advise they would not advise against the granting of planning permission provided that less than 100 people are likely to be present in these areas at any one time. The HSE advise they would not advise against the granting of planning permission provided that less than 100 people are likely to be present at any one time. It would be impossible to control the number of people using the open space and play areas at any one time and therefore any condition would be unenforceable and therefore ultra vires. In any event, it is unlikely that the number of people using these areas will, in practice, exceed 100 at any one time.

ENERGY AND CLIMATE CHANGE

176. The need to mitigate and adapt to climate change is key to the delivery of sustainable development. Policy L5 of the Core Strategy requires new development to mitigate and reduce its impact on climate change factors and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation. The site is within a Low Carbon Growth Area where Policy L5 states there is potential for major development to deliver a CO₂ reduction of up to 15% above current Building Regulations, subject to new energy generation infrastructure and programmes in these locations being delivered within the plan period.

177. The ES includes a paper on climate change and the application includes an Energy Statement and Greenhouse Gas Emissions Assessment Report. The Energy Statement confirms the targets for carbon emissions reductions that the development should be aspiring to achieve as a baseline target of a 15% improvement in CO₂ emissions based on current Building Regulations and future best practice for new developments to be carbon neutral by 2028. The Energy Statement sets out a 15% reduction in carbon emissions is feasible through the use of improved fabric performance values compared to current Part L standards, and other passive and energy efficiency measures such as reducing solar gains and using highly efficient building services equipment. Low and zero carbon technologies such as using air source heat pumps and solar PV will reduce carbon emissions further and can be implemented on a building by building basis. This approach complies with Policy L5 and SPD1.

178. In order to be net zero carbon further measures will be necessary, including passive measures to reduce the energy demand, maximising the energy efficiency of the buildings and incorporating low and zero carbon technologies. The Energy Statement states that once further information is available a detailed low/zero carbon study can be carried out on a building by building basis, however the following are identified as suitable technologies for

use on the development: district heat network (based on for example waste heat or geothermal), solar power and heat pumps (ground source, water source or air source).

179. Given that the proposed development will be delivered in phases over a long period of time (indicated as up to 12 years) there may be potential for future phases to source low carbon or renewable energy generation that may be feasible by that time, including any district energy network which may be accessible and other large scale low/zero carbon energy generating infrastructure options as referred to in Policy L5. It is therefore considered that a condition requiring submission of an Energy and Carbon Reduction Strategy incorporating a Carbon Budget Statement with subsequent reserved matters applications should be attached to any permission.

180. The NPPF states that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110 e). Given the scale of development and the effects it will have on air quality and CO₂ emissions, the provision of vehicle charging points is necessary to comply with the NPPF and help meet the requirements of the Policies L4 and L5 of the Core Strategy with regards sustainable transport and reducing carbon emissions. It is recommended a condition is attached to any permission requiring that a scheme for EV charging points is submitted with reserved matters for each phase and consideration will be given to the level of provision in light of relevant policy and guidance at the time of submission.

CRIME AND SECURITY

181. Crime and security considerations will need to be factored into the scheme to ensure a safe and secure environment for residents, workers and visitors, and is designed to reduce opportunities for crime. Policy L7 of the Core Strategy states that in relation to matters of security, development must demonstrate that it is designed in a way that reduces opportunities for crime and does not have an adverse impact on public safety.

182. The application includes a Crime Impact Statement (CIS) prepared by GMP (Design for Security). The CIS makes a number of recommendations that will need to be addressed in the detailed design of each phase of the scheme. GMP (Design for Security) has raised no objection to the application and recommend that a full Crime Impact Statement is included with each reserved matters application.

WASTE MANAGEMENT

183. The ES includes an assessment of the likely quantities, types and management of waste during the construction phase from demolition of buildings

and earthworks. Mitigation identified in the ES includes developing a Site Waste Management Plan; striving to re-use/recycle excavated materials on-site and where this is not feasible re-use/recycle on other local construction projects; minimising construction waste generation; and identifying opportunities for on-site and off-site re-use of construction waste. It is estimated that 80-90% of excavated soil material would be retained on-site.

184. The ES also includes assessment of the operational phase and identifies measures for the storage and collection of household and commercial waste. The Waste Management Section comment there is a need to ensure that the following points in the ES are addressed at the detailed design stage (reserved matters): that the requirements included in the mitigation section will be secured as part of the detailed design stages of the proposed development and that each property will have a dedicated area to store the various bins and boxes that is easily accessible to residents. In addition the applicant will need to demonstrate through vehicle tracking that Trafford refuse collection vehicles can access the properties to remove their waste and where this isn't the case, demonstrate where residents will present their bins for collection. To ensure this a condition should be attached to any permission requiring a Waste Strategy with the reserved matters for each phase.

UTILITIES AND SERVICES

185. Policy L7 of the Core Strategy states that development must be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications; and be satisfactorily served in terms of the foul sewer system. The ES states it is anticipated that electricity, gas, water and communications for the proposed development will connect via the existing utilities networks within Manchester Road. No objections have been received from the relevant utilities companies to the proposal.
186. Policy SL5 of the Core Strategy states in order for development to be acceptable, a contribution towards the provision of additional utility capacity will be required. The consultation responses from the relevant utility providers do not specifically refer to a requirement to provide this additional capacity through the planning process. Future phases in the Strategic Location may need to contribute towards additional utility capacity as the cumulative impact of development increases pressure on existing utilities.

DEVELOPER CONTRIBUTIONS AND VIABILITY

187. Having regard to the scale and impacts of the proposed development and the requirements of Policies SL5, L2, L4, L8 and R5 of the Core Strategy, the following planning obligations and infrastructure are considered necessary to make the development acceptable in planning terms: on-site affordable housing provision; new road infrastructure; public transport improvements; primary school

provision; outdoor sports facilities; and on-site public open space/green infrastructure and play areas.

188. The applicant has submitted a Financial Viability Assessment that seeks to demonstrate the amount of affordable housing and other planning obligations that are viable. Two appraisals have been submitted; one based on a scheme comprising 10% affordable housing and one based on 0% affordable housing. The Assessment states that in both cases the proposed development will deliver a viability deficit. The Assessment refers to high upfront abnormal and service infrastructure costs to enable the proposed development to come forward on the site. It states it is likely that as the later development phases progress, the uplift in land receipts will off-set the high initial infrastructure costs and the ability to provide on-site affordable housing could then be supported. The applicant's Viability Assessment confirms the following S106 contributions and CIL payment can be delivered:

- Affordable Housing: 0 units
- Rugby Club relocation: £825,000 (this is actually a development cost and not a S106 contribution)
- Carrington Lane contribution: £75,000
- Flixton Road contribution: £275,000
- Provision of LEAP's, NEAP's and MUGA's on site
- CIL: £775,938

189. The Viability Assessment has been independently reviewed by the Council's appointed viability consultants. The applicant failed to respond to the request to confirm the actual purchase price. The failure to respond to this request is at odds with the requirement for transparency as set out in both NPPG and RICS guidance. The applicant did not provide any evidence or justification to support their abnormal costs on a site-specific basis, these costs were based on a generic assessment. Both the purchase price for land and evidence base abnormal costs are critical evidence when assessing site-specific viability. In addition to the unwillingness of the applicant to provide the purchase price and site-specific abnormal costs, the approach taken to assessing a hypothetical Benchmark Land Value did not follow the requirements of NPPG. It is inappropriate for developers to seek premiums when land has already been purchased and the landowner has accepted a premium in the purchase price. For a developer to add a premium to land values, has the impact of adding to the overall profit generated, which goes against the spirit and intention of Planning Guidance. Consequently the viability case submitted by the applicant does not meet the required tests, as set out in guidance or national policy and carries no weight in the determination of this application.

190. Notwithstanding the conclusions of the Viability Assessment, the applicant has since confirmed that 32 affordable units (10%) will be provided, in addition to those obligations and costs summarised above and an education contribution

considered below. The applicant's position in providing 10% affordable housing is also that the scheme will not be subject to any reappraisal to establish whether a greater number of affordable units could be delivered as the scheme progresses. As part of the applicants' viability case they have also emphasised that the proposed development provides a safeguarded route through the site to accommodate a potential future Carrington Relief Road and that this land will be dedicated to the Council for this purpose. The applicant considers that the value of this land for residential development, which benefits from an extant permission and could otherwise be implemented, should be reflected within the overall Section 106 contribution.

Affordable Housing

191. As set out in paragraph 21 above, Policy L2 of the Core Strategy requires a level of affordable housing to be determined via a site specific viability study and which will not normally exceed 40%. SPD1: Planning Obligations further confirms that the viability of planning obligations such as affordable housing will be negotiated between the Council and developers on a case by case basis. Where viability is an issue it states that the Council will consider potential benefits of a scheme by weighing these against the resulting harm from the potential under-provision or delayed provision of infrastructure. Based on independent financial viability findings and other evidence, planning obligations may be deferred, phased, or discounted, where this would not make the development unacceptable in planning terms. SPD1 further states that where a viability appraisal has been accepted by the Council, the S106 legal agreement may include provisions for overage and review mechanisms.

192. As the applicant has not submitted a PPG compliant Viability Assessment to demonstrate a level of affordable housing that can be provided, the proposal fails to comply with Policy L2 and relevant national guidance. Nevertheless, the applicant's offer to provide 32 affordable units (10%) must be considered in the planning balance.

New Road Infrastructure

193. Policy SL5 of the Core Strategy requires substantial improvements to road infrastructure in the Carrington Strategic Location, including contributions towards highway infrastructure schemes. In this case the proposed development includes safeguarded land for a Carrington Relief Road that will be made available should the CRR scheme come forward and the applicant has already made a contribution of £641,025 towards highway improvements, a proportion of which can be attributed to the proposed development, both of which are considered 'new road infrastructure'.

Public Transport

194. Policy SL5 of the Core Strategy requires substantial improvements to public transport infrastructure in the Carrington Strategic Location, including contributions towards public transport schemes. No contribution is proposed although the scheme does include improvements to bus stops in the vicinity of the site and pedestrian accessibility to bus stops. These improvements, whilst welcome, are not 'substantial' and considered in planning balance.

Education Facilities

195. As set out in paragraph 80 above a contribution of £736,890 is required towards the expansion of existing primary schools to provide additional intake places and/or provision of a 2-form entry primary school in Carrington. The applicant has confirmed a contribution of £236,890 towards primary education, payable on occupation of the 33rd dwelling. A further contribution of up to £500,000 towards primary education, payable on occupation of the 289th dwelling, providing design work on the Carrington Relief Road progresses beyond the next funding gateway for the scheme.

Outdoor Sports Facilities

196. As set out in paragraph 74 above a contribution of £353,001 is required towards the provision of off-site outdoor sports facilities. The applicant has advised that no contribution is viable.

Public Open Space, Green Infrastructure and Play Areas

197. The provision of the proposed open space, green infrastructure and play areas as set out in this report and the on-going management of these areas will be required as part of a S106 agreement.

Other Section 106 Matters

198. A Deed of Variation is required to include an obligation not to implement the extant Common Lane permission. This is to ensure that both the proposed development and the Common Lane development cannot both be implemented, given the impact this would have on the highway network. The Deed of Variation would also need to remove the requirement in the original S106 agreement for a contribution towards improvements at the Common Lane junction.

Community Infrastructure Levy

199. In addition to the above, the proposed development will be CIL liable. This proposal is located in the 'cold zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £20 per square metre,

and apartments will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014). Developments that provide affordable housing can apply for relief from paying CIL on those affordable units. Subject to the relevant criteria being met, relief from paying CIL can be granted and the CIL payments will be reduced accordingly.

200. The proposed employment development comes under the category 'industry and warehousing' which is liable to a CIL charge rate of £0. The proposed retail development comes under the category 'all other development', In the event the retail element were to include a supermarket, this will be liable to a CIL charge rate of £225 per sq m. Health comes under the category 'public/institutional facilities' which is liable to a CIL charge rate of £0.

ENVIRONMENTAL EFFECTS AND MONITORING

201. The significant effects of the proposed development have been considered in the Environmental Statement and through the analysis carried out throughout this report. It is concluded from this information and analysis that there would be no significant effects on the environment arising from this scheme, subject to mitigation measures being secured by appropriate planning conditions. There is no reason to withhold planning permission on the basis of the environmental impact of this development.

202. The following monitoring measures are required to ensure that some of the environmental impacts of the scheme identified in the ES and summarised in this report are mitigated. The majority of these have been brought forward through planning condition, but there are also powers available under other legislative regimes. These include: -

- Contamination - investigation and risk assessment, remediation strategy and verification plan, including long term monitoring and maintenance plan.
- Air quality – measures in the CEMP to control air quality (including dust control measures) during the construction period. The Council also monitors air quality more generally in the Borough through its Pollution and Licensing team.
- Ecology – further surveys and Habitat Creation and Management Plans at reserved matters stage to mitigate impacts on affected habitats and protected/priority species, provide suitable replacement habitat as mitigation for habitat loss, measures for long-term management and a net gain for biodiversity.
- Noise – details of mitigation measures to be provided with applications for reserved matters and the approved measures to be incorporated into new dwellings and office buildings where necessary and a verification report (post construction) to be submitted and approved where potentially affected by traffic noise or industrial noise.

PLANNING BALANCE AND CONCLUSION

Status of the Development Plan

203. Paragraph 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.

204. This report has identified that the proposals do not comply with aspects of the statutory development plan in the following ways:

- The applicant has not met the maximum level of affordable housing provision that may be viable in this Strategic Location (up to 40%) in accordance with Policies L2 and SL5.
- The proposal does not deliver substantial public transport improvements as required by Policy SL5.
- The proposal does not deliver sufficient on-site outdoor sports facilities, or contribute towards the provision or improvement of facilities off-site, as required by Policy R5.
- A robust viability assessment has not been submitted to demonstrate that these planning obligations cannot be provided.

Application of the NPPF

205. 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. Paragraph 11 of the NPPF states plans and decisions should apply a presumption in favour of sustainable development. Paragraph 11 c) states this means approving development proposals that accord with an up-to-date development plan without delay and Paragraph 11 d) states 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.

206. The 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. Policies L1 and L2 of the Core Strategy are 'out of date' in NPPF terms, not least because of the Borough's lack of a five year housing land supply, but other policies relevant to this application, including those relating to the Carrington Strategic Location, remain up to date in respect of the Council's expectations for the delivery of development in this location and can be given full weight in the consideration of this application. Whether a development plan policy is considered to be up to date or out of date has been identified for each of the policies in the relevant section of the report. As part of this it has been established that some of the policies which are out-of-date should be categorised as 'most important' for determining this application.

207. As the Council's development plan policies relevant to the supply of housing are out-of-date, it is necessary to assess the development against NPPF paragraph 11 d) i. and ii. above. The footnote to paragraph 11 d) i explains that the policies of the NPPF referred to include those which relate to habitats protection, heritage and flood risk; the assessment of the scheme on these areas and assets of particular importance does not lead to a conclusion that 'provides a clear reason for refusing the development proposed'. Paragraph 11(d)(ii) of the NPPF – the tilted balance – is therefore engaged, i.e. planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This exercise is set out below:

Adverse Impacts

208. The following adverse impacts of granting permission have been identified: -

- Carrington is not currently considered to be a sustainable location due to its physical isolation and poor transport links, including limited public transport, and lack of community facilities to support the proposed development.
- Failure to demonstrate in a PPG compliant Viability Assessment that the scheme is not able to deliver a level of affordable housing over and above the 32 affordable units to be provided (up to 40% provision referred to in Policy L2) and no provision for overage and review mechanisms.
- Limited improvements to public transport infrastructure rather than 'substantial' improvements as required by Policy SL5.
- Insufficient outdoor sports provision proposed within the site and no financial contribution towards new or improved off site facilities to meet the additional sporting demand generated by the increase in population, which has raised a non-statutory objection from Sport England.

- Potential for infrequent operations at Air Products to result in levels of noise that may impact on the amenity of future residents.
- Loss of existing woodland, trees and hedges and habitats and disturbance to wildlife on the site (although mitigation is proposed).
- Some of the proposed residential development would be on greenfield land.
- Loss of existing employment land and buildings resulting in loss of existing employers and jobs based at the site (although the development would result in a net increase in employment land and floorspace).
- Should the design work for the Carrington Relief Road not progress beyond the next funding gateway, then the proposed development will place additional demands on primary schools in the area which will not have the capacity to accommodate the full pupil yield of the development.

These adverse impacts must be assessed as to whether they outweigh the benefits of granting permission when assessed against the policies in the NPPF as a whole. The following benefits resulting from the scheme have been identified: -

Scheme Benefits

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

- Up to 320 new homes, a significant proportion of which are suitable for families, on a site which forms part of a wider area identified as being capable of delivering up to 1,560 dwellings in the plan period (and a significantly greater number in the Draft GMSF 2019). None of this housing has been delivered to date and the Council has not been able to meet its housing delivery targets set out in the Core Strategy. The proposals would contribute significantly towards addressing the identified housing land supply shortfall and substantial weight has been given to this benefit.
- 32 affordable dwellings (notwithstanding that a PPG compliant Viability Assessment has not been submitted to demonstrate this is the maximum number of affordable units that is viable).
- Re-use of significant areas of previously developed, under-utilised and contaminated land, including for housing which will contribute positively to the Council's policy aspiration to maximise the use of previously developed land for housing.
- Up to 62,057 sq m of new employment space on approximately 26.4 ha of land which forms part of a wider area identified as being capable of delivering up to 75 ha of land for employment activities. This will comprise a mix of employment uses and buildings of modern construction. The proposals would contribute significantly towards the Council's identified employment land supply and contribute to the local and sub-regional economy.
- The creation of approximately 1,340 net additional full-time equivalent jobs.

- Creation of 160 direct construction jobs per annum over the 9 year build period.
- Provision of new community and retail facilities as part of a new Village Centre which has the potential to create a new focal point and sense of place for Carrington.
- Improved appearance to Manchester Road and interaction between the site and the existing village.
- Provision of a new rugby pitch, training pitch and clubhouse for Carrington Rugby Club that will be a significantly better facility than the existing facilities and which will also be available for use by the wider community.
- Recreational benefits through the provision of on-site open space, footpath and cycle connections and sports facilities.
- Provision of large areas of green infrastructure throughout the site.
- Additional expenditure into the local economy will support and help sustain existing services in Carrington and Partington and support the viability of new services.
- New Homes Bonus.

Conclusion

210. The main adverse impacts identified above are the applicant's failure to demonstrate in a PPG compliant Viability Assessment that the scheme is unable to deliver a greater level of affordable housing, public transport infrastructure or sports facilities than is proposed (and the potential scenario that the full primary school contribution may not be realised) It is disappointing that the applicant has not sought to provide a PPG compliant viability case as required by policy and national guidance. No justification has been given and no weight can be given to the applicant's viability case. This weighs significantly against the scheme in the planning balance. There are other harms identified which also relate to the lack of a robust viability case. This includes the fact that should the CRR not progress, the full education contribution for the scheme will not be paid, resulting in demands on primary schools in the area that will not have the capacity to accommodate the full pupil yield of the development. This weighs against the scheme but needs to be balanced against the fact that the development proposed under this application would be unlikely to be implemented should the CRR not progress. Also with substantial weight against the scheme is the site's unsustainable location.

211. However, the proposals will enable the CRR to come forward, which is an essential piece of infrastructure necessary to deliver further development and growth in the Strategic Location in accordance with the Core Strategy as well as relieve pressure on the existing road network. The scheme provides for security of land required for a route and its future transfer to the Council to deliver the scheme. The ability to bring forward the CRR in future is a significant public benefit that carries substantial weight. Also with substantial weight is the contribution the scheme will make to the Council's five year housing land supply,

the delivery of the SL5 allocation and the regenerative benefits of the scheme overall.

212. Due regard must also be given to the fall-back, in that an extant permission exists in perpetuity for a scheme for a greater number of dwellings on the site with only 5% affordable housing provided and no contributions towards public transport, education or sports facilities. In the event that the CRR does not proceed, it is likely that the previously approved scheme would be implemented in full. Therefore this should be given substantial weight as it is a more than realistic fall-back position.

213. Having carried out the weighted balancing exercise under Paragraph 11 d (ii) of the NPPF it is considered that the adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits, although the tilted balance, given the harms, particularly in respect of a lack of a robust viability assessment, falls only marginally in favour of the proposed development. The application is therefore recommended for approval.

RECOMMENDATION:

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

(i) To complete a suitable legal agreement / unilateral undertaking to secure :

- Affordable Housing Scheme – 10% on site provision per phase of development and to be split 50:50 between affordable rent and shared ownership housing units and 50:50 between 1 and 2 bed apartments and dwellings and 3 bed dwellings.
- A contribution of £236,890 towards new and/or improvement of existing primary schools payable on occupation of the 33rd dwelling and a further contribution of £500,000 payable on occupation of the 289th dwelling on the assumption that the CRR progresses beyond the next funding gateway.
- Provision of on-site green infrastructure/open space, management and maintenance;
- Provision of on-site play facilities, management and maintenance;
- Provision of replacement facilities for Carrington Rugby Club, including new pitch, training area and club house (replacement pitch to be constructed and made available for use before the existing pitch is decommissioned).
- Replacement Rugby facilities to be constructed to RFU Guidance Specification and Sport England design guidance and to include community use within permitted hours.

- Management and maintenance by the Rugby Club (or alternative body, including a management company).
- Travel Plan Monitoring Fee (figure to be confirmed and agreed).

(ii) To complete a suitable Deed of Variation to secure:

- Obligation not to implement the extant outline planning permission for employment development at land off Common Lane (ref. 88779/OUT/16)
- The removal of the requirement in the previous legal agreement for a financial contribution to be made towards improvements at the Common Lane junction

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

(iv) 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.

(v) 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. Applications for approval of Reserved Matters for each of the phases identified on drawing number 04157 - Phasing Plan must be made no later than expiration of the following, beginning with the date of this permission:

5 years for Residential Phase R4
 5 years for Residential Phase R5
 3 years for Residential Phase R6
 5 years for Employment Phase E4
 7 years for Employment Phase E5
 5 years for Employment Phase E6
 7 years for Employment Phase E7
 10 years for Employment Phase E8
 7 years for Village Core Phase VC1
 10 years for Village Core Phase VC2
 3 years for Rugby Club

The development in each phase, as identified on drawing number 04157 - Phasing Plan, must be begun not later than the expiration of two years from the final approval of the Reserved Matters for that phase.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The approval of the Local Planning Authority shall be sought in respect of the following Reserved Matters before each phase of the development is implemented - appearance; landscaping; layout; and scale. The development shall be carried out in accordance with the approved details.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the details of the matters referred to in the condition have not been submitted for consideration.

3. The Reserved Matters for each phase shall comply with the development parameters outlined on the following drawings: -

04_140 Rev C - Land Use
04_141 Rev C - Green Infrastructure
04_142 Rev E - Building Height
04_143 Rev C - Movement and Access
04_144 Rev C – Noise
04157 - Phasing Plan

Reason: To clarify the permission and ensure the reserved matters for the development are consistent with the details approved at outline stage, having regard to Policies SL5, L2, L7, R1, R2, R3 and other relevant policies of the Trafford Core Strategy and the National Planning Policy Framework.

4. The outline planning permission hereby approves the following maximum quantum of development: -

- 320 dwellings
- 62,057 sq m of employment floorspace (gross external area) within Use Classes B1, B2 and B8 including open storage
- 1,200 sq m of retail and health floorspace (gross external area) within Use Classes A1 and D1

Reason: To define the development in accordance with the requirement to deliver a sustainable form of development, having regard to Policy SL5 of the Trafford Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any equivalent Order following the amendment, revocation and re-enactment thereof, no more than 7.2% of the total employment floorspace (gross external floor area) hereby approved shall be occupied by uses falling within Use Class B1 (a).

Reason: In the interests of protecting the health and vitality of nearby town centres, as B1 (a) is defined as a main town centre use and having regard to the data used in the submitted Transport Assessment to assess the traffic impact of the proposed development, having regard to Policies SL5, W2, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No more than a total of 30 dwellings and at a density that does not exceed 40 dwellings per hectare shall be constructed in those areas of the site that fall within the middle zone of the Basell Polyolefins Ltd COMAH Zone, as indicated on drawing no 04_140 – Parameter Plan - Land Use.

Reason: To comply with HSE advice in the interest of public safety and Policies L5 and L7 of the Trafford Core Strategy, Proposal D5 of the Revised Trafford UDP and the National Planning Policy Framework.

7. Any employment buildings located within the inner zone of the Basell Polyolefins Ltd COMAH zone, including any part of a building, as indicated on drawing no. 04_140 – Parameter Plan – Land Use, shall not be occupied by more than 100 people at any one time and shall not have more than 2 occupied storeys.

Reason: To comply with HSE advice in the interest of public safety and Policies L5 and L7 of the Trafford Core Strategy, Proposal D5 of the Revised Trafford UDP and the National Planning Policy Framework.

8. The number of people that may gather at the rugby club facility hereby approved (including the pitches, clubhouse and car park) shall not exceed 100 at any one time.

Reason: To comply with HSE advice in the interest of public safety and having regard to Policies L5 and L7 of the Trafford Core Strategy, Proposal D5 of the Revised Trafford Unitary Development Plan and the National Planning Policy Framework.

9. A minimum of 69% of the residential units hereby approved shall be delivered as accommodation suitable for family living. In determining whether a residential unit is suitable for family living regard shall be paid to particular needs in relation to the size of residential units, as identified within the Development Plan or any recognised regional / national standard that is in place at the time of any application for Reserved Matters for layout, appearance and scale but generally shall consist of properties containing three bedrooms or more and larger two bedroom units to meet a range of family circumstances.

Reason: To ensure the housing needs of the Borough are adequately met and in accordance with Policies SL5 and L2 of the Trafford Core Strategy and the National Planning Policy Framework.

10. Any application for Reserved Matters which includes layout for each phase shall include details of existing and finished site levels relative to previously agreed off-site datum points or Ordnance datum points. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of amenity and in compliance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of these details prior to works starting on site because these details will need to be incorporated into the development at design stage.

11. Prior to the submission of the first application for Reserved Matters for each phase, a detailed Design Framework shall be submitted to, and approved in writing by, the Local Planning Authority for that phase. The Design Framework shall be prepared in accordance with the principles and 'defining characteristics' set out within the approved Design Principles document (Aecom ref: PR002_A_Design Principles, dated November 2019).

Reason: To ensure that the proposed development creates a well-designed, locally distinctive place of high design quality that is appropriate to its context, having regard to Policies SL5, L2 and L7 of the Trafford Core Strategy, Paragraphs 124 and 127 of the National Planning Policy Framework and Planning Practice Guidance.

12. Prior to the first application for Reserved Matters which includes layout, a site-wide Movement and Access Strategy with details of pedestrian and cycling networks to be provided through the site and which shall incorporate the key principles of Active Design set out within Sport England's Active Design Guidance (Active Design: Planning for health and wellbeing through sport and physical activity) shall be submitted to and approved in writing by the Local Planning Authority. All applications for Reserved Matters which include layout for each phase shall be in accordance with the approved Movement and Access Strategy.

Reason: To promote active travel through the provision of a network of safe, secure, convenient and attractive walking and cycling routes and ensure this forms an integral part of the proposed development having regard to Policies SL5, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework

13. Any application for Reserved Matters shall be accompanied by a Statement that provides details of the following, both for the proposed phase and the cumulative total from any previously approved/developed phases: -

- Quantum of development falling within any use class;
- Mix of residential units, including the number of which are suitable for family-living as required by Condition 9;
- Percentage of affordable housing previously delivered / permitted and that to be delivered as part of the reserved matters application;
- Quantum of Spatial Green Infrastructure (open space) provided;

- Quantum of children's equipped play-space provided;
- Quantum of Specific Green Infrastructure provided including tree-planting and metrics of qualifying alternative treatments;
- Number of residential units occupied across the whole site at the time of submission.

Reason: To ensure that the development proceeds in accordance with Condition 3 of this permission and is in accordance with Policies SL5, L2, L7, R5 and other relevant policies of the Trafford Core Strategy and the National Planning Policy Framework.

14. Prior to the submission of any application for Reserved Matters for layout within Phase 'VC' of the development hereby approved, a strategy, including a timetable for implementation, for the provision of healthcare facilities shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall set out an assessment of need and include consultations with relevant healthcare providers and the Council and shall demonstrate how such needs are expected to be met. Development shall proceed in accordance with the approved strategy.

Reason: To ensure that sufficient healthcare facilities are provided to support the needs of the development, having regard to Policies SL5 and L2 of the Trafford Core Strategy and the National Planning Policy Framework.

15. Any application for Reserved Matters which includes layout for a phase that includes a NEAP, LEAP and/or LAP as identified on drawing number 04_146 – Public Open Space Area Measurements, shall include full details of the play area facilities within that phase, including location, size, specification for the play equipment to be installed, full landscaping details and a maintenance regime for the lifetime of the development. The play area facilities shall be provided and subsequently maintained for the lifetime of the development in accordance with the approved details.

Reason: To ensure that an adequate level of play space is provided and maintained for the occupants of the development, in compliance with Policies SL5, L3, L7, and R5 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 1: Planning Obligations and the National Planning Policy Framework.

16. Any application for Reserved Matters which includes layout and / or appearance for each phase shall be accompanied by an Energy and Carbon Reduction Strategy which shall include measures to reduce carbon dioxide emissions from the development hereby approved. The Energy and Carbon Reduction Strategy for each phase shall demonstrate a minimum CO₂ reduction of 15% above current Building Regulations. Development shall proceed in accordance with the approved strategy.

Reason: To mitigate and reduce the impact of the development on climate change in accordance with Policies SL5 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

17. Any application for Reserved Matters which includes layout and / or appearance for each phase shall include a scheme for the provision of low emission vehicle charging points for that phase. The scheme shall comply with any recognised local / regional / national standard that is in place at the time of any application for Reserved Matters. The approved infrastructure shall be made available for use prior to the first occupation of the buildings within the relevant phase and shall be retained thereafter.

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

18. Any application for Reserved Matters which includes layout for each phase shall include a Waste Strategy, which shall include details of refuse and recycling facilities for that phase of the development proposed. The approved facilities shall be made available for use prior to the first occupation of the buildings within the relevant phase and shall be retained thereafter.

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

19. Any application for Reserved Matters which includes layout and/or appearance for each phase shall include a Crime Impact Statement, which shall be in accordance with the recommendations contained within the Crime Impact Statement: Preliminary ref. 2016/0413/CIS/02 Version B dated 16 October 2019.

Reason: To reduce the risk of crime and in the interests of the enhancement of community safety pursuant to Policy L7 of the Trafford Core Strategy and to reflect the guidance contained in the National Planning Policy Framework and Trafford Council Supplementary Planning Guidance 'Crime and Security'.

20. No part of the development shall be occupied unless and until one of the following off-site highway improvement schemes has been completed in accordance with a relevant planning permission for that scheme and is available for use by vehicular traffic:

- i) The proposed works at the Flixton Road / Isherwood Road / A6144 Manchester Road traffic signal junction including the provision of a bus stop lay-by and the proposed improvements at the Carrington Lane / Banky Lane / A6144 Manchester Road traffic signal junction, as identified on drawing nos. CAR-ARP-ZZ-ZZ-DR-PT-1012 P2 and CAR-ARP-ZZ-ZZ-DR-PT-1013 P1 submitted with application 88439/HYB/16, and completed in accordance with a detailed design scheme which shall first have been submitted to and approved in writing by the Local Planning Authority, or

- ii) The proposed 'Carrington Relief Road' (the new road infrastructure to serve the SL5 Strategic Location to relieve congestion on the A6144).

Reason: To ensure that the highway impacts of the development are appropriately mitigated in the interests of highway safety and the free-flow of traffic, having regard to Policies SL5, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

21. No more than 60,198 sq m of the employment floorspace (Use Classes B1/B2/B8 including open storage) hereby approved shall be occupied unless and until one of the following off-site highway improvement schemes has been completed in accordance with a relevant planning permission for that scheme and is available for use by vehicular traffic:

- i) The proposed 'Carrington Relief Road' (the new road infrastructure to serve the SL5 Strategic Location to relieve congestion on the A6144), or
- ii) A further 'Flixton Road Junction Improvement' scheme to that referred to in Condition 20, which shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to mitigate the impact of the additional traffic that would be generated by the occupancy of more than 60,198 sq m of Use Class B1/B2/B8 including open storage floorspace.

Reason: To ensure that the highway impacts of the development are appropriately mitigated in the interests of highway safety and the free-flow of traffic, having regard to Policies SL5, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

22. The proposed priority junctions to serve the various development sectors from the A6144 Manchester Road, set out in the Site Access Key Plan and Site Access drawings nos. 1 to 5 (Drawing reference CAR-ARP-CV-ZZ-DR-PT-0001 Rev P04, CAR-ARP-CV-ZZ-DR-PT-0002 Rev P05, CAR-ARP-CV-ZZ-DR-PT-0003 Rev P05, CAR-ARP-CV-ZZ-DR-PT-0004 Rev P04, CAR-ARP-CV-ZZ-DR-PT-0005 Rev P04 and CAR-ARP-CV-ZZ-DR-PT-0006 Rev P03) shall be implemented in accordance with the approved drawings and made available for use prior to the occupation of buildings within the relevant phase of the development they are intended to serve.

Reason: To ensure that satisfactory access provision is made for the development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

23. The off-site highway improvements specified on the Site Access drawings nos. 1 to 5 (Drawing reference CAR-ARP-CV-ZZ-DR-PT-0002 Rev P05, CAR-ARP-CV-ZZ-DR-PT-0003 Rev P05, CAR-ARP-CV-ZZ-DR-PT-0004 Rev P04, CAR-ARP-CV-ZZ-DR-PT-0005 Rev P04 and CAR-ARP-CV-ZZ-DR-PT-0006 Rev P03), including the

replacement and new bus shelters, new pavement construction and pedestrian crossing proposals, shall be provided in accordance with the approved drawings and completed prior to the occupation of buildings within the relevant phase of the development they are intended to serve.

Reason: In the interests of highway and pedestrian safety and to improve pedestrian accessibility to and from the site, having regard to Policies SL5, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

24. Applications for Reserved Matters which include layout shall be accompanied by details of a scheme for car parking, servicing, loading and other vehicular access arrangements to serve the relevant phase of development they relate to. The scheme as submitted shall include the number and layout of car spaces, secure motorcycle and cycle parking spaces (including accessible spaces) and the location of servicing, loading and other vehicular access areas. The scheme as approved shall be made fully available prior to the relevant phase of the development being first brought into use and shall be retained thereafter for its intended purpose.

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, the Council's adopted Supplementary Planning Document 3 - Parking Standards and Design and the National Planning Policy Framework.

25. Any application for Reserved Matters which includes layout and / or scale for each phase shall be accompanied by a Full Travel Plan for that phase, which should include measurable targets for reducing car travel. On or before the first occupation of each phase 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 SL5, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

26. No development approved by this planning permission shall take place until a remediation strategy to avoid harm to controlled waters that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. Where necessary, additional site investigation, based on the information already submitted, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving

full details of the remediation measures required and how they are to be undertaken.

3. 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 in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: For the ongoing protection of the water environment from risks arising from land contamination having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. It is necessary for this information to be submitted and approved prior to commencement given the need to undertake appropriate mitigation prior to the start of the construction works.

27. Prior to any part of the permitted development being occupied a verification report demonstrating the completion of works set out in the approved remediation strategy relating to controlled waters and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: In the interests of protecting the water environment from risks arising from land contamination in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution to ground water arising from land contamination, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

29. No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present shall take place on any phase of the development hereby approved unless and until a scheme which demonstrates that there will be no resultant unacceptable risk to controlled waters in relation to that phase has first been submitted to and approved

in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution to controlled waters, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

30. No development shall take place on any phase of the development hereby approved, other than the demolition of buildings and structures down to ground level, site clearance works and tree felling, until a 'Remediation Implementation Plan' for the protection of human health for that phase (based on the over-arching remediation strategy presented in the Geotechnical and Geo-environmental Interpretive Report, prepared by ARUP for HIMOR (Carrington) Ltd., dated 25/10/19 Ref CAR-ARP-CV-ZZ-RP-CG-0001) has been submitted to and approved in writing by the Local Planning Authority. The 'Remediation Implementation Plan' shall be prepared by competent persons and shall refer to any additional site investigation/investigation that has been undertaken to support the information already submitted, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. The 'Remediation Implementation Plan' shall describe the remediation strategy giving full details of the remediation measures required and how they are to be undertaken and 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 approved 'Remediation Implementation Plan' shall thereafter be carried out before the first occupation of the development hereby approved.

Reason: To prevent pollution of the 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.

31. No development within any phase shall be occupied until a Verification Report demonstrating completion of works set out in the approved 'Remediation Implementation Plan' for the protection of human health for that phase, 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 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.

32. No development shall take place unless a scheme detailing the mitigation of all potential impacts of flood risk and a satisfactory surface water design, together with a timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. The detailed scheme shall be in accordance with the outline details provided in the Flood Risk Assessment and Drainage Strategy (Ref: CAR-ARP-CV-ZZ-RP-CD-00001 Rev A dated 6 December 2019) and associated documents (Dwg No. CAR-ARP-CV-ZZ-SK-CD-00012 / 3 February 2020) including improvement of the existing surface water disposal system. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to reduce the impact of flooding on the proposed development and future occupants in accordance with Policies L5, L7 and SL5 of the Trafford Core Strategy, the National Planning Policy Framework and National Planning Practice Guidance.

33. Prior to the submission of any Reserved Matters application for layout, scale or landscaping for any Phase of the development hereby approved that utilises the culvert/outfall or necessitates the hydraulic model referred to below, the information set out in i) and ii) below shall be submitted to and approved in writing by the Local Planning Authority prior to the determination of that Reserved Matters application. This information shall be up to date and reflect the current situation.
- i) Full CCTV survey to determine the structural and hydraulic integrity to confirm the condition and capacity of the existing outfall pipes from the proposed developments into the River Mersey. This includes the School Lane Brook culvert, Burford Brook culvert and the 375mm dia culvert through Parcel C and to the rear of Belmont Terrace.
 - ii) Hydraulic model of the watercourses surface for Parcels C, D & F as detailed on Dwg No's CAR-ARP-CV-ZZ-DR-CD-00005 Rev. P01 and CAR-ARP-CV-ZZ-SK-CD-00012. This is to determine the flood risk and discharge allowances for the development for the 1 in 100-year storm event including 30% Climate Change allowance.

Should the investigation works indicate that remediation is necessary, including any temporary arrangements through the duration of construction works, a detailed scheme of remedial works should be incorporated into the design to bring the existing drainage system to a condition suitable for its intended purpose. These details must also be submitted to and approved in writing by the Local Planning

Authority two months prior to the submission of the first Reserved Matters application for layout, scale or landscaping for any Phase of the development.

Development shall proceed in accordance with the approved schemes.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with Policies L5, L7 and SL5 of the Trafford Core Strategy, the National Planning Policy Framework and National Planning Practice Guidance. It is necessary for this information to be submitted and approved prior to development taking place given the need to ensure that the existing drainage system is suitable for its intended purpose.

34. As part of the Site Specific Flood Risk Assessment and Drainage Strategy, a Sustainable Drainage Scheme shall be submitted with each Reserved Matters application for layout (and landscaping where relevant). The Flood Risk Assessment, Drainage Strategy and Sustainable Drainage Scheme shall be in accordance with the Overall Drainage Strategy 'Himor (Carrington Village) Ltd Future Carrington: Carrington Village Drainage Strategy Rev B' dated 28 March 2017, the Flood Risk Assessment and Drainage Strategy (Ref: CAR-ARP-CV-ZZ-RP-CD-00001 Rev A dated 6 December 2019) and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015).

The submitted documents shall include details of:

- Evidence of third-party agreement to the proposals where relevant
- A Management, Maintenance and Replacement Plan for the catchment area for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Development shall proceed and thereafter be managed, maintained and replaced if necessary, in accordance with the submitted details.

On completion of the approved works associated with each Phase of the development, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority. The Verification Report shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings (if different from design construction drawings);
- Construction photographs

No buildings within the relevant phase shall be occupied until the Verification Report has been approved in writing by the Local Planning Authority.

Reason: To manage flooding and pollution having regard to Policies L5, L7 and SL5 of the Trafford Core Strategy, the National Planning Policy Framework and National

Planning Practice Guidance and to ensure that a managing body is in place for the sustainable drainage system and there is a funding and maintenance mechanism for the lifetime of the development. It is necessary for this information to be submitted and approved prior to development taking place given the need to include such detail within the design of the scheme and as the Sustainable Urban Drainage scheme will need to be installed at the start of the construction works.

35. Prior to the commencement of development, a comprehensive Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall include details of the maximum number of dwellings and other development to be implemented within each phase of the development / development parcel. The development shall only be carried out in accordance with the approved Phasing Plan.

Reason: To ensure the satisfactory phasing of the development and to ensure that utility infrastructure is delivered in a coordinated and planned way.

36. As part of the first submitted Reserved Matters application for the site and each Reserved Matters application for a Phase thereafter, a Site-Wide Sustainable Drainage Strategy for Foul and Surface Water shall be submitted to and approved in writing by the Local Planning Authority. No surface water shall discharge directly or indirectly into the existing public sewerage system other than in accordance with the approved Strategy. As part of any subsequent Reserved Matters application, the Strategy shall be updated appropriately. The site Strategy shall include the following details as a minimum:

- (i) Full details of the proposed foul connection points to the existing public sewerage infrastructure for the entire site;
- (ii) Any drainage infrastructure connections (foul and surface water) including the volume of flows between the different Phases of the development; and
- (iii) A strategy for foul water pumping where this is identified as necessary including any temporary arrangements.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policies L5, L7 and SL5 of the Trafford Core Strategy and the National Planning Policy Framework.

37. As part of the first submitted Reserved Matters application for the site, and for each Phase of the site thereafter, full details of the foul drainage scheme for that Phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall include ground and finished floor levels in AOD. Foul and surface water shall drain on separate systems. The details for each Phase must be consistent with the updated Site-Wide Sustainable Drainage Strategy for Foul and Surface Water submitted and approved pursuant to Condition 36 above.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution having regard to Policies L5, L7 and SL5 of the Trafford Core Strategy and the National Planning Policy Framework.

38. For any Phase of development no housing or other development shall be occupied until a Validation Report demonstrating that the approved foul drainage scheme for that Phase has been carried out in accordance with the approved details has been submitted to and approved in writing by the Local planning Authority. The foul drainage scheme shall be retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution having regard to Policies L5, L7 and SL5 of the Trafford Core Strategy and the National Planning Policy Framework.

39. No demolition works shall take place on any phase of the development hereby approved unless and until a further emergence and activity survey for bats within that phase has been conducted at a suitable time of year and by a suitably qualified person. The results of this further survey and of previous surveys must then be used to prepare a comprehensive method statement giving details of mitigation measures to be taken in relation to bats. Demolition works in relation to the relevant phase shall not take place until this method statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved method statement.

Reason: In order to protect any bats that may be present on the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. It is necessary for this information to be submitted and agreed prior to the commencement of each phase given the need to undertake appropriate mitigation prior to any works taking place on site.

40. No development or works of site preparation or groundworks shall take place on any phase of the development hereby approved, unless and until a further survey for the possible presence of badgers, breeding bird, wintering bird and amphibians within that phase has been carried out. If any of these species are found to be present a method statement giving details of mitigation measures to be taken in relation to the protection of these species shall be submitted and approved in writing by the Local Planning Authority. The mitigation measures shall be carried out in full accordance with the approved method statement.

Reason: In order to protect protected/priority species that may be present on the site having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. It is necessary for this information to be submitted and agreed prior to the commencement of each phase given the need to undertake appropriate mitigation prior to any works taking place on site.

41. No clearance of trees, hedges and/or shrubs in preparation for (or during the course of) any phase of the development hereby approved shall take place during the optimum time of year for bird nesting (March-August inclusive) unless an ecological survey has first 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 on that phase 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 in accordance with Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework. It is necessary for this information to be submitted and agreed prior to the commencement of each phase given the need to undertake appropriate mitigation prior to any works taking place on site.

42. No water bodies shall be drained or removed in any phase of the development hereby approved unless and until a Method Statement has first been submitted to and approved in writing by the Local Planning Authority. The Method Statement shall include a scheme of mitigation measures to be taken to avoid possible harm to amphibians. Any waterbodies removed must be compensated for by creating new ponds. Development shall be carried out in accordance with the approved scheme of mitigation.

Reason: To protect amphibians which may be present on site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

43. Prior to any above-ground construction works taking place within each phase of the development, a scheme for the provision of bat boxes and bird boxes within new buildings and/or on suitable trees within that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be installed prior to the occupation of that phase and shall be retained thereafter.

Reason: To mitigate the loss of bat roosts and bird habitat and enhance the biodiversity value of the site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

44. Prior to the first application for Reserved Matters which includes layout and/or landscaping, a site-wide Habitat Creation and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Habitat Creation and Management Plan shall incorporate features into the design of the development that will enhance the landscape, biodiversity and geodiversity value of the site, including details of habitat provision to be provided on and off-site and shall achieve a net gain in biodiversity. The submitted Plan shall include details of the woodland planting and habitat to be created off-site identified within Part 2 – Ecology and Nature

Conservation Technical Paper 5 of the Carrington Village at Future Carrington Environmental Statement (Revision D 25 October 2019). All applications for Reserved Matters which include layout and/or landscaping for each phase shall include a Habitat Creation and Management Plan for that phase which shall be in accordance with the approved site-wide Habitat Creation and Management Plan. All Habitat Creation and Management Plans shall include details for the long-term management and maintenance of habitats created on and off-site and a programme of bat box and bird box maintenance. The development shall be carried out and maintained in full accordance with the approved Habitat Creation and Management Plans.

Reason: To protect and enhance landscape character, biodiversity and geodiversity on the site, provide mitigation for the loss of woodland, hedges and habitat for breeding and wintering priority bird species and to ensure that habitat quality is maintained, having regard to its location and the nature of the proposed development and Policies SL5, L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

45. Any Reserved Matters application seeking approval for layout on any phase of the development which has existing trees within it, or trees adjacent to it whose branches or root structures lie within the site, shall include the following: -

i) An Arboricultural Implications Assessment detailing the health of existing trees on site in accordance with BS 5837 (Trees in relation to design, demolition and construction - recommendations, 2012) or the prevailing guidance at the time.

ii). An Arboricultural Method Statement providing details of how any existing trees to be retained as part of the development will be protected during each part of the construction/development process.

iii). Tree Protection Site Plan, identifying:

- Trees for retention;
- Trees for removal;
- The location of protective fencing;
- The location of ground protection;
- Details of any special construction techniques required.

The development shall be implemented in accordance with the approved measures which shall be retained throughout the course of the development.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies SL5, L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

46. Before any groundworks take place in each phase of the development hereby approved, a programme of archaeological works shall be undertaken in that phase in accordance with a Written Scheme of Investigation (WSI) which shall be undertaken

by a competent person and which shall first be submitted to and approved in writing by the Local Planning Authority. The WSI shall cover the following:

- (i) A phased programme and methodology of field investigation, recording, assessment and analysis to include palaeoenvironmental sampling and assessment, and where appropriate subsequent analysis and targeted excavation.
- (ii) A programme for post investigation assessment to include detailed analysis of palaeoenvironmental results, finds and site records, and the production of a final report on the significance of the heritage interest represented.
- (iii) Deposition of the final report with the Greater Manchester Historic Environment Record and Trafford Local Studies Library.

Reason: To mitigate against potential harm to non-designated heritage assets arising as a result of the development and to make information about any heritage interest of the site publicly accessible, in accordance with Policy R1 of the Trafford Core Strategy and Paragraph 199 of the National Planning Policy Framework.

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

- i) Construction Traffic Management Plan including details of routes for construction traffic to and from the site and site access points
- ii) The parking of vehicles of site operatives and visitors
- iii) Loading and unloading of plant and materials
- iv) Storage of plant and materials used in constructing the development, including location of site compounds
- v) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- vi) Wheel washing facilities, including measures for keeping the highway clean
- vii) Measures to control the emission of dust and dirt during construction in accordance with the dust control measures detailed within Section 8 of Part 2 – Air Quality Technical Paper 8 of the Carrington Village at Future Carrington Environmental Statement (Revision 3 15 October 2019)
- viii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- ix) Hours of construction activity
- x) Details of lighting
- xi) A point of contact for residents to report concerns about construction activity
- xii) A plan for the timing of any piling and vibratory compaction works and measures to publicise these works / measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity

- xiii) Any other specific mitigation measures as identified in Chapter 8 (Key Mitigation Measures) of the Carrington Village at Future Carrington Environmental Statement Part I (Revision C 29 October 2019) relating to potential impacts on human health and controlled waters during construction
- xiv) Any other specific mitigation measures as identified in Chapter 8 (Key Mitigation Measures) of the Carrington Village at Future Carrington Environmental Statement Part I (Revision C 29 October 2019) relating to potential impacts on habitats and protected species during construction

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.

48. Any application(s) for Reserved Matters for layout or appearance that include dwellings in any of the areas identified as '*Residential area subject to consideration of noise in detailed siting and design, subject to planning condition*' on drawing number 04_144 - Parameter Plan - Noise, shall include a noise assessment and details of proposed mitigation for dwellings within those areas. The scheme shall include boundary treatment details and details of dwelling orientation, height, window orientation, ventilation and glazing. No dwelling within these areas shall be occupied until all approved mitigation has been implemented in accordance with the approved measures and a verification report has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation shall be maintained thereafter.

Reason: To ensure adequate noise mitigation measures are provided to protect the amenity of future occupants from noise in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework and in accordance with the recommendations of the Noise and Vibration Technical Paper submitted with the application.

49. Prior to the first occupation of any dwelling within Phase R6/7 shown on drawing no. 04157 - Phasing Plan on the western edge of the development and which is also within the area identified as '*Residential area subject to consideration of noise in detailed siting and design, subject to planning condition*' on drawing number 04_144 - Parameter Plan – Noise, full details of an acoustic barrier to protect the dwellings from noise associated with the adjacent Air Products site shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a detailed specification for the acoustic barrier (including scale drawings to confirm its length, width, height and position and details of the materials of construction) and timing of its construction. The acoustic barrier shall be constructed prior to the first occupation of any dwelling within Phase R6/7 and on the western edge of the development, in accordance with the approved details and retained thereafter.

Reason: To ensure adequate noise mitigation measures are provided to protect the amenity of future occupants from noise in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework and in accordance with the recommendations of the Noise and Vibration Technical Paper submitted with the application.

50. Any application(s) for Reserved Matters for layout or appearance that include the employment / business areas identified as '*Commercial area subject to consideration of noise in detailed siting and design, subject to planning condition*' on drawing number 04_144 - Parameter Plan - Noise, shall include a noise assessment and details of proposed mitigation measures to be provided in those areas. Development shall proceed in accordance with the approved noise assessment.

Reason: To ensure adequate noise mitigation measures are provided in the interest of residential amenity in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

51. Any application(s) for Reserved Matters for layout or appearance that include the employment / business areas identified on drawing number 04_140 – Parameter Plan – Land Use, shall include a noise assessment and details of proposed mitigation measures as may be necessary to be provided in those areas. No building or external area within the employment areas shall be brought into use until all approved mitigation relevant to that building and/or use has been implemented in accordance with the approved measures and the approved mitigation shall be maintained thereafter.

Reason: To ensure that adequate noise mitigation measures are incorporated within the approved B1 uses and/or within the B2/B8 uses where future occupants of the B1 uses would otherwise be exposed to unacceptable levels of noise from existing or proposed B2/B8 uses, in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

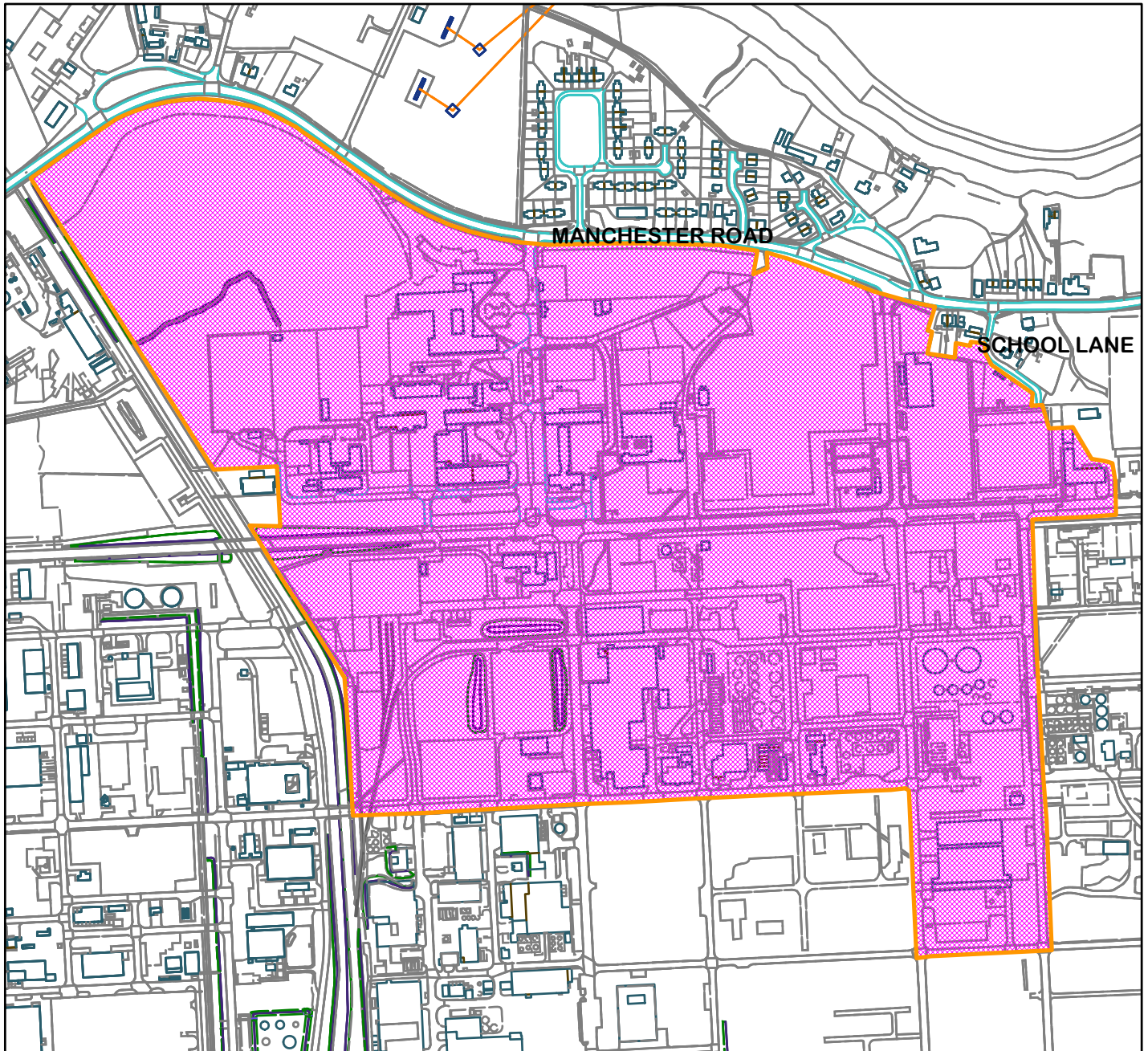
52. No external lighting shall be provided within any phase of the development hereby approved unless and until a lighting scheme for that phase has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the relevant phase of the development shall only be lit in accordance with the approved scheme.

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

RG



Land known as Carrington Village On Land off Manchester Road, Carrington, M31 (site hatched on plan)



Scale: 1:6,000

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
MSA Number	100023172 (2012)

WARD: St Marys

99423/FUL/19

DEPARTURE: No

Permanent retention of double modular classroom with associated ramp and steps.

Firs Primary School, Firs Road, Sale, M33 5EL

APPLICANT: Mrs Claire Fisher

AGENT: Mr Adrian Roebuck

RECOMMENDATION: GRANT

This application has been referred to the Planning and Development Management Committee due to the application being made by Trafford Council and having received one or more objections.

SITE

The application relates to The Firs Primary School which is an irregular single storey structure to the south east side of Firs Road, Sale. The site is accessed from Firs Road with parking provided along that frontage. There are playing fields to the rear of the school and to the west side of its frontage. The school is located within a residential area.

PROPOSAL

The application seeks permission for the permanent retention of a single storey double modular classroom with associated ramp and steps.

The structure is positioned to the south-east of the main school buildings and has a length of 24m and a width of 7.2m. The roof has a slight pitch with a maximum height of 3.5m. The building is constructed from polyester powder coated steel in green, blue and brown.

Six pieces of outdoor gym equipment are proposed comprising a rower, sky stepper, horse rider, double slalom, double cross-trainer and an arm & pedal bike. These would be positioned between the existing trim trail and hard surfaced outdoor play area to the west of the site.

DEVELOPMENT PLAN

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

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility
L7 – Design
R5 – Open Space, Sport and Recreation

Policy L4 is out-of-date in part whilst Policies L7 and R5 are consistent with the NPPF.

SUPPLEMENTARY PLANNING DOCUMENTS

SPD3 – Parking Standards and Design

PROPOSALS MAP NOTATION

Protected Open Space

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

NATIONAL PLANNING PRACTICE GUIDANCE (PPG)

DCLG published the National Planning Practice Guidance on 6 March 2014 and it is regularly updated. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

85432/FUL/15- Erection of canopy over walkway between main school building and temporary double modular classroom to rear of school. Approved with Conditions- 02.06.2015

83959/FULL/2014- Erection of a double modular classroom with associated ramp and steps for a temporary period of 5 years. Approved with Conditions- 15.12.2014

APPLICANT'S SUBMISSION

None

CONSULTATIONS

Contaminated Land – No response received.

LHA – The submitted Travel Plan is acceptable and there are no objections on highways grounds. It is recommended that a condition be attached requiring the Travel Plan be updated annually.

Strategic Planning – No response received.

Sport England – The modular classrooms were erected on the outfield of a playing field and so the loss of the playing field should be mitigated. The proposed gym equipment is suitable mitigation for the loss of the playing field that the classroom structures were erected on. Sport England do not object subject to a condition requiring that the gym equipment be maintained permanently, kept available and fit for purpose in perpetuity.

Drainage- No objections.

REPRESENTATIONS

Two letters of representation were received in response to a neighbour consultation exercise. These letters objected on the grounds that there are parking issues along Firs Road which cause safety issues and nuisance to neighbours.

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 2018 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Paragraph 11 d) of the NPPF states that decisions should be made applying a presumption in favour of sustainable development. This means:
 - c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
5. Policies relating to the loss of protected open space, the proposal's design and its highways impacts are considered to be 'most important' when considering the application against NPPF Paragraph 11.
6. Policy L4 of the Core Strategy is out-of-date in part as its key test in assessing the impact of a proposal on the highway network is inconsistent with the NPPF. The setting of maximum parking standards also does not reflect NPPF guidance. The policy is consistent with the NPPF in all other aspects however. Policies L7 and R5 of the Core Strategy are consistent with the NPPF and therefore up-to-date. It is considered that, when taken collectively, the most relevant Core Strategy policies are up-to-date. The tilted balance in Paragraph 11d(ii) of the NPPF is not engaged.
7. Paragraph 94 of the NPPF states that Local Planning Authorities should give great weight to the need to create, expand or alter schools through the preparations of plans and decisions on applications.

Loss of Protected Open Space and Playing Field

8. Paragraph 97 of the NPPF states that existing open space, including playing fields, should not be built on unless:
 - a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
9. Policy R5 of the Core Strategy relates to Open Space, Sport and Recreation. Policy R5 states that “Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities, or does not preserve the quality of such facilities will not be permitted.”
10. The modular classrooms have been built on an area of Protected Open Space and on the outfield of a playing field and so their permanent retention would result in the loss of this open space and the playing field. The classrooms occupy an area of 170 sq. m within a site of 1.9 ha. The main area of open playing fields to the rear and south west of the school covers 1.1 ha.
11. The area of Protected Open Space occupied by the modular classrooms is a proportionately small area relative to the remaining open space at the site. The classrooms are set back approximately 70m from Firs Road within a spacious school site surrounded by playing fields and open space. The application proposes the introduction of six pieces of outdoor gym equipment as mitigation for the loss of the playing field. Sport England consider the outdoor gym provision as suitable mitigation for the loss of the playing field subject to it being maintained permanently, available and fit for purpose in perpetuity which it is considered reasonable to require by condition. It is considered that the overall quality of the open space at the site would not be unduly harmed and does not represent an unacceptable loss of quantity of open space and that the loss of the playing field is considered acceptable in principle. This view is reached with regard to Paragraph 94 of the NPPF which requires great weight to be given in allowing schools to expand.
12. With respect to the loss of Protected Open Space, the proposal is considered to be in accordance with Policy R5 of the Core Strategy and the NPPF.

DESIGN

13. 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”.

14. In relation to matters of design, Policy L7 of the Core Strategy states development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and boundary treatment.

15. The proposed classrooms are set well within the site with a separation distance of approximately 60m to Firs Road. The design of the modular building is typical of structures within a school site. The overall simple design of the building and limited palette of materials used suggest that the design of the classrooms is acceptable and therefore complies with Policy L7 of the Core Strategy in this regard.

AMENITY

16. In relation to matters of amenity protection Policy L7 of the Core Strategy states development must:

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

17. The structure is single storey and positioned approximately 15m away from the nearest site boundary. The structure would not introduce excessive overbearing, overshadowing, overlooking or visual intrusion to neighbouring properties. The additional pupils accommodated by the modular classrooms would not be expected to introduce nuisance significantly in excess of existing conditions. The proposal therefore complies with Policy L7 in regard to the protection of amenity.

PARKING AND HIGHWAY SAFETY

18. SPD3 sets a parking standard of 2 spaces per classroom in this location.

19. No changes are proposed to the access, servicing, car and cycle parking approved under 83959/FULL/2014. The LHA considers this to be acceptable. The applicant has provided a Travel Plan which is to the satisfaction of the

LHA. The LHA recommend that the Travel Plan is required to be implemented and updated by condition. Subject to such a condition, the proposal would comply with Policy L4 and SPD3 with regard to parking and highway safety.

CIL

20. Education facilities are liable for CIL at a rate of £0 per sq. m.

CONCLUSION

21. The permanent retention of the modular office buildings would not lead to an unacceptable loss of public open space. Its design and impact on the residential amenity of neighbours would not be harmful. It is considered that the loss of the playing field would be appropriately mitigated through the proposed outdoor gym equipment. The application therefore complies with Policies L4, L7 and R5 of the Core Strategy and it is recommended that the application be granted subject to conditions.

RECOMMENDATION:

GRANT subject to conditions:-

1. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers P03 Rev. A, 320/03/2019-P07, 320/03/2019-P10, 320/03/2019-P11 and PO1B – Site Location Plan.

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

2. The outdoor gym equipment as shown on drawing nos. 320/03/2019-P10 and 320/03/2019-P11 shall be implemented in full within six months of the date of this planning permission. The outdoor gym equipment shall be retained, remain fit for purpose and be available for the use of pupils at all times thereafter.

Reason: To ensure appropriate mitigation for the loss of a playing field with regard to Policy R5 of the Core Strategy and paragraph 97 of the NPPF.

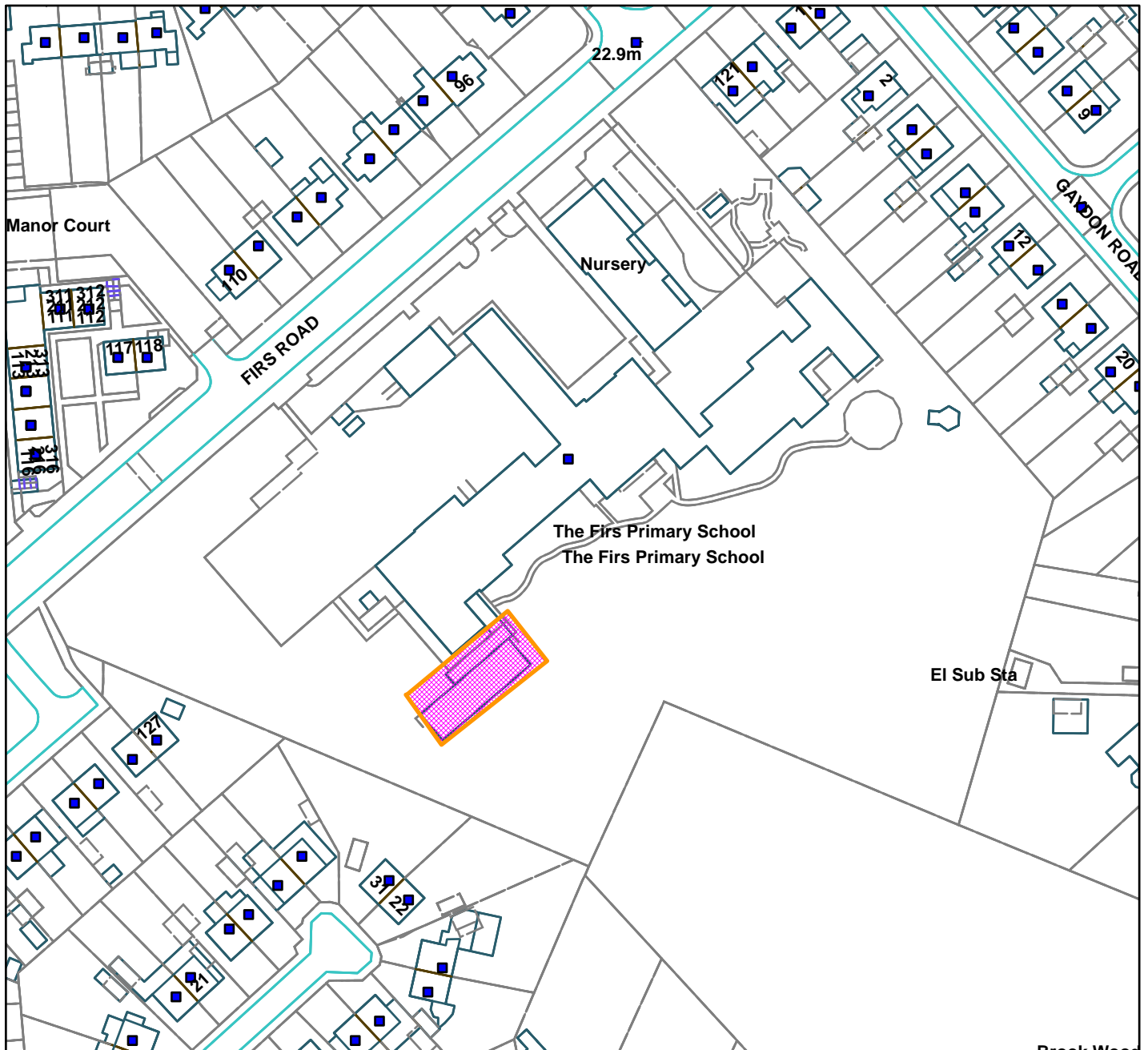
3. The submitted Travel Plan shall be implemented in full and thereafter shall continue to be implemented and updated annually for a period of 5 years commencing on the date of this permission.

Reason: To reduce car travel to and from the site in the interests of sustainable travel, residential amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy.

JW



Firs Primary School, Firs Road, Sale, M33 5EL (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
MSA Number	100023172 (2012)

Demolition of existing exhibition centre and all associated structures; development of Wellbeing Resort including new accesses and service road, security gates, new cycle and pedestrian accesses, basement and surface car parking, new hard and soft landscaping and associated infrastructure and engineering works including creation of lakes and any other ancillary development thereto.

EventCity, Barton Dock Road, Trafford Park, M41 7TB

APPLICANT: Therme North Limited

AGENT: Mr Matthew Hard, WSP Indigo

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee at the discretion of the Head of Planning and Development.

SITE

The application relates to two parcels of land situated within Trafford Park totalling 12.1 hectares in size. The first is located to the west of Mercury Way and is currently occupied by the existing EventCity conferencing and events facility and its associated parking areas. This is bound by Barton Dock Road and the newly constructed Trafford Park Metrolink Line to the south-west, by Barton Square shopping centre to the north-west and by the Bridgewater Canal to the north-east (a Site of Biological Importance). The second parcel of land is located to the east of Mercury Way and is currently occupied as a compound associated with the ongoing development of the Trafford Park Metrolink line. To the south-east of this is Park Way, to the south-west is a Holiday Inn hotel whilst a number of industrial units are located to the north-east.

This existing building was constructed in 1995 as a tobacco factory, following which it has been used as a warehouse and a museum before being converted to its existing use in 2011. The building is of a substantial size and industrial in appearance with an internal floor space of 34,821sqm and a mezzanine space of 782sqm.

This is served by a car park containing circa 320no spaces and an overflow car park providing space for approximately 1700no vehicles. Vehicular access is via Phoenix Way, which also provides access to the car park serving Barton Square. The primary access point to the building itself is on its north-western elevation. Servicing and deliveries take place to the rear (south-east) of the building with access taken from Mercury Way.

The site is situated within the Trafford Centre Rectangle Strategic Location. The closest designated heritage assets are the Grade I listed Church of All Saints, the Grade II* listed Barton Bridge, Barton Aqueduct and Control Tower, the Grade II listed All Saints Presbytery and the Barton-upon-Irwell Conservation Area, situated approximately 1km to the north-west of the application site.

PROPOSAL

Planning permission is sought for the demolition of the existing building on site and the creation of a wellbeing resort, known as 'Therme'. This comprises a predominantly glazed building on the land to the west of Mercury Way, the main element of which reaches approximately 20m in height with a tower to accommodate waterslides reaching 33m in height. Other elements of the building design include green walls, natural stone cladding and retractable roofs.

This would accommodate a variety of health and wellbeing facilities spread over three main floors, including swimming pools, saunas and treatment rooms, together with waterslides and associated changing facilities, lockers and showers. The proposed building would also accommodate ancillary bars and restaurants whilst submitted information indicates that a significant number of trees and other plants would be planted internally.

Externally, the proposal includes outdoor swimming pools (linking to the internal pools), lakes, gardens and associated hard and soft landscaping. A 'rose garden' is proposed within the central part of the site which would be surrounded by the new building.

Parking facilities would be accommodated at ground and lower ground level of the building whilst overflow parking is provided on the land to the east of Mercury Way. A total of 1564no car parking spaces would be provided; 904no of these at ground/lower ground level of the building and 660no within the overflow car park. This total is inclusive of 35no disabled car parking spaces and 45no electric vehicle charging spaces. Facilities to accommodate a minimum of 100no cycle parking spaces are proposed across the site whilst 10no motorcycle parking spaces are available via Mercury Way.

Primary vehicular access to the facility would be taken from Phoenix Way, via Barton Dock Road. Primary access to the overflow parking area would be from Mercury Way, which also leads from Barton Dock Road. A pedestrian and cyclist access route would be provided from the Bridgewater Canal, running adjacent to the eastern side of the building to a secondary entrance point to the building. Primary pedestrian access to the building itself would be via a plaza in the south-western corner of the site.

It is noted that the existing EventCity facility is proposed to move to the site of the former Soccer Dome, approximately 1.5km to the west of the current application site. The change of use of this building for D1 purposes was approved in February 2020 under application ref. 98907/FUL/19.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

SL4 – Trafford Centre Rectangle
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
W1 – Economy
W2 – Town Centres & Retail
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure
R5 – Open Space, Sport and Recreation
R6 – Culture and Tourism

SUPPLEMENTARY PLANNING DOCUMENTS

Revised SPD1 – Planning Obligations
SPD3 – Parking Standards & Design
SPD5.6 – Barton Upon Irwell Conservation Area Appraisal
SPD5.6a – Barton Upon Irwell Conservation Area Management Plan

PROPOSALS MAP NOTATION

Main Employment Areas
Sites of Importance for Nature Conservation

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV9 – Sites of Importance for Nature Conservation

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, 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 MHCLG published the revised National Planning Policy Framework (NPPF) on 19 February 2019. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published revised National Planning Practice Guidance (NPPG) on 29 November 2016, which was last updated on 01 October 2019. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

The MHCLG published the National Design Guide in October 2019. This will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

Land to west of Mercury Way:

86356/FUL/15: Construction of new surface water drainage scheme including underground pumping station to provide outflow into the Bridgewater Canal – Approved with conditions 17/12/2015.

81403/FULL/2013: Creation of 653 space surface level car park, associated lighting and landscaping – Approved with conditions 15/11/2013.

75459/CLOPD/2010: Application for Certificate of Lawfulness of proposed use of existing building as an exhibition hall with ancillary uses for food and drink catering to

visitors of the building, temporary storage areas for exhibition before and after exhibitions, office administration and staff rest areas – Approved 13/07/2010.

H/70328: Change of use from existing distribution warehouse (Use Class B8) to a museum (Use Class D1) – Approved with conditions 17/02/2009.

H/50500: Change of use of vacant manufacturing factory (B2), in part or whole, to distribution/warehousing (B8) – Approved with conditions 23/03/2001.

H45187: Use of vacant land as car park – Approved with conditions 12/02/1998.

H38640: Erection of a cigarette manufacturing premises with an ancillary single storey office block, landscaping and car parking – Approved with conditions 28/04/1994.

Land to east of Mercury Way:

H/OUT/70189: Outline planning application for demolition of existing buildings and erection of two office buildings (maximum 27,870 square metres) falling within Class B1 together with associated car parking and ancillary structures. Consent sought for creation of access from Mercury Way with all other matters reserved – Approved with conditions 20/03/2009.

H/67264: Retention of use for recycling/regrading/processing of and storage and distribution of road construction materials (including soil screening and manufacture of foam base) for temporary period of two years – Approved 25/02/2009.

APPLICANT'S SUBMISSION

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

- Air Quality Assessment
- Arboricultural Impact Assessment
- Arboricultural Report
- Archaeological Desk Based Assessment
- Bat Surveys
- Carbon Budget Statement
- Crime Impact Statement
- Design and Access Statement
- Economic Statement
- Environmental Noise Survey Report
- Flood Risk Assessment
- Foul Drainage Strategy
- Green Infrastructure Statement
- Heritage Statement
- Initial Travel Plan
- Landscape Statement

- Phase 1 Geo-Environmental Assessment
- Phase 2 Geo-Environmental Assessment
- Planning Statement
- Preliminary Ecological Appraisal
- Statement of Community Engagement
- Sustainable Drainage Statement
- Townscape & Visual Impact Assessment
- Transport Assessment

CONSULTATIONS

Arboriculturist: No objection, raft system recommended.

Bridgewater Canal Company: No response received.

Heritage Development Officer: No impact on significance of heritage assets. Sufficient details of work to canal should be provided.

Environment Agency: No objections, conditions recommended.

Greater Manchester Archaeological Advisory Unit: No archaeological requirements.

Greater Manchester Ecology Unit: No objection, conditions recommended.

Greater Manchester Fire Authority: No response received.

Greater Manchester Police – Design for Security: No objection, condition recommended.

Highways England: No objection.

Lead Local Flood Authority: No objection, conditions recommended.

Local Highway Authority: No objection subject to conditions, full assessment included in main body of report.

Manchester Ship Canal Company: No response received.

Pollution & Housing (Air Quality): No objection, conditions recommended.

Pollution & Housing (Nuisance): Conditions recommended, additional EV charging points could be provided.

Pollution & Licensing (Contaminated Land): No objection, conditions recommended.

Salford City Council: No response received.

Transport for Greater Manchester (Highways): Issues raised, full assessment in main body of report.

Transport for Greater Manchester (Metrolink): No objections subject to recommended conditions.

United Utilities: No objection, conditions recommended.

Waste Management: No comments.

REPRESENTATIONS

None

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

Policy position:

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.
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 town centre uses, the Strategic Location and design are considered to be the 'most important' for determining this application when considering the application against NPPF Paragraph 11, as they control the principle of the development and are most relevant to the impact of the proposed development and surrounding area:

- Policy W2 of the Core Strategy is considered to be generally consistent with the NPPF in supporting the growth of Trafford's town centres and the role they play in local communities.
 - Policy SL4 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 R6 of the Core Strategy is considered to be compliant with the NPPF and therefore up-to-date as it supports culture and tourism uses which can help to support the local economy. Full weight can be afforded to this policy.
 - Policy L4 is considered to be out-of-date in that it includes reference to a 'significant adverse impact' threshold in terms of the impact of the development on the operation of the road network, whereas the NPPF refers to a 'severe' impact'.
5. Whilst some aspects of relevant development plan policy are out-of-date in relation to this particular application (for example the reference to Policy L4 noted above) and although the overarching policy is still considered 'most important' for decision making purposes, the aspects of these policies which are out-of-date are not determinative in the context 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.

Strategic Location:

6. Core Strategy policy SL4 sets out a number of criteria required for development within the Trafford Centre Rectangle Strategic Location to be acceptable. These are as follows:
- Significant improvements to public transport infrastructure including an integrated, frequent public transit system;
 - The provision of the Western Gateway Infrastructure Scheme (WGIS);
 - A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses identified in national guidance as being more vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;

- Contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
 - Improvements to both the physical and environmental qualities of the Manchester Ship Canal, the Bridgewater Canal and the Barton Bridge Swing Aqueduct;
 - Provision, where appropriate, to maintain, and/or enhance the Manchester Ship Canal and the Bridgewater Canal for leisure and transportation purposes; and
 - The preservation or enhancement of the Barton-upon-Irwell Conservation Area, and its wider setting.
7. The development is not considered to be at odds with the aims of the above criteria. For example, an appropriate Flood Risk Assessment has been provided and the development would not cause harm to the Barton-upon-Irwell Conservation Area. On this basis, the proposed development is deemed to be in accordance with Policy SL4.

Main town centre use:

8. Core Strategy Policy R6 states that the Council will encourage and continue to support the culture and tourism offer, and related developments where appropriate, that highlight and enhance the cultural heritage of the Borough, in accordance with national guidance and policies within the Development Plan for Trafford, in (amongst others) the Trafford Centre Rectangle Strategic Location. Policy R6 is generally in accordance with the NPPF in promoting and seeking to improve the tourism and culture offer within the Borough. It is therefore considered to be up-to-date for the purposes of this application.
9. Paragraph 86 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.
10. The proposed development constitutes a 'main town centre use' as defined by the NPPF (leisure/entertainment/sport and recreation/culture and tourism development) and falls within the D2 use class. The specific proposed use is deemed to comprise a tourism use which Core Strategy Policy R6 states is appropriate in this location. On this basis, the proposed development is considered to be in accordance with the Development Plan and a sequential test is not therefore required.

TOWNSCAPE IMPACT, VISUAL IMPACT AND DETAILED DESIGN

11. Policy L7 of the Trafford Core Strategy states that *"In relation to matters of design, development must: Be appropriate in its context; Make best use of opportunities to improve the character and quality of an area; Enhance the street scene or character of the area by appropriately addressing scale, density, height,*

massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan". Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up-to-date as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.

12. 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"*. In addition, Paragraph 131 notes that *"great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings"*.

13. The National Design Guide sets out ten characteristics which illustrate the Government's priorities for well-designed places, including identity, built form, movement, nature and public spaces.

Townscape and Visual Impact Assessment:

14. The application is accompanied by a Townscape and Visual Impact Assessment (TVIA) which considers in detail the impact of the proposed development with respect to its 'Townscape' effects and 'Visual' effects. 'Townscape effects' relate to the impact on the physical characteristics or components of the environment which together form the character of that townscape, including buildings, roads, paths, vegetation and water areas. 'Visual effects' relate to impacts on individuals whose views of that townscape could change as a result of the proposed development, such as residents, pedestrians, people working in offices, or people in vehicles passing through the area.

15. The study area used for the TVIA has been set at 3km around the application site, beyond which there is not deemed to be an impact on landscape character or visual amenity. A Zone of Theoretical Visibility (ZTV) has been modelled through a desktop study using digital terrain data to identify the areas from where the proposed development could potentially be visible. Buildings, trees and other tall vegetation in the study area have been taken into account to refine the ZTV and to identify suitable viewpoints for inclusion in the TVIA. A total of 14no representative viewpoints have been selected.

Townscape effects:

16. With regard to townscape designations, the TVIA notes that the proposed development would result in a major townscape effect to a localised section of Regional Cycle Route 82 (along the Bridgewater Canal). This goes on to conclude that the creation of a new cycle route through the site, connecting to RCR 82 will have a positive effect on the cycle route. All other impacts on designations within the study area have been determined to be negligible.
17. The TVIA concludes that at a national level, the effect of the development on landscape character will be negligible. At a local level, it is concluded that the development would result in a high magnitude of change on the townscape character. Given the low sensitivity of the prevailing townscape character however, the effect on townscape character at a local level is deemed to be moderate.
18. Embedded and further mitigation measures have been suggested in order to avoid or reduce any adverse effects. Specifically, it is recommended that the materiality of the built form and external elements should make reference to the surrounding context to further integrate the character of the proposal into its setting, whilst the introduction of landscape treatments including earthworks, tree and hedge planting will soften the development visually. A detailed landscaping scheme should be conditioned as part of any consent issued which will provide the further mitigation recommended by the TVIA.
19. Given the above, the proposed development is not considered to result in any unacceptable townscape effects.

Visual effects:

20. The TVIA notes that the ZTV and visual assessment indicate that views of the development are afforded from around the study area. Generally, visibility is anticipated to be limited to within 500m of the development site. From viewing locations close to the site, the development will be visible but would be largely screened by built form within a short distance of the site.
21. The assessment concludes that the development would result in a major visual impact from two of the representative viewpoints (numbers 3: Mercury Way from Barton Dock Road and 13: Bridgewater Way) at year 15 post-construction, taking into account the proposed landscape mitigation measures. From viewpoint 3, it is determined that the change in the view will be positive as the introduction of planting will improve the view from this location. The assessment also notes that large leisure and commercial facilities of this nature are not alien features in the surrounding area (for example the Trafford Centre and the Chill Factore). In relation to the other representative viewpoints, the development is either partially screened, having a moderate visual effect or otherwise is completely concealed.

22. Given the above, the proposed development is not considered to result in any unacceptable visual effects.

Detailed design:

23. The proposed building is to be constructed almost entirely of structural glazing. This glazing is primarily clear, however elements of translucent and opaque glazing and green/'living' walls are provided at lower sections of the elevations where privacy is required internally. Elements of natural stone cladding are also used in certain locations on the east, west and south elevations. The building would however be generally visually permeable, particularly in long range views where there would be greater visibility of the clear glazed roof and upper sections of the elevations. This approach is distinctive and unique and would produce a high quality building of character, which would be immediately recognisable in its surroundings.
24. The submitted Design and Access Statement identifies the 'fluid geometry' and organic form developed through the detailed design of the building. Whilst it is acknowledged that the building has a large footprint and significant height, its 'lightweight' design and fluid, organic form serves to reduce the impression of mass and scale. There are numerous other large buildings within Trafford Park and in relatively close proximity to the site, albeit these are generally industrial in nature. The scale of the development is not therefore considered to be at odds with this prevailing character, despite the bespoke, unconventional approach taken to its design.
25. The building will have a height comparable to that of Barton Square and although being taller than other surrounding structures, the significant distance to these neighbours helps to ensure it does not appear over-dominant or intrusive. It is noted that the north-western elevation of the building is particularly close to the Phoenix Way footway, however the use of a curving green wall and other planting here diminishes how imposing it could otherwise feel to users of this route. A taller element to accommodate water slides is situated adjacent to the Bridgewater Canal, however this additional height is not deemed to be visually intrusive, maintaining the design approach taken to the rest of the building.
26. A cohesive and thoughtful approach has been taken to hard and soft landscaping within the site. A significant amount of tree planting and other vegetation is proposed, in particular along the boundary with Barton Dock Road, within and around the 'Elysium', 'Palm' and 'Galaxy' gardens as well as within the central rose garden. Whilst a fully detailed landscaping scheme has not been submitted at this stage and should be required by condition, the landscape strategy indicates that substantial, high quality planting will be delivered. A significant number of trees will also be planted within the building itself and much of the external planting will reflect the internal approach of using tropical species,

though this would be interspersed with native planting. Only native planting will be used adjacent to the Bridgewater Canal SBI, as required by the Greater Manchester Ecology Unit. A landscaped bund with wildflowers and other planting will be created adjacent to Barton Dock Road to ensure that harsh fencing is not required here whilst also providing delineation, security and privacy, as well as a sufficient degree of separation from the adjacent Metrolink line.

27. In terms of hard surfacing, a footway/cycleway will be provided to link the Bridgewater Canal to Mercury Way and a shared surface is proposed through the plaza serving the secondary entrance within the eastern part of the site. Asphalt of differing colours will be used for the service route encircling the building and the cycle and pedestrian paths to provide delineation and to ensure that there is no expanse of black tarmac within site.
28. The final detailed design of the main plaza within the south-western part of the site is yet to be completed, however the submitted Landscape Statement indicates that this will include steps and ramps up to the main entrance point, trees and planting beds, water features and artwork. A 'water wall' feature is to be installed on the front elevation of the building itself. A condition should be attached to any consent issued requiring full details of the final design of this area to be submitted, however the proposed strategy suggests this will be a high quality, welcoming environment which will offer a significant enhancement to the area as it currently exists.
29. The Design and Access Statement notes that *"a number of potential art zones and curated programs will be identified based on their distinguished function and features in the facility. This strategy will offer a diverse collection of potential permanent, temporary and programmed artworks that will elevate, amplify and transform the environment"*. This strategy is yet to be fully developed, but it is understood that this would include both internal and external artwork which will enhance the overall experience of visitors to the facility and is welcomed by Officers.
30. In summary, the proposed development comprises a distinctive, unique building accompanied by high quality hard and soft landscaping which is considered to enhance the character and quality of the area. It is therefore considered to be in accordance with Core Strategy Policy L7, the NPPF and the principles of the National Design Guide, and is therefore acceptable in this respect.

HIGHWAY MATTERS

31. Policy L4 of the Trafford Core Strategy states that *"when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and*

free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”.

32. 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.
33. NPPG (Paragraph: 014, Reference ID: 42-014-20140306) states that it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty it will proceed within the next 3 years). The submitted Transport Assessment considers the transport-related impacts of the proposed development together with the relocated EventCity and Fives football facility approved in February 2020 under application refs. 98907/FUL/19 and 98906/FUL/19 respectively. This also considers other committed developments in the area, including those at Trafford Waters and the expanded Barton Square.
34. The Local Highway Authority (LHA), Transport for Greater Manchester (TfGM) and Highways England (HE) have been consulted on the application. Clarification and further information on a number of matters was sought within the initial comments from the LHA and TfGM, in response to which the applicant’s transport consultant has provided further supporting information. Additional comments have been provided from the LHA which, for the reasons set out below, indicate that the highways impacts of the proposal are acceptable. Further comments from TfGM are awaited and an update on these will be provided once they are received.

Impact on highway network, including Strategic Road Network:

35. A Transport Assessment (TA) has been submitted to accompany the application. This sets out the accessibility of the site by public transport and other means, considers the trip generation and distribution of the proposed development, and assesses this against the ‘base traffic scenario’ to establish what, if any transport implications would arise.
36. The TA states that the site is accessible by a number of pedestrian and cycle links, including along Barton Dock Road, the Bridgewater Way, the WGIS (Western Gateway Infrastructure Scheme) network and from the Trafford Centre. It is also noted that frequent bus services operate along Barton Dock Road whilst the Trafford Park Metrolink line will have a stop immediately outside the site once this opens later in 2020.

37. With regard to trip generation and distribution, a bespoke approach is taken within the TA given the unique nature of the development and lack of suitable sites within the TRICS database. The TA is therefore based upon a typical level of activity and uses data obtained from the operation of other Therme resorts in Europe, in particular that in Bucharest and undertakes a 'worst case' analysis of transport implications during weekday and weekend peak hours. Information such as customer activity, mode of transport, employee trips and trip distribution has been used to inform the assessment of these transport implications.
38. Traffic surveys have been undertaken at junctions surrounding the site during peak hours whilst committed developments (such as Trafford Waters and the expanded Barton Square) have been included within the 'base traffic scenario'. The TA concludes that all junctions assessed would continue to operate within capacity during peak hours following the application of trips from the proposed development. An assessment has also been undertaken to consider the implications of this development together with the approved relocation of EventCity. This is discussed under 'cumulative impacts' below.
39. The LHA, in its initial response, raised a number of concerns and queries in respect of the proposed development and submitted Transport Assessment. In summary, the following points were raised:
- Concerns with the methods used in the customer trip generation calculations – data should be provided in appendices
 - Discrepancy between the visitation numbers for the existing Bucharest facility and the proposed development and issues with calculation of number of daily visitors
 - Further justification required for employee trip figures, including modal splits and car journey calculations
 - Data collected from surveys should be provided in appendices and further explanation is required
 - Unclear how nearby committed developments have been considered within TA
 - Clarification and greater scrutiny sought on traffic distribution figures
 - Further evidence for employee access arrangements at existing facility required
 - Unclear why the 'Kratos' development is referred to
40. The applicant has provided a further supporting statement which seeks to address the above comments. In terms of the 'raw data' requested by the LHA, this notes that this was generated by the operator (Therme), is commercially sensitive and does not exist in a 'reader friendly' format. Further explanation is also provided regarding Bucharest visitor numbers, employee trip figures and EventCity employee access arrangements, whilst data from surveys is submitted as an appendix. In terms of committed developments, it is noted that trips for these were taken from their respective TAs and this is provided within

appendices, as is data for leisure trip distribution. Clarification has also been provided on the inclusion of the 'Kratos' development.

41. The LHA provided a follow-up response to this, the key points of which sought further evidence and justification on visitor numbers and trip generation figures. The applicant has provided a further detailed response to these comments which comprises a detailed explanation of the approach taken to trip generation, visitor numbers and junction assessment. It was reiterated that there are no suitable comparator sites within the TRICS database and that information provided in respect of Therme's existing Bucharest facility is robust, given that the operator is best placed to supply information on visitation patterns and numbers.
42. The LHA has now indicated that it is satisfied with the proposed scheme in terms of its trip generation and associated impact on the highway network. A condition requiring the submission of a Traffic Management Plan has been recommended and this should be attached to any consent issued.
43. TfGM has been consulted on the application and the key points of its response relating to impacts on the highway network are summarised as follows:
 - Traffic flows cannot be validated as raw data, surveys and other evidence is not included
 - Modelling for the weekend should include current actual usage and not just one peak hour and delay values should be included
 - The development should fund a full review of signal timings of all modelled junctions
44. The applicant's transport consultant has submitted a statement to seek to address these concerns. This includes raw data and surveys as an appendix and notes that traffic movements at peak time during the weekend have been considered. In terms of a review of signal timings, the statement notes that the junctions in question are operating with CCTV monitoring and such a review would not therefore be necessary.
45. A further response from TfGM is awaited and an update on this will be provided in advance of the Committee meeting. On the basis of the additional information provided by the applicant and the comments of the LHA, Officers are satisfied that the initial response from TfGM should not preclude the grant of planning permission.
46. Highways England (HE) has been consulted in respect of the potential impact on the Strategic Road Network (SRN) and no objections have been raised. HE considers that the overall approach to trip generation is justified, whilst assumptions on car occupancy, modal split and visitor profile are accepted. It is also noted that a review of Highways England WebTRIS data has been undertaken, which confirms that the weekday PM traffic flows on the SRN in the

vicinity of the site are notably higher compared to the weekend peak traffic. Therefore, it is accepted that the weekday PM peak assessment represents the worst-case period for highway assessment.

47. Given the above, the proposed development is considered to be acceptable in terms of its impact on the highway network, including the Strategic Road Network.

Car parking and access:

48. The LHA advises that given the unique nature of the development, SPD3: Parking Standards and Design does not have adequate guidance pertaining to the required level of parking provision. The proposed plans indicate that a total of 1564no car parking spaces are to be provided within the application site. 904no of these are located over two levels within the ground/lower ground floor area of the proposed building with the remaining 660no within an overspill car park on the eastern side of Mercury Way. Of these spaces, 15no within the building are to contain charging points for electric vehicles whilst 30no are to be provided in the overspill parking area. Of the total number of spaces, 35no within the building would be allocated as disabled spaces whilst parking for 10no motorcycles would also be provided.
49. The Transport Assessment notes that the size of the car parking spaces is to be larger than standard, measuring 2.6m by 5m in order to aid manoeuvrability to and from spaces and reduce disruption to vehicle flow. Primary vehicular access to the facility would be taken from Phoenix Way, via Barton Dock Road. Primary access to the overflow parking area would be from Mercury Way, which also leads from Barton Dock Road. A pedestrian and cyclist access route would be provided from the Bridgewater Canal, running adjacent to the eastern side of the building to a secondary entrance point to the building. Primary pedestrian access to the building itself would be via a plaza in the south-western corner of the site.
50. Whilst the LHA deems the level of car parking provision to be acceptable, concerns were raised in its initial response with respect to the lack of detail on parking management. It is noted that the TA details the intention of the applicant to develop a Site Traffic Management Plan, however greater detail is requested at this stage as it is necessary to understand how traffic will be prevented from routing directly to the Mercury Way car park as opposed to routing through the development. Concerns were also raised with the proposed realignment of the pedestrian crossing at Phoenix Way and a detailed design and Road Safety Audit were requested to assess the suitability of such changes. Clarification was also sought as to the detailed design of the zebra crossing at the Mercury Way access.
51. In response to these comments, the applicant confirms that Therme is seeking to provide advanced variable message signage to facilitate parking demand

management. It is stated that the site's car park management team would be in place during busy periods to ease the flow of customer vehicles, and would guide vehicles to the Mercury Way transfer ramp as parking demand transitioned to Mercury Way. A full Traffic Management Plan will be produced to set out exact procedures, however a framework Car Park Management Plan has been provided at this stage. Additional plans and a Road Safety Audit have now been provided in respect of the Phoenix Way pedestrian crossing whilst a preliminary arrangement for the Mercury Way zebra crossing has also been submitted.

52. The LHA has subsequently confirmed that it is satisfied with these arrangements subject to a condition requiring the submission of a Traffic Management Plan including details of variable message signage. This should be attached to any consent issued.
53. TfGM states that it is unable to support the proposed changes to the pedestrian crossing on Phoenix Way in its current form and also requested details of the proposed connection between the canal and the site. Pedestrian signage details have also been requested. In response to these comments, the applicant has submitted a full explanation of the proposed amendments to the Phoenix Way pedestrian crossing, as well as alternative options for works in this location. A detailed plan showing pedestrian and cyclist access from the canal has also been provided and it is noted that details of signage will be included as part of a Traffic Management Plan. The applicant has subsequently advised that they no longer wish the realignment of the Phoenix Way pedestrian crossing to form part of the application and as such, this has been removed from the scheme. These works could come forward in the future once agreement has been reached with TfGM.
54. A further response from TfGM is awaited and an update on this will be provided in advance of the Committee meeting. On the basis of the additional information provided by the applicant and the comments of the LHA, Officers are satisfied that the initial response from TfGM should not preclude the grant of planning permission.
55. As noted above, a total of 35no disabled parking spaces are proposed at ground floor level of the building. The Council's guidelines set out in SPD3 seek to achieve a minimum of four disabled bays plus 4 per cent of the total car park capacity, resulting in a total requirement of 66no spaces. Given this shortfall, a condition should be attached to any consent issued requiring additional disabled spaces to be made available, in accordance with the SPD3 guidelines. This is not deemed to have a significant impact on the total number of spaces to be provided. The overall parking layout is in accordance with section 9 of SPD3 and is therefore acceptable in this respect.
56. The LHA, TfGM and HE request that a Travel Plan is submitted to encourage the use of sustainable methods of transport to the proposed development site. This

will include measures to increase cycle parking provision if necessary and should be conditioned as part of any consent issued.

57. Subject to the above conditions, the application is considered to be acceptable in this respect.

Cycle parking:

58. The LHA notes that there is not an appropriate cycle parking standard within SPD3, given the unique nature of the development. A total of 104no cycle parking spaces are to be provided across the site and whilst the LHA raises no objections to this capacity, clarification was sought as to how cyclists along Barton Dock Road are to be made aware of the two cycle parking locations to the rear of the complex.

59. The applicant advises that information on cycle parking facilities would be provided on Therme's website and that all such facilities would be accessible by both employees and visitors. The LHA has confirmed that it is satisfied with this arrangement and the application is therefore considered to be acceptable in this respect.

60. A condition requiring the submission of details of the design of these facilities should be attached to any consent issued. Subject to this condition, the proposed development is considered to be acceptable in terms of the level of cycle parking provision.

Servicing:

61. The application indicates that refuse and recycling storage facilities will be provided at ground floor level of the building and it is understood that collections would be arranged by the operator of the facility. A condition requiring the submission of a detailed Waste Management Strategy, along with full details of refuse storage arrangements should be attached to any consent issued.

62. The LHA initially raised concerns with the width of the proposed service road between Mercury Way and eastern plaza, as well as the accuracy and suitability of the submitted swept path analyses for emergency and refuse collection vehicles.

63. The applicant has confirmed that only a short section of the service road would need to accommodate two-way trips and that this road is wide enough for this in any event. It is also confirmed that all surfaces identified for potential access by fire tender will be constructed of suitable materials and would not impede the access of emergency vehicles. Given that this has no implications on the adopted highway, the LHA raises no concerns in this respect but suggests the applicant seeks clarification from the fire service. It is noted that the applicant has

developed this aspect of the scheme in consultation with a fire consultant and is appropriate for this purpose.

64. Given the above, the proposed development is considered to be acceptable in terms of servicing arrangements.

Cumulative impacts:

65. As noted above, it is necessary to consider the cumulative transport impacts of the proposed development together with other committed developments in the area, including the relocated EventCity, Fives football facility, Trafford Waters and the extended Barton Square.
66. The submitted TA notes that a sensitivity test has been undertaken to consider the implications of the relocated EventCity development (approved under application ref. 98907/FUL/19). Proposed development flow information has been taken from the EventCity planning application to consider the implications for the current application. This concludes that the Barton Dock Road/Phoenix Way junction is predicted to operate within capacity, and with no material increase in queueing or change in operational performance, following the addition of trips associated with the proposed EventCity relocation.
67. The submitted Transport Assessment considers the impacts of all committed developments in conjunction and the conclusions reached indicate that there are no transport-related reasons to prevent the granting of planning permission. Given that the application has been assessed on this basis and given the lack of objections from the Local Highway Authority and Highways England, Officers are satisfied that the application is acceptable in terms of cumulative transport-related impacts.

Summary of highway matters:

68. The proposed development is deemed to be in accordance with local and national planning policy and the 'residual cumulative impacts' of the scheme are not considered to be 'severe' (as set out in NPPF paragraph 109). As such, the proposed development is considered to be acceptable in this respect.

NOISE AND VIBRATION

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

70. The application is accompanied by an Environmental Noise Survey Report. The Council's Pollution and Housing section has been consulted and advises that the submitted Report describes the existing environmental noise conditions at the nearest noise sensitive receptors. Based on this information, noise level criteria for the control of plant and operational noise associated with the above proposed development have been deduced. It is noted that the report has been prepared in accordance with relevant national standards and guidelines and no objections are raised to this.
71. It is advised that further assessments of plant and operational noise propagation to the nearest noise sensitive receptor will be required once details of the plant schedule and building fabric are known, to ensure that relevant noise targets can be met. A condition has been recommended requiring these further assessments to be submitted for approval prior to the first operation of the development. This should be attached to any consent issued.
72. Transport for Greater Manchester has requested that a condition requiring the submission of measures to protect the development from noise and vibration from the adjacent Metrolink line (once operational) is attached to any consent issued. A condition requiring the submission of a Construction Environmental Management Plan should also be attached, in the interest of minimising noise and disruption during the construction phase of development.
73. On this basis, the application is considered to be acceptable in this respect.

AIR QUALITY

74. Policy L5 of the Trafford Core Strategy 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”*. Policy L5 is considered to be up-to-date in this regard and so full weight can be attached to it.
75. Paragraph 181 of the NPPF seeks to ensure that opportunities to improve air quality or mitigate impacts are identified, with the presence of Air Quality Management Areas being taken into account. The application site is partly within the Greater Manchester Air Quality Management Area which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) air quality objective.
76. The application is accompanied by an Air Quality Assessment (AQA) which concludes that, with the implementation of dust management mitigation measures, the impact of construction phase dust emissions is 'not significant', in accordance with Institute of Air Quality Management guidance. In terms of air quality impacts of the facility during the operational phase of the development, a detailed emissions assessment was undertaken to consider the impact of

development-generated road traffic (including cumulative traffic flows) and onsite combined heat and power (CHP) and boiler plant emissions on local air quality at identified existing receptor locations. The impact of the development on local air quality is predicted to be 'negligible' overall in accordance with relevant guidance. In addition, concentrations of NO₂ (Nitrogen dioxide), PM₁₀ and PM_{2.5} (particulate matter) are all predicted to be below the relevant short term air quality objectives and the AQA concludes that the site is considered to be suitable for the proposed development with regard to air quality.

77. The Council's Pollution and Housing section has been consulted and advises that it is satisfied with the modelling, methodology and conclusions which have been confirmed within the AQA in relation to operational phase impacts. It is also noted that the modelling confirms that the development will not affect compliance with the Clean Air Plan for Nitrogen dioxide. In terms of construction-phase impacts, Pollution and Housing is satisfied with the conclusions reached, subject to the imposition of a condition requiring the submission of a Construction Environmental Management Plan.

78. It has also been recommended that a number of electric vehicle charging points are provided as part of the development, in accordance with guidance produced by the Institute of Air Quality Management. This should be conditioned as part of any consent issued and subject to this, the application is considered to be acceptable with regard to air quality matters.

AMENITY

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

80. There are no residential properties which could reasonably be affected by the proposed development, the closest being those on Iona Way approximately 0.5km to the south-west on the opposite side of the M60.

81. There are a number of commercial premises in relatively close proximity to the site, including the B1(a) Regatta head office immediately to the north-east, the Holiday Inn hotel to the east of Mercury Way, Barton Square on the western side of Phoenix Way, car showrooms on the southern side of Barton Dock Road and a number of industrial units to the north of the Bridgewater Canal. Whilst the proposed building will have a substantial presence in the area, the nature of these businesses is such that there is not deemed to be an unacceptable impact on their amenity or functionality.

82. It is acknowledged that Regatta has a large extent of glazing to the south-east elevation, however the siting and orientation of the proposed building is such that this is not considered to result in any overshadowing of this neighbour. There would be a distance of approximately 90m between the proposed building and the Holiday Inn hotel, which is considered to be sufficient to ensure windows in the north-west elevation of the hotel are not impacted upon. Barton Dock Road and the Bridgewater Canal form strong boundaries to the site, across which impacts are deemed to be minimal.
83. Given the above, the proposed development is considered to be acceptable in terms of its impact on the amenity of surrounding properties.

FLOODING AND DRAINAGE

84. 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 163 has similar aims, seeking to ensure that development is safe from flooding 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.
85. The application site falls within Flood Zone 1 as defined by the Environment Agency, having a low probability of river flooding. The site also falls within a Critical Drainage Area. The applicant has submitted a Flood Risk Assessment and a Foul Drainage Strategy to accompany the application. The proposed use is considered to constitute a ‘less vulnerable’ use in flood risk terms, as defined by the NPPG. The flood risk vulnerability and flood zone compatibility table contained within NPPG identifies this form of development as being ‘appropriate’ in this location.
86. The Lead Local Flood Authority (LLFA) has been consulted on the application and has not raised any objections to the development, subject to the imposition of planning conditions relating to the submission of a detailed scheme to improve existing surface water drainage arrangements on site, along with the submission of a management and maintenance plan for the sustainable drainage scheme. United Utilities has also commented on the application and recommends a number of conditions which should be attached to any consent, should planning permission be granted. Appropriate conditions relating to site drainage should be added to any consent issued.
87. Given the above, the application is considered to be acceptable in terms of flooding and drainage and compliant with relevant local and national planning policies and guidance.

TREES AND LANDSCAPING

88. Policy R3 of the Core Strategy seeks to protect and enhance the Borough's green infrastructure network. Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network either by way of on-site provision, off-site provision or by way of a financial contribution. Both policies are considered to be up-to-date in terms of the NPPF and so full weight can be afforded to them.
89. The submitted Tree Survey states that the existing site includes 28no individual trees and 3no tree groups. One of these groups is classified as Category A trees, whilst 20no individual trees and the other 2no tree groups are classified as Category B trees.
90. The submitted Arboricultural Impact Assessment (AIA) states that 12no Category B trees and 4no number Category C trees, along with some shrubs and a low quality tree require removal to facilitate the proposed development. The remaining trees and groups can be retained on site and protected during the demolition and construction phase of development. The AIA goes on to say that all tree removal must be mitigated for by replacement planting. The submitted indicative landscaping plans show a considerable amount of proposed planting which will increase canopy cover within the central areas of the site. At present, canopy cover within the site is very limited and is confined to the periphery. The proposed tree planting will increase the area of future canopy across the site and improve longevity and density of canopy.
91. The Council's Arboriculturist has been consulted and does not raise any objections to the development, however advises that suitable construction techniques (such as a 'raft system') should be used for trees proposed to be planted within the car park. This is in order to ensure that enough rooting volume, soil volume and soil quality is provided, enabling the trees to survive longer than would otherwise be expected. A condition is therefore recommended to require the submission of technical details of the type of system to be used for these trees, the area the system will cover and the type and volume of soil to be used.
92. Subject to the above condition and a condition requiring the submission of a suitably detailed landscaping scheme, the proposed development is considered to be acceptable in this respect. It is noted that a full assessment of the indicative landscaping design is included within the 'Townscape impact, visual impact and detailed design' section of this report.

ECOLOGY

93. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 118 of the NPPF states that *"if significant harm resulting from a development cannot be*

avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused". 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.

94. The application is accompanied by a Preliminary Ecological Appraisal dated November 2019. This makes a number of recommendations which should be implemented for the development to be considered acceptable on ecological grounds. These recommendations include the removal of Japanese knotweed from the site, the use of a sensitive lighting scheme, clearance of vegetation outside of the bird nesting season and in a sensitive manner, and the incorporation of native flora within the landscape design. These could be secured through appropriately worded planning conditions should planning permission be granted.
95. The application is also accompanied by Bat Surveys, carried out between June and October 2019. These conclude that given the low level of bat activity at the site and the presence of only common species, the Bridgewater Canal is not considered to be an important resource for bats and any adverse impacts as a result of increased disturbance are not considered likely to be significant. No specific mitigation is therefore recommended, other the use of a sensitive lighting scheme.
96. The Greater Manchester Ecology Unit (GMEU) has been consulted and advises that issues relating to bats, nesting birds and invasive species can be resolved via condition or informative. It is recommended that measures to protect the Bridgewater Canal SBI during construction works are incorporated into any Construction Environmental Management Plan for the site and that only locally native species are planted along the boundary of the SBI. These can be secured by appropriately worded planning conditions. Other recommended conditions relate to a restriction on vegetation clearance within the bird nesting season, a lighting design strategy for biodiversity and a protocol for the removal of Japanese knotweed.
97. Subject to the above conditions, the proposed development is considered to be acceptable with regard to matters of ecology.

HERITAGE ASSETS AND ARCHAEOLOGY

98. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that *"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building*

or its setting or any features of special architectural or historic interest which it possesses.”

99. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay, “*special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area*” in the determination of planning applications.
100. 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.
101. 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. 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. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.’ Setting of a heritage asset is defined in the NPPF 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’.
102. The closest listed buildings to the application site are the Grade I Church of All Saints, the Grade II* Barton Bridge, Barton Aqueduct and Control Tower and the Grade II All Saints Presbytery, situated approximately 1.1km to the north-west of the application site. These are within the Barton Upon Irwell Conservation Area, situated approximately 1km to the north-west of the application site at its closest point. The conservation area, including Barton Aqueduct and the Control Tower are highly significant for their industrial and engineering history, constituting a unique example of a surviving swing aqueduct and demonstrating a great feat of Victorian engineering and innovation. The area’s ecclesiastical history is also highly important, having formerly contained two churches whilst All Saints Church is of high significance for its design by the architect Pugin.

103. The Council's Heritage Development Officer is in agreement with the conclusions of the Heritage Statement that there will be no impact on the significance of these designated heritage assets. In particular, the distance of the development from these assets, together with the presence of a number of intervening buildings of substantial height indicates that no harm will be caused to their significance.
104. Paragraph 197 of the NPPF identifies that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
105. The Bridgewater Canal, adjacent to the northern boundary of the site, is considered to constitute a non-designated heritage asset. This has significance as the first true canal in England, independent from any natural waterway and a vital watercourse which helped paved the way for the industrial revolution.
106. The Council's Heritage Development Officer notes that the application site includes a section of the towpath and the formation of a new pedestrian access to the Bridgewater Canal. It is requested that sufficient details are provided to understand the works required to the canal in order to safeguard this non-designated heritage asset. Whilst the proposed building will have significant height in close proximity to the canal, the retention and improvement of landscaping adjacent to the canal will largely screen the development in views from the towpath. A detailed landscaping condition should be required by condition to secure this. There will be a significant impact on views from the pedestrian access point, however this would not diminish the ability to understand or appreciate the significance of the canal and its role in Manchester's success. As such, the proposed development is not considered to result in any harm to the significance of this, or any other non-designated heritage asset.
107. The application is also accompanied by an Archaeological Desk Based Assessment. This establishes that there are no Scheduled Monuments, conservation areas, Registered Parks and Gardens or Registered Battlefields within the proposed development site. Within the wider study area (within 1km of the site) there are known, albeit limited, assets of prehistoric, Roman and medieval activity. Any assets that may have remained within the proposed development site are likely to have been compromised by extensive 20th Century development. The assets from the post-medieval period have been deemed to be of low significance and importance. The Assessment recommends that given the limited scope for archaeological remains to survive and their low significance, no further archaeological works are required to be undertaken based on the extent of disturbance of the previous episodes of building.

108. The Greater Manchester Archaeological Advisory Service has been consulted and advises that it is satisfied that 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 and the proposed development is considered to be acceptable in this respect.
109. In summary, the proposed development is considered to be acceptable in terms of its impact on heritage and archaeology.

DEVELOPER CONTRIBUTIONS

110. The proposed development would be liable to a CIL (Community Infrastructure Levy) rate of £10 per sqm, constituting a 'leisure' use. No other developer contributions are necessary to make the development acceptable in planning terms.

OTHER MATTERS

Security and safety:

111. Policy L7.4 of the Trafford Core Strategy states that, in relation to matters of security, development must demonstrate that it is designed in a way that reduces opportunities for crime and must not have an adverse impact on public safety.
112. A Crime Impact Statement (CIS) has been submitted alongside the application and notes that the proposed scheme is broadly acceptable in terms of security and safety, subject to a number of recommendations being implemented. Specifically, these relate to the management of the entrance piazza at night, the design of footpaths and landscaping, access control and signage.
113. Greater Manchester Police's Design for Security section has been consulted and advises that the development has evolved in a number of ways over the previous 6 months, with a number of recommendations made by GMP having been taken on board in the proposals that have been submitted. With regard to the layout of the development, GMP has no major concerns and where there could be potential issues (i.e. anti-social behaviour around the main entrance and rear of the site), there has been reassurance from the applicant that these will be addressed with electronic security measures (i.e. CCTV) and management (i.e. staff presence).
114. It is noted that a condition relating to the physical security recommendations made in the CIS report being implemented (or a Secured by Design condition) could be difficult to be achieved due to the bespoke nature of the development would make it difficult to use security rated products. A condition is therefore recommended requiring security measures to be agreed with GMP prior to development commencing, allowing for a continued dialog between GMP and the

developers to ensure that appropriate and robust security measures are implemented.

115. On this basis, the proposed development is considered to be acceptable with regard to matters of security and safety subject to the condition requested above.

Contaminated land:

116. The application is accompanied by Phase 1 and Phase 2 Geo-Environmental Assessments to address matters of contaminated land. The Phase 2 assessment recommends that an additional round of groundwater sampling should be undertaken, that gas protection measures are incorporated within the development and a piling risk assessment is carried out and piling designed appropriately.
117. The Council's Pollution and Housing section has been consulted and advises that the site has been previously occupied by a number of potentially contaminating uses, including engineering works, a refuse tip, a depot and warehousing. There are also heavily industrialised sites close by. Extensive intrusive ground investigations have confirmed the published site geology along with the thickness and distribution of made ground. Asbestos has been found to be present in some areas of made ground in the raised bunds of the overflow carpark and the north western boundary; a hotspot of PAHs (Polycyclic aromatic hydrocarbons) in one location, and an elevated area of hydrocarbons in the groundwater in the south of the site. Elevated ground gases have been recorded in the north-east area of the site that was formerly a refuse tip.
118. It is recommended that conditions are attached to any consent issued requiring the submission of a remediation strategy, verification plan and verification report in respect of matters of contaminated land. The Environment Agency has also been consulted and does not object to the application subject to a number of conditions.
119. Subject to the imposition of appropriate conditions, the application is considered to be acceptable with regard to matters of contaminated land.

Energy use and carbon reduction:

120. Policy L5.1 of the Core Strategy states that new development should maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation. L5.4 goes on to say that development will need to demonstrate how it contributes towards reducing CO₂ emissions within the Borough. It is considered that Policies L5.1 to L5.11 are out-of-date as they do not reflect NPPF guidance on climate change.

121. Paragraph 153 NPPF states that in determining planning applications, local planning authorities should expect new development to comply with any development plan policies on local requirements for decentralised energy supply.
122. The application is accompanied by a Carbon Budget Statement (CBS) which seeks to demonstrate that the development will achieve the Council's carbon reduction target of 15 per cent below the Building Regulations Target Emissions Rate. This notes that a reduction of 17 per cent carbon would be achieved, largely through the use of a combined heat and power system (CHP). This also complies with the NPPF requirement for decentralised energy supply. Whilst a final energy strategy is yet to be developed, the CBS also states that photovoltaic panels, ground or water source heat pumps or geothermal energy could be used to achieve further reductions from target carbon emissions. In addition, it is noted that the curtain wall which forms much of the façade of the development is of a very high insulation specification and has a far higher performance than required by the Building Regulations.
123. The combined heat and power system alone will however be sufficient to exceed the target carbon reduction and as such, the application is considered to be acceptable in this respect. A condition should be attached to any consent issued requiring the submission of a final energy strategy for the proposed development.

External lighting:

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

Community use:

125. The applicant has advised that the intention is to progress discussions with schools and other organisations to enable and encourage community use of the facility. Whilst full details of these arrangements have not yet been finalised, the applicant indicates that a number of special offers will be available for both local workers and residents, and collaboration with schools will take place as it currently does at Therme's existing facilities in Germany and Romania. The applicant also advises that discussions with GMCA have commenced, with the intention of achieving an agreement for NHS use.
126. On this basis, a condition has been recommended which requires the submission of a Community Use Strategy to set out the measures which will be brought

forward to encourage the use of the development by schools, community organisations, the NHS and disadvantaged persons.

Equalities:

127. The applicant has provided a statement which sets out how the application has addressed issues of equality.
128. This notes that the design of the facility ensures that no feature will be inaccessible due to a disability and that whilst some aspects may not be easily accessed, an alternative identical element is provided elsewhere. All levels can be reached via disabled-friendly routes and all access routes to principal entrances will be well-lit and constructed from firm, durable and slip resistant materials, with all thresholds to principal entrances being level. There is also provision made for larger, disabled-friendly changing rooms and toilets, including a height adjustable changing bench and hoist.
129. Family-sized changing rooms will also be available and some treatments and facilities will be particularly suited to expecting mothers and parents of young children. Individual changing cubicles are to be gender-neutral and all guests would change in an individual or family cubicle with privacy being ensured. All areas of the facility would be open to all genders.
130. Whilst Therme Manchester will have policies around what can and cannot be worn in the pools and saunas, these are based on safety and will be respectful of dress related to religious belief. No persons will be prevented from using the facility based on age, religion, belief, race, culture, gender or sexual orientation.
131. On this basis, Officers are satisfied that the design of the proposed facility has appropriately addressed matters of equality.

CUMULATIVE IMPACTS

132. With regard to transport impacts, the NPPG states that it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). The submitted Transport Assessment considers the transport-related impacts of the proposed development together with the relocated EventCity and Fives football facility approved in February 2020 under application refs. 98907/FUL/19 and 98906/FUL/19 respectively. This also considers other committed developments in the area, including those at Trafford Waters and the expanded Barton Square.
133. As has been concluded earlier, there is not considered to be an unacceptable cumulative impact on the highway network and no necessity for further assessment. The same conclusion has been reached in relation to any other

cumulative impacts that might result from the proposed development, including in relation to air quality. The application is therefore considered to be acceptable in this respect.

CONCLUSION AND PLANNING BALANCE

134. As the ‘most important’ policies for determining the application are up-to-date and, for reasons set out in the main body of this report, the proposals are in accordance with the development plan, the development should be approved without delay in accordance with Paragraph 11(c) of the NPPF.
135. All detailed matters have been assessed, including impacts on the highway network, air quality, heritage, noise and design issues. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition. All relevant planning issues have been considered and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The proposals are considered to be compliant with the development plan and where this is silent or out-of-date, national planning policy. It also largely complies with relevant adopted local guidance and where it does not the development is considered to be acceptable on its own merits for the reasons set out in the main body of this report. 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).

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

Plan Number	Drawing Title
EXA-1973-SK-010	Illustrative Masterplan
EXA-1973-SK-011	Illustrative Elevations and Sections
1973-SK-009	Regatta Boundary General Arrangement
1973-SK-010	Barton Square Boundary General Arrangement
1973-SK-011	Regatta Boundary Sections Sheet 1 of 2
1973-SK-012	Regatta Boundary Sections Sheet 2 of 2
1973-SK-014	Barton Square Boundary Sections Sheet 1 of 3
1973-SK-015	Barton Square Boundary Sections Sheet 2 of 3
1973-SK-016	Barton Square Boundary Sections Sheet 3 of 3

A01	Site Plan
A02	Basement -3.00m
A03	Ground Floor +0.00m
A04	First Floor +3.00m
A05	Second Floor +8.00m
A06	Slide Tower
A07	Roof Plan
A08	Sections I
A09	Sections II
A10	Elevations / Sections
A11	Details Façade + Roof

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

- No development shall take place (including demolition, ground works and vegetation clearance) unless and until an invasive non-native species protocol has been submitted to and approved in writing by the Local Planning Authority. This shall detail the containment, control and removal of Japanese knotweed on site and the measures shall be carried out strictly in accordance with the approved scheme. The development hereby shall not be brought into use unless and until a Verification Report demonstrating completion of works set out in the non-native species protocol and the effectiveness of the works has been submitted to and approved in writing by the Local Planning Authority.

Reason: These details are required prior to commencement as removal of Japanese knotweed is essential before any development takes place. In the interests of removing an invasive non-native species which exists on the site in accordance with Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

- No development shall take place unless and until a scheme to improve the existing surface water drainage system has been submitted to and approved in writing by the Local Planning Authority.

The detailed scheme shall be produced in accordance with the outline details provided in the Sustainable Drainage Statement (ref. TTR-BWB-ZZ-XX-RP-CD-0001_SDS, Revision P04, dated 14/01/2020). The key points from the document to be included in the scheme include:

- Limiting the surface water run-off generated by the QBar and above critical storm so that it will not exceed 667 l/s and will not increase the risk of flooding off-site.
- Provision of a minimum 565m³ interception flood storage on the site.
- Provision of sustainable drainage in the form of landscape ponds, swales, filter drains, permeable paving and rainwater gardens. No infiltration of

surface water drainage into the ground where adversely elevated concentrations of contamination are known or suspected to be present shall be proposed, unless it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

The submitted scheme shall be accompanied by a 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.

The approved scheme shall be fully implemented in accordance with the approved details.

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

5. No development shall take place unless and until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall provide for:
 - (i) the parking of vehicles of site operatives and visitors
 - (ii) the loading and unloading of plant and materials
 - (iii) the storage of plant and materials
 - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - (v) wheel washing facilities, including measures for keeping the highway clean
 - (vi) measures to control the emission of dust and dirt and procedures to be adopted in response to complaints of fugitive dust emissions
 - (vii) measures to prevent disturbance to adjacent properties from noise and vibration, including any piling activity
 - (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works
 - (ix) 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
 - (x) measures to protect the Bridgewater Canal from accidental spillages, dust and debris
 - (xi) information to be made available for members of the public
 - (xii) contact details of the site manager to be advertised at the site in case of issues arising

The approved Plan shall be adhered to throughout the demolition and construction period.

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

6. No development shall take place unless and until a Construction Management Plan (CMP) for works in close proximity to Metrolink infrastructure has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include detailed method statements of demolition and construction, risk assessments and agreed safe methods of working adjacent to the Metrolink Hazard Zone. The CMP shall provide for:
 - (i) The retention of 24hr 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
 - (ii) Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway)
 - (iii) Confirmation that no excavation greater than 1m in depth within 1m of the Metrolink operational boundary will be carried out, and no piling works shall take place within the zone of influence, unless Metrolink has been notified of such works.
 - (iv) Confirmation that any track monitoring required to be carried out as a result of the notification required by (iii) will be implemented before the commencement of these works
 - (v) The erection and maintenance of security hoarding, (a 'mock up' security hoarding may be required to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection)
 - (vi) Measures to control the emission of dust and dirt during construction
 - (vii) Measures to control the mud/detritus that may get dropped onto the vehicular track crossings

The approved CMP shall be adhered to throughout the demolition and construction period.

Reasons: To ensure that appropriate details are agreed before works start on site, in the interests of highway safety, to safeguard the amenities of the locality, 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, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

7. No piling shall take place and no other foundation designs using penetrative methods shall be used unless and until it has been demonstrated that there is no resultant unacceptable risk to groundwater. These works shall only take place in those parts of the site where it has been demonstrated that there are no such risks.

Reason: To ensure that appropriate details are agreed before works start on site, for the future protection of the water environment from risks arising from land contamination, having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

07.30-18.00	Monday – Friday
09.00-13.00	Saturdays

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

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

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

10. 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.

11. No development, other than the demolition of buildings and structures down to ground level and site clearance works, shall take place unless and until a contaminated land Remediation Strategy for the site has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include, where necessary, additional site investigation, based on the reports which have been already submitted, to provide further information for a detailed assessment of the risk to all receptors that may be affected, including those off site, and shall provide full details of the remediation measures required and how they are to be undertaken.

The Strategy shall also include a Verification Plan which will provide details of the data that will be collected in order to demonstrate that the works set out in the Remediation Strategy are complete, and shall identify 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 development is brought into use.

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.

12. The development hereby approved shall not be brought into use unless and until a Verification Report demonstrating completion of works set out in the 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.

13. No development, other than the demolition of buildings and structures down to ground level and site clearance works shall take place unless and until a final strategy for energy efficiency and low/zero carbon technologies has been submitted to and approved in writing by the Local Planning Authority. This strategy shall demonstrate how carbon emissions of at least 15 per cent below the Building Regulations Target Emissions Rate shall be achieved. The approved strategy shall be implemented in full.

Reason: In the interests of achieving a reduction in carbon emissions, having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

14. No development shall take place, excluding works of demolition and site clearance, unless and until an assessment of the impact of glint and glare upon tram drivers has been submitted to and approved in writing by the Local Planning Authority. If identified as being necessary, a scheme to minimise dazzle to tram drivers shall be included within the submitted assessment. The development shall be carried out in accordance with scheme approved under this condition.

Reason: In order to ensure the safe operation of the tramway pursuant to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. No development shall take place, excluding demolition and works of site clearance, unless and until a scheme of security measures has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved measures.

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

16. No above ground construction works shall take place unless and until a detailed design of the entrance plazas has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

17. Notwithstanding any description of materials in the application, no above-ground construction works shall take place unless and until samples and full

specifications of all materials to be used externally on all buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The specifications shall include the type, colour and texture of the materials. 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.

18. No above-ground construction works shall take place unless and until details of the external appearance of all external fixed plant and equipment, including M&E equipment, and an assessment of noise from that plant and equipment have been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the following noise criteria will be met:

(a) The noise level from all fixed plant items operating under normal conditions (when rated in accordance with BS 4142: 2014) shall not exceed 63dB (LA_r) between 07.00 and 23.00hrs and 47dB (LA_r) between 23.00 and 07.00hrs on any day at the nearest existing residential receptors.

(b) The noise level from the operation of emergency plant (when rated in accordance with BS 4142: 2014) shall not exceed 73dB (LA_r) between 07.00 and 23.00hrs and 57dB (LA_r) between 23.00 and 07.00hrs on any day at the nearest existing residential receptors.

(c) The operational noise level from all site activities (other than fixed/emergency plant) (when rated in accordance with BS 4142: 2014) shall not exceed 53dB (LA_r) between 07.00 and 23.00hrs and 37 dB (LA_r) between 23.00 and 07.00hrs on any day at the nearest existing residential receptors.

External plant and equipment and M&E equipment shall be installed in accordance with the approved scheme, and any mitigation measures required to achieve compliance with the above noise criteria shall be installed prior to the development being brought into use and retained thereafter.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

19. No above-ground construction works shall take place unless and until a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line has been submitted to and approved in writing by the Local Planning Authority. The approved noise insulation scheme shall be completed before the development is brought into use.

Reason: To secure a reduction in noise and vibration reaching the development from the Metrolink line, 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.

20. No external lighting shall be installed on the buildings or elsewhere on the site unless and until a lighting design strategy which shall take account of the impact of lighting on biodiversity has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall:

(a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

(b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications for the lights and any lighting columns) to enable the Local Planning Authority to consider the appearance and impact of lighting and the lighting structures and so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the Strategy, and these shall be maintained thereafter in accordance with the Strategy. No external lighting other than that set out in the Strategy shall be installed

Reason: In the interests of amenity and protecting biodiversity, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

21. (a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be brought into use unless and until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials (including areas of the site designated for car parking), boundary treatments (including green walls), 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. These details shall also include a raft system to be used for trees planted within areas of hard surfacing. The raft system details shall include technical drawings of the type of system to be used, the area that the system will cover and the type and volume of soil to be used (structural soils will not be acceptable). The landscaping

scheme shall only include native species adjacent to the Bridgewater Canal and shall ensure that there is no detrimental impact on the Metrolink line.

(b) The landscaping works approved under part (a) of this condition 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. All tree planting within areas of hard surfacing shall be implemented in accordance with the details approved under part (a) of this condition.

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

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

22. The development hereby approved shall not be brought into use unless and 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.

23. The development hereby approved shall not be brought into use unless and until a Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include the following:

- (i) Measures for the management of vehicles accessing and moving within the site, including details of a scheme of Variable Message Signs and details of the operation of the overspill parking area
- (ii) Measures for the management of pedestrians and cyclists accessing and moving within the site
- (iii) Revised plans to show the provision of a minimum of 66no disabled car parking spaces and measures for monitoring the use of disabled parking facilities, with mechanisms for amending the level of disabled parking provision where necessary

The approved Plan shall be implemented and adhered to in full.

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

24. The development hereby approved shall not be brought into use unless and until a Waste Management Strategy which shall include details of refuse and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. The approved Strategy shall be adhered to at all times following the development being brought into use.

Reason: To ensure waste collections from the site can be appropriately managed and in the interests of highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

25. The development hereby approved shall not be brought into use unless and until a scheme for secure cycle storage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the location and design of cycle storage facilities, shall be implemented before the development is first 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.

26. The development hereby approved shall not be brought into use unless and until a Full Travel Plan (in accordance with the principles set out in the submitted 'Initial Travel Plan', ref. M18120-05 TP, dated November 2019), which shall include measurable targets for reducing car travel, has been submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall also include measures for monitoring the use of cycle parking facilities with mechanisms for increasing the level of cycle parking provision where necessary. 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.

27. The development hereby approved shall not be brought into use unless and until a scheme for a minimum of 100no electric vehicle charging points (minimum 7kWh) and infrastructure (inclusive of those shown on drawing numbers A01 and A03) has been submitted to and approved in writing by the Local Planning Authority. The approved charging points and infrastructure shall be installed and made available for use upon the development being first brought into use and shall be retained thereafter.

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

28. The development hereby approved shall not be brought into use unless and until a Community Use Strategy has been submitted to and approved in writing by the Local Planning Authority. The Community Use Strategy shall include measures to encourage the use of the development by schools, community organisations, the NHS and disadvantaged persons and shall be implemented at all times following the development being first brought into use.

Reason: In the interest of inclusivity and to ensure a benefit to the local community, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

29. The development hereby approved shall not be brought into use unless and 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 information provided in respect of conditions 23, 25, 26 and 27. 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.

30. The premises shall only be open to customers between the following hours:

09.30 – 22.30	Monday to Friday
08.30 – 00.00	Saturdays
08.30 – 22.30	Sundays and Public Holidays

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

31. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General

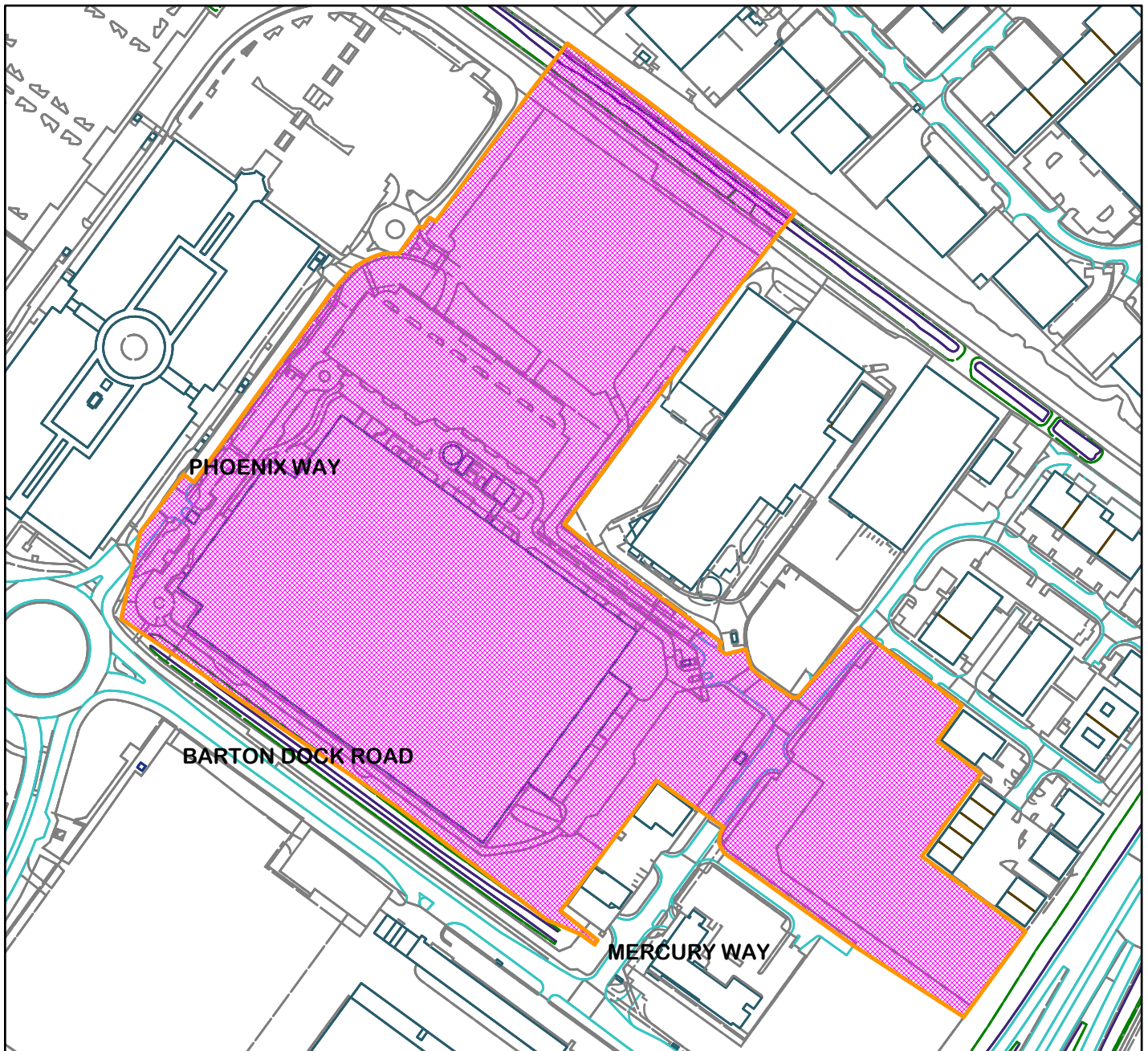
Permitted Development) (England) Order 2015, or any equivalent Order following the amendment, revocation and re-enactment thereof, the premises shall only be used for the purposes defined in the description of development and for no other purpose within Class D2 of the above Order.

Reason: For the avoidance of doubt and having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

JD



Eventcity, Barton Dock Road, Trafford Park, M41 7TB (site hatched on plan)



Scale: 1:3,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
MSA Number	100023172 (2012)

Proposed two storey 4 No. classroom extension and associated external works.

Worthington Primary School, Worthington Road, Sale, M33 2JJ

APPLICANT: Trafford Council

AGENT: Grated Apple

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee as the applicant is Trafford Council and a representation has been received contrary to Officer's recommendation.

SITE

The application relates to Worthington Primary School, which is situated on the eastern side of Worthington Road. The school grounds comprise of a modern large single storey building, which has a central entrance feature and a hall that are akin to the height of a two storey building. The school playground and playing fields lie to the south of the site. A landscaped playground also lies to the north of the site.

The site is situated within a predominantly residential area, with residential houses on Worthington Road, Wythenshaw Road, Heathfield Close and Northenden Road bounding the site to the north, south and east. Residential houses also face the site on the western side of Worthington Road.

PROPOSAL

The application proposes the erection of a two storey extension to the south elevation to form four additional classrooms with associated cloakroom, stores and toilets. Windows are proposed to the front, side and rear elevations. As well as linking into the main school building, external entrances are also proposed to the front, south side and rear elevations.

The proposed extension is to accommodate an increase in children due to be attending the school as a result in an increase from 1.5 forms of entry to 2 forms of entry, as planned by Trafford Council.

The proposal also includes changes to the layout of the existing disabled car parking bays and servicing area and a new bin store is proposed within the service area. The existing children's cycle and scooter park is also proposed to be relocated further south

to make way for the proposed extension.

The application also includes the installation of new 2m and 2.4m high black railings and gates along part of the front boundary of the site and 1.5m high light grey railings within the site, which would match the existing railings along the front boundary and within the site.

Floorspace

The increase in floor space of the proposed development would be 430m².

Value Added

The applicant has submitted amended plans in order to address Officer's concerns regarding the external appearance of the extension, particularly the roof design and fenestration detailing.

DEVELOPMENT PLAN

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

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

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

For the purpose of the determination of this planning application, Policies L4 and L7 are considered 'up to date' in NPPF Paragraph 11 terms.

PROPOSALS MAP NOTATION

The red line boundary of the site is unallocated within the UDP Proposals Map. Part of the overall boundary of the school is allocated as Protected Open Space, although the extension is not within this designation boundary.

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

There have been various planning applications relating to Worthington Primary School. The most recent and relevant are: -

82883/FULL/2014 - Erection of single storey extensions to the north and west elevations of existing annex building to the south of the site to form additional teaching facilities, including the insertion of new windows to the north elevation – Approved with conditions 01/08/2014.

79900/COND/2013 - Application for approval of details reserved by conditions of grant of planning permission 78502/FULL/2012. Conditions 4, 5, 6, 8, 11, 12, 13 and 14 – Split Decision 27/06/13.

78502/FULL/2012 - Demolition of existing school building and erection of new primary school – Approved with conditions 19.07.2012.

APPLICANT'S SUBMISSION

The applicant has submitted a Design and Access Statement, an Energy Statement Report, a Ground Assessment, a Topographical Survey, a Transport Statement, a School Travel Plan and a Tree Survey in support of the application. The information provided within these documents is discussed where relevant within this report.

CONSULTATIONS

LHA - No objections on highway grounds to the proposals. The LHA would request that as a Condition to any subsequent grant of planning permission, the Travel Plan is required to be implemented for a period of ten years and reviewed and updated on an annual basis. Full comments are discussed in the Observations section of the report below.

Pollution & Housing: Contamination – No objections, it is recommended that conditions are attached requiring the submission of a Remediation report prior to the commencement of the development and the submission of a Validation report prior to the first occupation, are submitted and approved.

Pollution & Housing: Nuisance – No objections, recommend that a condition is attached requiring the submission of a Construction and Pre-Construction Environmental Management Plan.

LLFA – No objections.

TREES – No objections, there are no TPOs within or immediately adjacent to the site. Full comments are discussed in the Observations section below.

Sport England - It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 Statutory Instrument 2015 No.595). They are satisfied that the proposed classroom extension meets exception 3 of our playing fields policy, in that:

'The proposed development affects only land incapable of forming part of a playing pitch and does not:

- *reduce the size of any playing pitch,*
- *result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);*
- *reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;*
- *result in the loss of other sporting provision or ancillary facilities on the site; or*
- *prejudice the use of any remaining areas of playing field on the site.'*

Sport England therefore raise no objections to the application.

United Utilities – No objections, recommend conditions relating to surface water drainage and foul and surface water.

REPRESENTATIONS

One letter of objection has been received from a neighbouring resident of Worthington Road, which raises the following concerns: -

- Part of the road will have to be taken up for the various pipes needed.
- At school times, particularly between 12noon, 1pm and 3:30pm the road is packed with cars. Several vehicles leave their engines running and blocking resident's driveways, resulting in foul air and traffic jams.
- It should be possible to take a not too large area from the main playing field and make a drop-off place.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The wider application site is partially designated as Protected Open Space on the Proposals Map, however the area of land relating to the proposed extension is un-designated and there are no heritage designations on the site. There are no Policies within the Trafford Core Strategy that presume against this form of development in this area. Paragraph 94 of the National Planning Policy Framework states that the Government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities and that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement. It further states that Local Authorities should give great weight to the need to create, expand or alter schools. The proposed development is therefore considered acceptable in principle and the key areas for consideration are the design of the proposal and its impact on neighbouring residents and highway safety.

DESIGN AND STREET SCENE

2. 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".
3. Paragraph 130 also 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".

4. 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.”
5. The proposed development would comprise of a two storey extension to the south-western corner of the existing school building. The proposed extension would have a pitched roof and measure 7.3m to the eaves and 9.9m to the ridge. The eaves of the extension would be situated in line with the main ridgeline of the existing school and the proposed ridgeline would be situated 2.2m higher, though would not be situated higher than the ridge of the existing glazed apex that lies centrally within the main school building.
6. It is noted that the proposed extension would be two storey, compared to the existing school, which is single story and would have a greater height than the main existing school building. However, it is recognised that parts of the existing school building, whilst being only single storey, are akin to two stories in height. Furthermore, one of the main architectural features of the existing school building is a large sloping roof with a heavy, boxy eaves detailing. The proposed extension comprises of a large amount of glazing to the front elevation, providing a lighter weight appearance to the two storey addition. The window proportions and design on the front elevation is reflective of the existing large main entrance to the school off Worthington Road. The proposed eaves detailing of the extension is also sympathetic to that of the existing school building.
7. The proposed extension would measure 15.9m wide, which would increase the width of the front elevation of the school by approximately 50%. A distance of approximately 90m would remain between the proposed extension and the southern boundary of the school grounds. Furthermore, it is recognised that the former school building, built in 1905 and demolished in 2013, had a considerably longer frontage along Worthington Road than the building that would result from the proposed development.
8. A minimum distance of 7.7m would lie between the proposed extension and the front boundary of the site, which is 1.3m closer than the existing main front elevation, though only 0.2m closer than the main front entrance of the existing school building. An area of playground and landscaping would lie between the front elevation of the extension and the front boundary of the site. The applicant has demonstrated that alternative locations for the extension, further away from the front boundary of the site, have been considered. However the alternative locations would either result in a greater loss of playground and/or playing fields and would be situated closer to the adjoining residential properties to the east of the site on Heathfield Close.

9. Worthington Primary School was redeveloped in 2013. The proposed extension would incorporate a coping feature and a foundation stone from the original 1905 school building on the front elevation. It is considered that these features would help to tie in the extension to the existing building and would provide attractive features that would highlight the history of the site.
10. The application includes the erection of a new bin store, to the rear of the redesigned service yard. The proposed store would comprise of closed boarded timber fencing and would measure a maximum of 3.8m wide and 5.65m in length, with a maximum height of 1.8m. A distance of 12m would lie between the proposed store and the front boundary of the site. The proposed development also includes repositioning the existing cycle/scooter shelter to accommodate the proposed extension. The shelter would be repositioned further away from the front boundary of the site, behind the proposed bin store.
11. The application also includes the installation of new 2m and 2.4m high black railings and gates along part of the front boundary of the site and 1.5m high light grey railings within the site. The new railings and gates would match the existing railings and gates along the front boundary and within the site in height, colour and design and are therefore considered acceptable.
12. The design and massing of the proposed extension is therefore considered acceptable in relation to the existing school building. It is considered that the proposal would maintain an acceptable level of space around the school building and thus would not result in a cramped form of development. The proposed ancillary works, including the bin store and repositioned cycle/scooter shelter, railings and gates are also considered to be acceptable and not adversely impact on the setting of the school. The proposed development would therefore not adversely impact on the existing street scene or the character of the surrounding area and thus accords with the aims of the NPPF and Policy L7 in regards to design.

RESIDENTIAL AMENITY

13. In relation to matters of amenity protection, Policy L7 of the Core Strategy states that development must: be compatible with the surrounding area; and not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
14. Residential properties on the western side of Worthington Road face the application site. Residential houses on Heathfield Close also lie along the rear boundary of the school grounds to the east.

15. Due to the position of the proposed development, a large portion of the extension would face the junction of Worthington Road and Massey Road and not directly face the front elevation of a neighbouring property. The nearest residential property to the extension would be No.33 Worthington Road, where a minimum distance of 25.8m would lie between the front elevation of the extension and the front elevation of No.33. This distance would also be across a vehicular highway.
16. A minimum distance of approximately 63m would lie between the proposed extension and the rear elevation of neighbouring properties on Heathfield Close. This distance would also be across the existing school playground.
17. It is therefore considered that the proposed extension would not have an overbearing impact or result in an undue loss of privacy, light or quietude to surrounding neighbouring residents and therefore complies with the requirements of Policy L7 in regards to residential amenity.
18. Concerns raised by a neighbouring resident in regards disruption to the road during construction are noted, however the construction process would be short term and a condition is proposed requiring a Construction Environmental Management Plan to minimise disturbance to the local area. In addition concern was raised regarding parents dropping off / picking up children and in doing so blocking residents driveways and causing pollution and their suggestion to create a drop off area within the school grounds are noted. The LHA do not forecast that the development would result in a substantial increase in the number of vehicle trips to the school. Poor parking by parents is a matter that can be discouraged by the school and would not form a justified reason for the refusal of this application. It is also considered that the creation of a vehicular drop off /pick up area, with associated vehicular access/egress and pedestrian routes within the school grounds would also result in an unacceptable loss of playground and playfields. Notwithstanding this, the proposed development is also not of a substantial amount that would justify the creation of such a parking area. This matter is addressed further in the 'Access, Highways and Car Parking' section below.

ACCESS, HIGHWAYS AND CAR PARKING

19. 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.
20. In regards to cycle and car parking standards, Policy L4 is considered to be consistent with the NPPF in making the efficient use of land and providing sustainable development.

21. 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.
22. A Travel Plan (TP) and Transport Statement (TS) have been provided, and a traffic count has been completed for the school car park. The survey results showed 13 vehicles arriving during the morning traffic peak, and one vehicle arriving and eleven departing during the evening peak, but it is unknown if the vehicles were associated with the school, and how long the vehicles remained in the car park.
23. The number of vehicle trips is not forecast to substantially increase as a result of the proposed development. The location is served by two tram stops, with both Sale Water Park and Northern Moor Stations being within a 15 minute walk to the school, there are also a number of bus services that run close to the school site. It is also proposed to increase the number of on-site cycle and scooter parking spaces. The TP states nearly half of the pupils currently attending the school do not live in the catchment area, and a travel survey completed in November 2019 shows 39% of pupils are driven to school, 52% walk, 7% use a scooter, and 2% cycle. Traffic congestion has been identified as an issue at school start and finish times. The problem as described is common to many schools, and whilst the number of pupils attending the school would increase, including the number of pupils living outside the catchment area, it is not considered that the proposed development would have a significant adverse impact to the highway in comparison the existing situation. It is also noted that the congestion created is short-lived, and not common at other times of the day or during the weekend / school holidays. An Action Plan and quantifiable targets has been put in place within the TP, and the school has recently set-up a Walk It Crew to encourage parents and pupils to walk. A programme of cycle training is currently provided, which would be retained.
24. The school grounds include a staff car park comprising 24 car and 3 motorcycle parking spaces. The existing parking level meets the maximum parking standards as detailed in SPD3: Parking Standards and Design for Trafford. It is not proposed to amend the existing vehicle parking allocation, equating to a proposed shortfall of 8 parking spaces (2 spaces are required for each classroom provided). The applicant has confirmed that 28 members of staff drive to the /from the school indicating current parking levels do not meet the demand of the school. As a result of the proposed development, the number of staff is expected to increase from 43 to 49. The proposed increase in staff with no increase in parking spaces, could result in more staff members parking on-street. Based on existing staff travel patterns which indicate 65% of staff members drive, an increase of six staff members could require an extra 4 car parking spaces. The LHA has however confirmed that it does not consider that the proposed shortfall

in car parking would have a detrimental impact on the public highway in this instance and ongoing use of a Travel Plan for the school would be a condition of this permission.

25. It is understood from the supporting information that 32 on-site cycle parking spaces are currently provided for the school. The application proposes an additional 6 cycle parking spaces. The minimum cycle parking standards as detailed within SPD3 state 1 cycle space per 5 staff plus 1 space per 3 students are required. Based on current staff and pupil numbers 127 cycle parking spaces should be provided, however, it is recognised that the nursery to primary school year 2 (up to age 7) accounts for 166 (46%) of pupils, and it is anticipated that the number of cyclists within this age range would likely be low. The LHA has therefore confirmed that the proposal to increase the number of secure, covered cycle spaces from 32 to 38 is accepted.
26. The application proposes a new vehicular entrance to the service yard and disabled parking bays, the disabled parking bays are also proposed to be repositioned and the service yard would reduce in size to accommodate the proposed extension. The LHA has raised no objections to the proposed disabled bays, service yard and bin store. They have advised that the proposed service yard would only be large enough for a light goods van (e.g. a Transit van or similar) and would not be large enough to accommodate the refuse vehicles that operate in Trafford. However, the LHA has confirmed that it would be acceptable for refuse / recycling collections to take place from Worthington Road.

TREES

27. There are no trees that are protected by a Tree Preservation Order within or immediately adjacent to the application site. The proposal includes the loss of a mature Silver Birch tree. The Council's Arboricultural Officer raises no objections to the loss of this provided that the recommendations set out in the submitted Arboricultural Method Statement are followed.
28. The application includes the planting of two replacement trees to compensate the loss of the existing Silver Birch tree. The Council's Arboricultural Officer has advised that these trees should be of a type that provides a significant size canopy at maturity, rather than decorative small trees. Details of the replacement trees have not been provided. It is therefore recommended that a condition is attached requiring the submission of a landscaping scheme to ensure that acceptable trees are provided and maintained.

DEVELOPER CONTRIBUTIONS

29. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'public or institutional facility' development, 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).

30. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

31. The proposal would have no impact on the designed area of Protected Open Space that lies within the school grounds. The proposed development would support the NPPF's aim of supporting applications that create, expand or alter schools in order to ensure that sufficient choice of school places is available to meet the needs of existing and new communities. The proposed development is also considered to be acceptable in terms of its design and appearance, its impact on residential amenity and with regard to highway safety. As such the proposal is considered to be compliant with Policies L4 and L7 of the Trafford Core Strategy as well as the NPPF. The application is therefore recommended for approval subject to conditions.

RECOMMENDATION:

GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers WPS-GA-ZZ-ZZ-DR-A-00-00001-S2-P0 Rev P3, WPS-GA-ZZ-00-DR-A-04-50400-S2 Rev P2, WPS-GA-ZZ-RF-DR-A-04-50402-S2 Rev P1, WPS-GA-ZZ-ZZ-DR-A-05-50501-S2 Rev P2, WPS-GA-ZZ-ZZ-DR-A-06-50601-S2 Rev P1, WPS-GA-ZZ-ZZ-DR-A-59001 Rev P3, WPS-GA-ZZ-ZZ-DR-A-92-59201-S2 Rev P2 and WPS-GA-ZZ-ZZ-DR-A-90-09002-S2-P0 Rev P1.

Reason: To clarify the permission, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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

of the materials. Development shall be carried out in accordance with the approved details.

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

4. No development, including demolition works, shall take place until a Construction 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 following matters shall be addressed:
 - (i) 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. 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.

5. 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 and bicycles 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.

6. 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.

7. Excluding the demolition of buildings and structures down to ground level, and site clearance works, including any approved tree felling, no development shall take place until a contaminated land remediation strategy for the site has been submitted to and approved by the Local Planning Authority. The remediation strategy shall provide full details of the remediation measures required and how they are to be undertaken. This shall include a verification plan which will provide details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete, and shall identify 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.

8. 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.

9. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works, including details of the two replacement trees, have been submitted to and approved in writing by the Local Planning Authority. The details

shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

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

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

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

10. 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

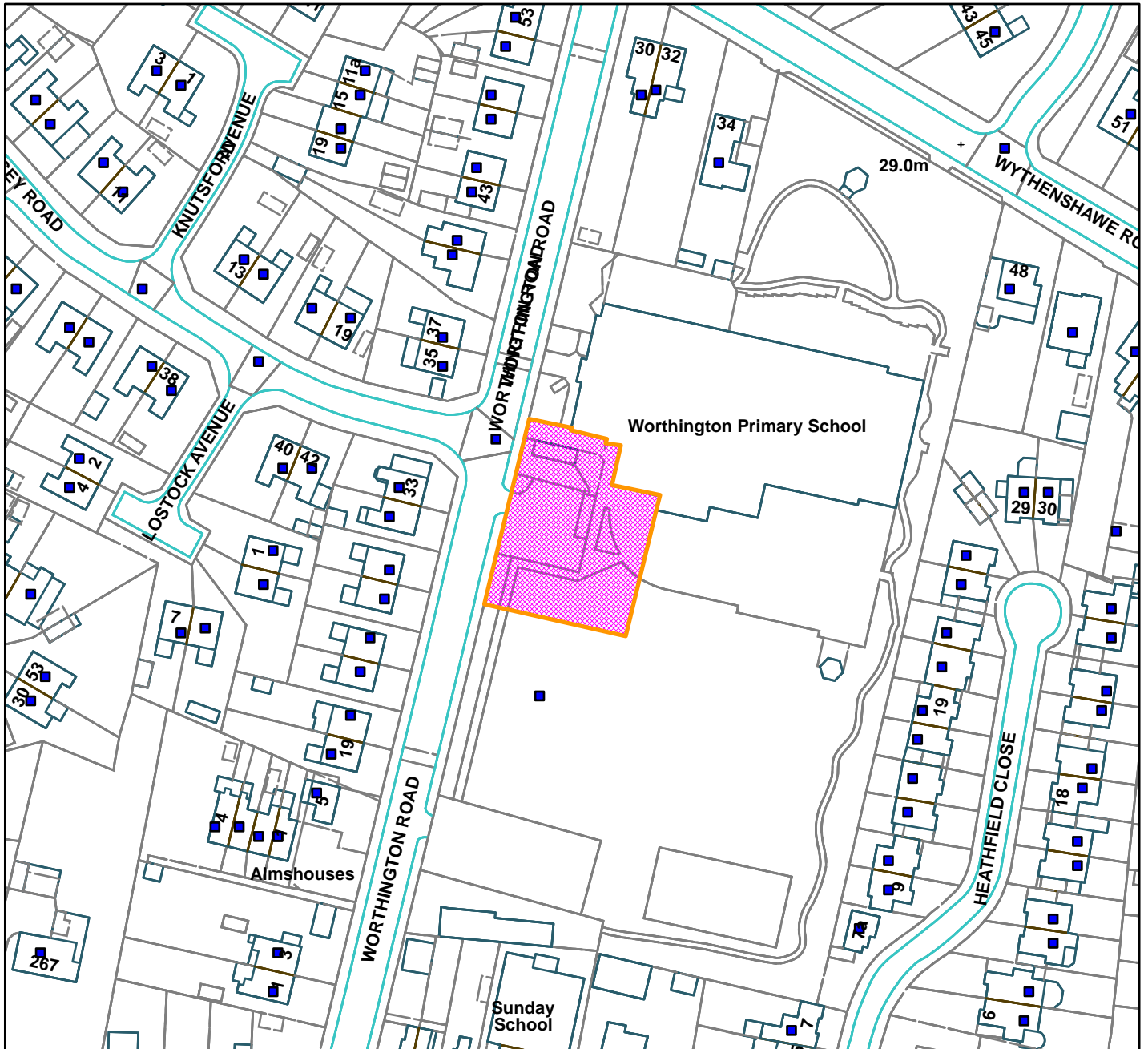
11. The submitted Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation of the development hereby approved.

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.

VW



Worthington Primary School, Worthington Road, Sale, M33 2JJ (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date: 05/03/2020
Date	24/02/2020
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