

WARD: Bowdon

107813/FUL/22

DEPARTURE: No

Proposed alterations and works to an existing carpark to provide a defined layout, EV charging points, lighting and associated landscaping.

Bowdon Lawn Tennis Club, Elcho Road, Bowdon, WA14 2TH

APPLICANT: Mr David Kirkman

AGENT: Mr James Randle

RECOMMENDATION: GRANT

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

Executive Summary

The application site comprises of a 0.15ha rectangular plot accommodating a gravel surfaced car park forming part of the wider Bowdon Lawn Tennis Club site. The plot fronts Green Walk to the south-west, with the remainder of the club stretching to the north-east, and is bound by dwellings to all sides.

The applicant seeks planning permission to resurface and reconfigure the car park to install a gravel filled bodpave surface, clearly defined parking bays, 2 No. 3m high aluminium LED lighting columns, four low level light bollards and two EV charging points.

Given that the Council's Core Strategy heritage policy is out of date, the "tilted balance" in NPPF paragraph 11(d)(ii) is engaged.

The proposal is considered to be acceptable in principle, as well as with reference to its design/heritage, residential amenity, highways, parking, and ecology impacts.

As such the application is recommended for approval.

SITE

The application site comprises of a 0.15ha rectangular plot accommodating a gravel surfaced car park forming part of the wider Bowdon Lawn Tennis Club site. The plot fronts Green Walk to the south-west, with the remainder of the club stretching to the north-east, and is bound by dwellings to all sides.

The car park is unmarked and includes a central vegetated area. Boundaries are marked by a large hedge to the front (south-west) and side (north-west), a brick wall to the south-east, and tennis fencing to the north-east. The north-west, south-west and south-east boundaries are screened by several mature trees.

The site is located within Character Zone C, 'Southern Residential' of the Devisdale Conservation Area.

The Grade II listed building, Erlesdene, a 19th Century villa, is located to the south-west on the opposite side of the road.

A public right of way runs along the footpath which passes the front boundary.

PROPOSAL

The applicant proposes to resurface and reconfigure the car park to install a gravel filled bodpave surface, clearly defined parking bays, 2 No. 3m high aluminium LED lighting columns, four low level light bollards and two EV charging points, as well as soft landscaping improvements. Bodpave is a commonly used plastic mesh paving system which is either then grassed, or in this case, filled with gravel.

Value Added

The applicant's original proposed site plan included widening of the main access and a different lighting arrangement, including six lighting columns rather than the amended proposal which has been reduced to two lighting columns.

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

L4 - Sustainable Transport and Accessibility;
L5 - Climate Change;
L7 - Design;
L8 - Planning Obligations;
R1 - Historic Environment;
R2 - Natural Environment;
R5 - Open Space, Sport and Recreation.

OTHER LOCAL POLICY DOCUMENTS

SPD1 - Planning Obligations;
SPD3 - Parking Standards and Design;
SPD5.10 - Devisdale Conservation Area Appraisal;
SPD5.10a - Devisdale Conservation Area Management Plan;
SPG24 - Crime and Security;
Draft Trafford Design Guide.

PROPOSALS MAP NOTATION

Adjacent to PROW;
Protection of Open Space – OSR5;
Critical Drainage Area;
Devisdale Conservation Area.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None.

PLACES FOR EVERYONE (PfE) (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan and the hearings began in November 2022 and are timetabled to continue until at least March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The National Planning Practice Guidance was first published in March 2014, and it is regularly updated, with the most recent amendments made in April 2022. The NPPG will be referred to as appropriate in the report.

NATIONAL DESIGN GUIDE

The National Design Guide was first published in 2019 and was updated in January 2021. This document set a national framework for the delivery of high quality design in new development across the country. The National Design Guide will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

Wider Plot to the North-East

102117/FUL/20: Resurfacing of grass courts 10-13 (previously courts 1-4), resurfacing of existing 4no. mini junior grass courts and repositioning of one of the mini junior grass courts together with associated works, including amendments to current site entrance at Elcho Road and installation of fencing, including 3.5m high fencing set off from the south-east and south-west boundaries. Approved with conditions 14 May 2021

93998/FUL/18: Erection of 17no. flood lighting columns with a maximum height of 7 metres supporting 26no. luminaires with LED lamps to provide lighting to courts 6-9. Approved 10 August 2018.

89582/FUL/16: Works in conjunction with new court surface to include new kerbing, retaining wall, steps, patio area, ramp for disabled access, ramp for machinery access and new fencing. Approved 18 December 2017.

H47151: Construction of an additional all-weather tennis court to south west of existing court, with 3.6m high chain link fencing to north west and south east sides and 2.7m high chain link fencing to south west side. Hard surfacing of remaining car park area with concrete blocks to provide 48 spaces. Approved 19 May 1999.

H42226: Erection of 9 no 6m high lighting columns and light fittings to illuminate 2no existing all weather tennis courts. LPA failed to determine. Appeal dismissed 10 September 1996.

H40641: Erection of 18 no. 6m high lighting columns and light fittings to illuminate 4 no. existing all weather tennis courts. Refused 24 May 1995. Appeal dismissed 10 September 1996.

H32447: Construction of an all-weather tennis court and erection of 3.5m high chain link fence surround. Approved 19 December 1990.

H11314: Erection of a 3 storey block of flats (4 units) with integral garages & provision of separate club car parking area. Approved 10 April 1980.

APPLICANT'S SUBMISSION

The applicant has submitted a Heritage Statement and Light Impact Document in support of their proposal.

CONSULTATIONS

Heritage Development Officer - The addition of lighting would cause negligible harm to the Conservation Area which must be weighed against the public benefits of the development in accordance with NPPF paragraph 202. The proposal would not impact the setting of the adjacent listed building.

Local Highway Authority - No objection subject to condition.

Pollution and Licensing (Land Contamination) - No objection.

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

GMEU - No objection.

LLFA - No comment.

Arborist - No objection.

GM Police Design for Security - No objection subject to provision of additional information.

Open Spaces Society - No comment received.

GM and High Peak Ramblers - No comment received.

Peak and Northern Footpaths Society - No comment received.

GM Pedestrian Association - No comment received.

REPRESENTATIONS

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

- The new lighting would result in an unacceptable amenity impact.
- The submitted location plan and the proposed site plan are different. The latter shows the proposed lighting outside of the application site with lighting along the footpath outside of the site which provides access to the remainder of the wider tennis club to the north-east. The plans should be amended and the application withdrawn and re-advertised.
- The lighting schedule refers to low level bollards lighting the length of the walkway and wall mounted step lights, which are outside of the application site, and also refers to plans which have not been published on the Public Access website.
- The applicant previously submitted lights without planning permission along 'the retaining wall' which unacceptably impacted local residents and which the applicant was made to remove. The proposed bollard lights seeks to formalise this set up. The submitted bollard light plans show their heads are angled to point towards neighbouring properties. This will result in a statutory nuisance. The bollards should be repositioned to the opposite side of the footpath and their filaments amended to ensure these point downwards.
- The LPA should ensure planning permission is subject to a condition controlling the time the lights can be operated, which should not be later than 2130. Allowing the

lights to operate for longer would allow the club to be used for late night drinking which would result in an unacceptable amenity impact on local residents.

- A request for a confirmation whether the proposal includes a tree survey.
- The Heritage Assessment appears to be incomplete.
- The applicant has not explained why 2.2m high lighting columns are required.
- Lights at this height would result in an unacceptable visual impact.
- The proposal would impact wildlife and vegetation.
- The lighting would draw attention to the car park which could have security implications for users and local occupants. No additional security measures have been submitted.

A letter has also been received which supports the proposal provided the applicant addresses the concerns raised by neighbouring occupants:

- This letter also requests that the site's front boundary hedge should be correctly maintained as it currently commonly blocks most of the footpath. Planning permission should be subject to a condition requiring this to be maintained.

OBSERVATIONS

THE DECISION MAKING FRAMEWORK

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 is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, it should be given significant weight in the decision-taking process.
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 2021 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. The NPPF, at paragraph 11, introduces 'the presumption in favour of sustainable development.' For decision-taking purposes, paragraph 11 (c) explains that 'the presumption in favour' means approving development proposals that accord with an up-to-date development plan without delay. However, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, paragraph 11 (d) advises that 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. As per NPPF paragraph 11 where a planning application conflicts with an up-to-date development plan, planning permission should not normally be granted.
 6. Policies controlling the development's heritage/design and amenity impacts are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11.
 7. Core Strategy Policy L7 relating to design and amenity 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.
 8. 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.
 9. It is concluded in this report that, in terms of NPPF paragraph 11 d) i), there is no clear reason for refusing the development proposed. Paragraph 11 d) ii) of the NPPF (the 'tilted balance') is therefore engaged.

PRINCIPLE OF THE DEVELOPMENT

Heritage Impact

10. The site is located within Character Zone C, 'Southern Residential' of the Devisdale Conservation Area. A Grade II listed 19th Century villa, Erlesdene, is located to the south-west on the opposite side of the road.
11. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 advises that: *In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*
12. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990

requires: *LPAs to pay special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of Conservation Areas when determining planning applications.*

13. The Government has set out its planning policies for the historic environment and heritage assets in the NPPF and the accompanying Planning Practice Guidance.
14. Of relevance to the determination of this application is paragraph 195: *Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.*
15. Paragraph 197 states that in determining applications, LPAs should take account of: *a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.*
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 (NPPF paragraph 199). 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 200).
17. 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 202).
18. Policy R1 states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to Conservation Areas, listed buildings and other identified heritage assets.

The Significance of the Heritage Assets

19. 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.
20. 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.

21. The Conservation Area Appraisal SPD states the following about the special interest of this area [3.1]:

- *The Conservation Area is named after The Devisdale, an historic area of unenclosed flat land on the summit of Bowdon Hill. The Conservation Area includes the steeper, more wooded north slope of Bowdon Hill and the gentler west slope descending towards Dunham Massey. The area was located within the township of Dunham Massey and its identity can be seen as an extension of Dunham Park.*
- *The area was from Victorian times characterised by a lively and vigorous social, sporting, intellectual and artistic community life. While there was extensive social mixing between Bowdon and Dunham, social events would have taken place in the large houses. The spacious grounds often included croquet lawns, later tennis courts – apparently at one time there were over 70 private croquet lawns in Bowdon. Bowdon Lawn Tennis Club was founded in 1877.*
- *The area is characterised by its gradients and associated views. There are important views out to the north across the Mersey Basin. Similarly St. Margaret's Church Tower is a landmark from outside and inside the area. The wide tree lined roads within the Conservation Area, such as St. Margaret's Road and Green Walk, also offer important views.*
- *The Conservation Area provides numerous and varied habitats for wildlife.*

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

The adjacent Bowdon Lawn Tennis Club combines a car park screened by trees along the Green Walk boundary, with herbaceous borders in front of the courts and within the car park. Beyond this are five AstroTurf courts surrounded by high green netting with a thick beech hedge separating them into two sections. Further north, the clubhouse is located in the middle of the grass courts, which are surrounded by a well-maintained leylandii hedge and timber fence on two sides. Although a private club, and part of a long history of local sporting clubs, it is also used by local schools and coaching camps are open to all children. [4.3.55].

23. This document states the following regarding Character Zone B, 'The Devisdale':

This is comprised 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, 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 [4.3.7].

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 as [2.10.19]:

- *The significant loss of gardens or grounds in favour of hardstanding or parking.*
- *The removal and/or alterations to historic boundary walls, gate posts and/or gate openings.*
- *Alteration, re-building or new development which is stylistically inappropriate and/or comprises an inappropriate palette of materials.*

24. The Conservation Area Management Plan contains the following relevant policies:

Policy 6

Each proposal for change is to be informed by an assessment of the existing building and its wider context in line with the requirements of national guidance. Proposals for change will be assessed on a case-by-case basis.

Policy 23

Mature trees should be retained as their loss greatly diminishes character as well as wildlife habitats. Trees, shrubs and exotic planting schemes associated with the Earl of Stamford's estate are of high significance.

Policy 47

Lighting for sports pitches within the Conservation Area should not spill over into surrounding residential areas. Lighting from the Bowdon Lawn Tennis Club or Grammar School should not be visible from The Devisdale or surrounding housing estates. Lighting columns should be lower than surrounding planting and should make use of energy-efficient LEDs with warm bulbs.

Policy 49

Any new development should be of high quality and 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; of a high standard; of an appropriate scale; and use appropriate, high-quality materials.

25. The entry for the Grade II listed Erlesdene states:

House, now flats. 1873. Mills and Murgatroyd. Rock-faced stone, ashlar and decorative slate roof. Asymmetrical plan with 2 storeys (plus attic) and 8 x 5 bays. Victorian Gothic/Elizabethan. Projecting plinth, quoins, bands, projecting stone eaves, steep roof, dormer-gables to bays 6 and 8, shaped gables to bays 2 and 4. Bays 1 to 3 have 1, 2 and 3-light mullion windows with transoms and carved overpanels on the ground floor; sash-windows and an oriel window on the first floor. Entrance porch in bay 4 has arched keystone openings on Corinthian columns, weathered angle-buttresses, cornice, parapet and finials. Above is a 2-light window and a shaped gable with a cusped-light and finials. 4-storey tower in bay 5 has 2-storey castellated oriel window supported on column with enriched capital and carved beast; modillion eaves cornice, pierced parapet and elaborate weather-vane. Bays 6, 7 and 8 have various 1, 2 and 3-light mullion windows, some with

relieving arches. The east elevation has 3 gables, some traceried lights with leaded glass and a canted bay window.

The Proposal and Impact on Significance

26. The applicant proposes to resurface and reconfigure the car park to install a gravel filled 'bodpave' surface, clearly defined parking bays, 2 No. 3m high aluminium LED lighting columns, four low level light bollards and two EV charging points.
27. The scheme went through a number of iterations and the Heritage Development Officer's final comment with reference to reduced number of lighting columns and amended column design was as follows:

Further to my previous comments on this application, I confirm there is no harm to the setting of Erlesdene, Grade II listed due to the intervening distance and mature vegetation. It is noted that the proposal has now been reduced to two lighting columns. I confirm this has reduced the impact of the development on the character and appearance of the Conservation Area and it is considered the harm is now negligible. This falls within the category of less than substantial harm and at the lower end of the scale. The harm needs to be weighed against the public benefits of the scheme in accordance with para 202 NPPF taking into account the statutory provisions of s.72 P(LB&CA) Act 1990.

28. This consultee has requested that planning permission is also subject to a condition controlling maximum lux levels however the Nuisance consultee has instead recommended that planning permission is subject to a condition requiring compliance with the approved lighting report which confirms the proposed lux level, and this condition would have the same effect.
29. Officers agree with the Heritage Development Officer's stance that the proposal would not impact the setting of the adjacent listed building due to the presence of two banks of mature vegetation, including trees, along each plot's front boundary, which would prevent inter-visibility.
30. Officers agree with the Heritage Development Officer's stance and consider the proposed 3m high lighting columns and the EV charging points would result in negligible harm to the significance of the Devisdale Conservation Area, this harm considered to be less than substantial harm at the lower end of the scale, considering the fact that although the lighting columns would be low in height the car park currently does not have any lighting columns and the columns and charging points would have a contemporary design and be relatively conspicuous.
31. Planning permission was granted on 10 August 2018 for 17no. flood lighting columns with a maximum height of 7 metres supporting 26no. luminaires with LED lamps to provide lighting to courts 6-9 (93998/FUL/18), to the north-east of the wider plot. These columns have now been constructed. Considering the approximately 70m distance between the current proposed light columns and the constructed lighting columns to the north-east, there would be no substantive cumulative impact. The level of harm to the Conservation Area from this proposal would remain negligible, and less than substantial at the lower end of the scale.

32. Officers do not consider any of the other elements of the scheme would result in any harm to the significance of the Conservation Area or the setting of the adjacent listed building due to their size and also due to the presence of dense screening vegetation along both plots' front boundaries.
33. The resulting security improvements due to improved lighting, the proposed landscaping improvements in the form of additional tree and shrub planting, and the installation of two policy compliant accessible parking spaces, the provision of a more formalised parking set up with marked bays, as well as EV charging points which would encourage sustainable transport options (notwithstanding the latter's established harm) would be an improvement on the current parking arrangements, and these are considered to be public benefits.
34. Applying NPPF paragraph 202 the LPA considers the public benefits of the development are sufficient to outweigh the negligible harm to the significance of the Devisdale Conservation Area.

DESIGN

35. Paragraph 126 of the NPPF states: *The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*
36. Paragraph 134 states: *Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.*
37. M3 'Well-considered parking, servicing and utilities infrastructure for all users' of the National Design Guide states: *Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity.*
38. Section 4.9 of the Draft Trafford Design Guide states: *Surface car parks should be well landscaped with generous planting to soften the setting and reduce the visual dominance of vehicles.*
39. 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.
40. The applicant proposes to resurface and reconfigure the car park to install a gravel filled bodpave surface, clearly defined parking bay markers, 2 No. 3m high

aluminium LED lighting columns, four low level light bollards and two EV charging points.

41. It is noted that there are similarly scaled lamp posts running along both sides of Green Walk.
42. The proposal is considered to be acceptable in terms of its visual impact, having regard to its size, scale, massing, detailed design, materials and landscaping. It is therefore considered that the proposed development would comply with Policy L7 of the Trafford Core Strategy and guidance in the NPPF in terms of design.

Design and Security

43. The GM Police Design for Security consultee has requested the provision of additional information including a security management plan. However, Officers consider a security management plan would not be reasonable or necessary in this case, given that the site is currently used as a car park and the addition of lighting would, by its nature, improve site security.
44. It is considered that the proposal would be acceptable in terms of security issues, having regard to the fact that it is currently an unlit car park. The proposal is therefore considered to comply with Core Strategy Policy L7 and the NPPF in terms of this issue.

RESIDENTIAL AMENITY

45. 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.*
46. The site is bound by residential properties to all sides apart from the north-east, although it is also noted that each of these boundaries is screened by dense banks of vegetation including mature trees.
47. The applicant has submitted a lighting impact assessment and it is noted that the Nuisance consultee has confirmed no objection with reference to this document, subject to planning conditions. The submitted lighting assessment demonstrates that there would be no significant light spillage into residential curtilages and no light spillage into windows facing the site. There would not be an unacceptable impact on residential amenity, including when considered cumulatively with the approved floodlights on the tennis courts.
48. It is proposed to impose a condition requiring the car park lighting to be turned off at 2230 hours, to which the Nuisance Consultee has no objection. This is an hour later than the floodlights at the tennis courts are required to be turned off. Objectors have requested that the proposed car park lights are also turned off at 2130 so that activity cannot continue at the club beyond this time. However, there is no restriction of hours of use on the clubhouse or the wider tennis club so turning

these lights off at 2130 would not prevent activity at the club beyond 2130. Instead it is considered to be safer and more reasonable to allow people to return to their cars in a lit car park after the floodlights at the tennis club are turned off. The spread and proposed lux levels of the car park lighting would have a much lesser impact on residential properties than the floodlighting at the club and would not cause harm to residential amenity if they were left on until 2230.

49. Having regard to this, it is considered that the proposal would result in an acceptable amenity impact with reference to Core Strategy Policy L7 and policy in the NPPF.

HIGHWAYS, PARKING AND SERVICING

50. 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.*

51. 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.*

52. 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. However, it does not specifically include a parking standard for tennis or other sports clubs in relation to either general needs or accessible parking spaces and therefore this application needs to be considered on its own merits.

53. The application site is currently used as a car park for the Club with an unmarked gravelled surface. The proposal would entail the application of a gravel filled bodpave surface which would also include bay marking strips with two accessible parking spaces. There would be no change to the overall parking provision on the site, albeit marking it out is likely to increase its capacity in reality by formalising the width of bays. The LHA has confirmed no objection to the number of proposed accessible parking spaces, which are a betterment on the existing situation, and an appropriate proportion given the overall capacity of the car park. The LHA consultee originally confirmed no objection subject to a condition securing the provision of a CEMP, however the applicant has provided a CEMP which the LHA has subsequently agreed to.

54. As such the proposal is not considered to lead to any new parking or highway safety concerns with reference to Core Strategy Policies L4 and L7 and the NPPF.

TREES AND ECOLOGY

55. The proposal would result in an amended area of soft landscaping including the

provision of two additional trees. The proposal would not impact the current trees on site. The GMEU consultee has confirmed no objection with the scheme unlikely to negatively impact bats or other protected species and would result in a low risk of disturbance to nesting birds, with the need to protect the latter during the course of the development to be referred to through an informative on the Decision Notice. The arborist consultee has also confirmed no objection. Both consultees have agreed to the proposed planting plan. Planning permission would be subject to a landscaping condition.

EQUALITIES STATEMENT

56. Policy L7.5 of the Core Strategy requires that development should be fully accessible and usable by all sections of the community and Paragraph 127 of the NPPF reinforces this requirement by requiring planning decisions to ensure that developments create places that are safe, inclusive and accessible.

57. Under the provisions of the Equality Act 2010, specifically Section 149 Public Sector Equality Duty (PSED), all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. The relevant protected characteristics of the PSED include age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation. The PSED applies to Local Planning Authorities in exercising their decision making duties with regards planning applications.

58. The proposal would include the provision of two accessible parking spaces which would be an improvement on the existing situation.

59. No other benefits or dis-benefits have been identified to persons with any other protected characteristic.

60. It is considered that the measures proposed to provide a facility accessible to all would on balance provide an appropriate, practical and reasonable response to the equalities impacts of the scheme.

DEVELOPER CONTRIBUTIONS

61. The proposed development would not be liable for the Community Infrastructure Levy.

OTHER MATTERS

62. Addressing the issues raised in the letters of objection Officers would comment as follows:

63. The applicant has provided an amended proposed site plan and an amended lighting schedule which has removed the lighting outside of the red edge plan area.
64. The retaining wall/footpath lighting is outside of the application site. This lighting has been removed from the amended proposed site plan.
65. The applicant has not submitted a tree survey however the arborist consultee has confirmed no objection to the proposal.
66. The applicant has provided sufficient supporting documentation. The proposed lighting columns have been reduced from six to two 3m high columns.
67. The future maintenance of the front boundary hedge, which will not be impacted by the proposed development, is not a planning matter, except insofar as the suggested landscaping condition would require its replacement if removed within five years of the planting scheme.

PLANNING BALANCE AND CONCLUSION

68. 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.
69. Policies relating to the proposal's heritage/design and amenity impacts are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they determine the principle of the development. However one of the Core Strategy Policies relating to these matters, specifically Policy R1 regarding historic environment, is out of date. Paragraph 11d) of the NPPF is therefore engaged and should be taken into account as an important material consideration.
70. As noted above the proposed lighting columns and EV charging points would result in 'less than substantial harm' to the significance of the Conservation Area with this harm considered to be at the lower end of the scale as 'negligible' harm. Applying NPPF paragraph 202 the proposal's public benefits are considered to acceptably outweigh this established negligible harm. There would be no harm to the setting of the Grade II listed building, Erlesdene. The proposals would therefore comply with the requirements of the NPPF tests, which in the absence of up-to-date development plan policy, are a primary material consideration, and would also comply with the adopted development plan policy and the relevant Conservation Area Appraisal and Management Plan. In NPPF Paragraph 11 d) i) terms, there is a no '*clear reason for refusal*' of these proposals. The other elements of the proposal in the form of a resurfaced car park, bollard lighting and landscaping are not considered to result in any harm.

71. All other detailed matters have been assessed, including design, amenity and highways/parking impact. The proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning condition. The proposal complies with the development plan when taken as a whole and policy in the NPPF i. In terms of paragraph 11 d) ii) (the 'tilted balance'), it is considered that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting permission.

72. It is therefore recommended that planning permission should be granted, subject to conditions.

RECOMMENDATION: Approve subject to 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 22-034 (EXT)49 Rev_*, received by the local planning authority 13 April 2022; 01, received by the local planning authority 19 October 2022; Lighting Schedule RWA22-034 and 22-034 (FSD)44 Rev B, received by the local planning authority 14 November 2022; and PR/220303/CP01 Rev C, received by the local planning authority 21 November 2022.

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

3. The development shall be carried out in accordance with the approved materials specification reference RWA22-034, received by the local planning authority 13 April 2022, and the car park surfacing and parking bay marker document, received by the local planning authority 14 September 2022, the approved bay marking elements to be white.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and to protect the character and appearance of the Devisdale Conservation Area, having regard to Policies L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. The development shall be carried out in accordance with the lighting scheme detailed within the Neil Johnson Sports Lighting Ltd report reference SP1271/1 dated 28/9/2022 and shall be retained in accordance with this thereafter.

Reason: In the interests of visual and residential amenity, having regard to Policies L7 and R1 of the Trafford Core Strategy.

5. The approved car park lighting shall not be illuminated outside the hours of 0900 to 2230 on any day.

Reason: In the interests of neighbour amenity, in accordance with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. a) Landscaping shall be carried out in accordance with the approved landscaping plan PR/220303/CP01 Rev C, received by the local planning authority 21 November 2022.

(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 completion of the development hereby permitted, whichever is the sooner.

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

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and to protect the character and appearance of the Devisdale Conservation Area, having regard to Policies L7, R1 and R2 of the Trafford Core Strategy and the National Planning Policy Framework.

7. The development shall be implemented in accordance with the approved Construction and Environmental Management Plan, reference RWA22-034, dated 12 January 2023.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

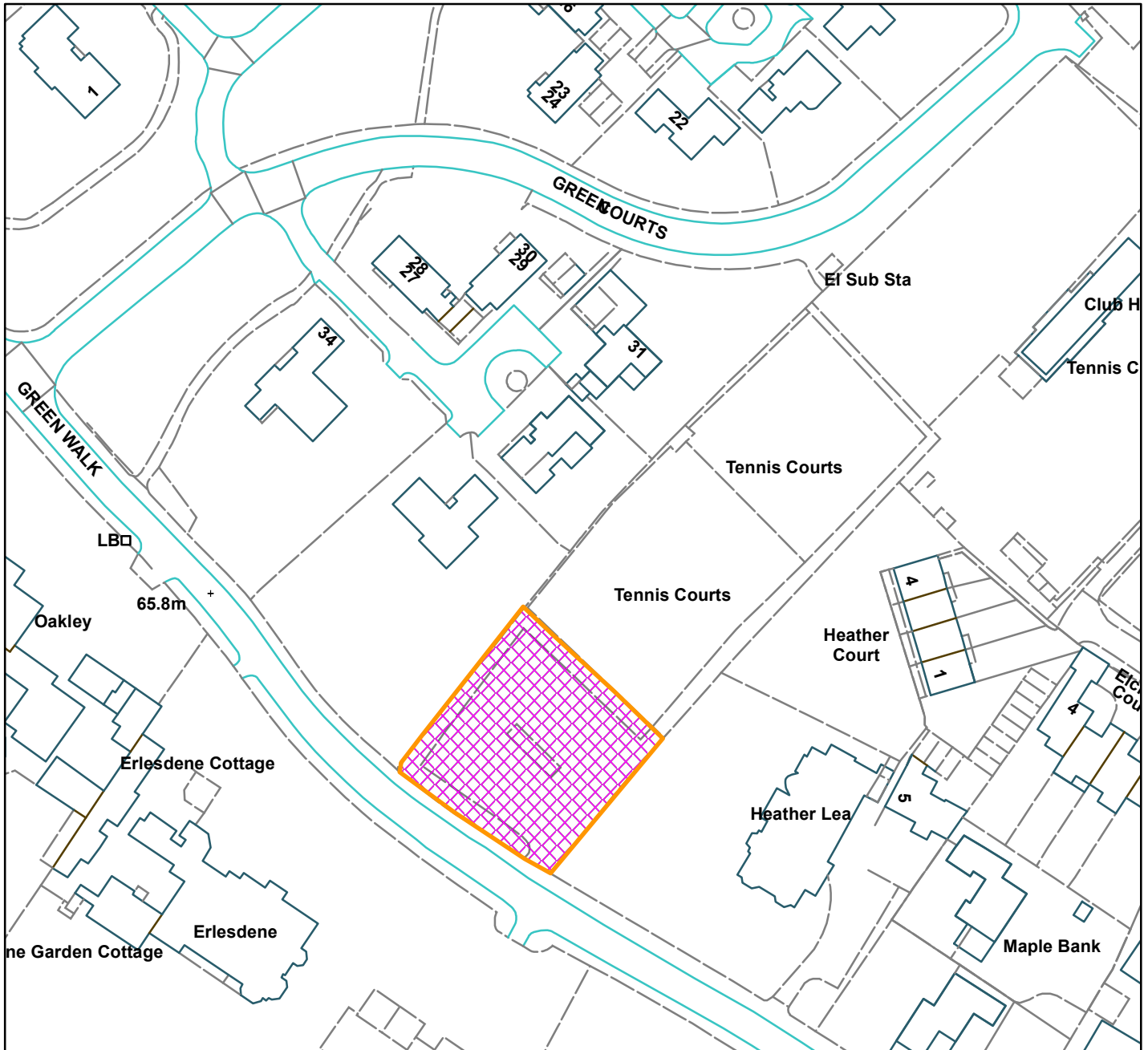
8. The development shall be carried out in accordance with the lighting schedule dated 14 November 2022.

Reason: In the interests of visual and residential amenity, having regard to Policies L7 and R1 of the Trafford Core Strategy.

TP



Bowdon Lawn Tennis Club, Elcho Road, Bowdon WA14 2TH



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	21/02/2023
MSA Number	100023172 (2022)

WARD: Hale Central

108808/FUL/22

DEPARTURE: No

Erection of two new semi-detached dwellings and associated landscaping following demolition of existing detached dwelling.

157 Hale Road, Hale, Altrincham, WA15 8RU

APPLICANT: c/o Arc Design Services Ltd

AGENT: ARC Design Services Ltd

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

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

SITE

The application site is a corner plot located to the north of Hale Road (front elevation), and west of Graysands Road (east side elevation), within a residential area of Hale. The plot currently comprises a large detached bungalow, built around the 1930s, with a separate, detached garage to the east of the dwelling, accessed from Hale Road.

The majority of the garden space is to the front (south) of the property. There is also a large greenhouse to the west of the dwelling and a garage to the rear / north of the dwelling, immediately adjacent to the shared south side boundary with number 1 Graysands Road, with access from Graysands Road. The site has a gradual slope down from the south (front) of the site to the north (towards properties on Graysands Road).

To the immediate west of the site is a relatively new, 3 storey, semi-detached pair of dwellings built approx. 10 years ago. To the rear / north is the property of 1 Graysands Road and to the east, across Graysands Road, are the residential properties of 2a and 4a Graysands Road.

The application site is bounded to the front by high evergreen hedges along the south / Hale Road boundary (approx. 2.5m tall) which drop in height along the east side boundary along Graysands Road (approx. 1.8m). To the rear (north) the shared boundary with number 1 Graysands Road is a combination of timber fencing and hedges around 1.8 – 2m high. To the west the boundary treatment comprises a rendered wall around 1.8m high.

PROPOSAL

The proposal is for the demolition of the bungalow and outbuildings and replacement with two no. 4-bed, semi-detached dwellings and associated landscaping.

The frontages of the dwellings would be set slightly further forward of the properties to the west and slightly further back from the dwellings to the east (on the opposite side of Graysands Road) in line with the staggered building line along Hale Road. The semi-detached pair would have a set-back of 12.4m from the pavement along Hale Road.

The existing access points to the site would be retained with slight alterations. The dwelling on the west side (Plot 1) would use the access from Hale Road and the dwelling on the east side (Plot 2) would use the existing access point from Graysands Road. Both entrances would have gate posts and proposed sliding gates, details of which are to be confirmed and each property would have a parking area for 3 cars. Plot 1 would also have a garage. A new pedestrian access gate is proposed for plot 2 on Graysands Road.

Both properties will have private amenity space: the west side property will have the majority of its garden space to the rear and the property on the east side would have private amenity space to the side and front.

The dwellings would be three storey, which includes accommodation within the roof space, in addition there would be accommodation at basement level. The main roof will be hipped with an area of flat roof and there would be gable roofs over the first and second floor windows, with decorative timber and finial details. The highest point of the roof would measure approx. 9.3m from external site level and when viewed from Hale Road the roof would be over 1m lower than the properties to the immediate east and west.

Brick is proposed for the walls, slate for the roof and windows would have stone cills and headers at first floor and some windows would have stone cills and brick soldier course headers at ground floor. Precise details of all the aforementioned materials, along with window, door and basement railings and lightwell materials are to be agreed.

Value added

The dwellings were originally proposed as 5 bed, with bedrooms at second floor in the rear of the building. Following discussions with the applicant, it was agreed to reduce both the dwellings to 4 bed, reducing the accommodation within the roofspace. In addition the height of the building has been reduced – measuring approx. 9.7m high on the original plans, this has now been reduced to approx. 9.3m high.

The dwelling on the east side also originally had a garage / utility room, the garage was removed from the side dwelling, to increase the spaciousness to the side of the plot and to align better with the Graysands Road building line, in turn increasing the overall amount of private amenity space within the site.

Various minor alterations have also been made to design details including the roof design on the ground floor rear projection, roof design on the side elevation and design of the proposed front doors and entrance gates.

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.

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;

OTHER LOCAL POLICY DOCUMENTS

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

NATIONAL DESIGN GUIDE

The MHCLG published the National Design Guide in October 2019. This will be referred to as appropriate in the report.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DLUHC published the latest version of the National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DLUHC published the National Planning Practice Guidance on 6 March 2014, and was last updated on 25th August 2022. The NPPG will be referred to as appropriate in the report.

PLACES FOR EVERYONE (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK 2020)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan and the hearings began in November 2022 and are timetabled to continue until at least March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

RELEVANT PLANNING HISTORY

NB The below applications relate to the site immediately to the west of the application site and are of relevance to the proposal:

78970/HHA/2012 -155A, 155B And 157 Hale Road, Hale - New boundary treatment to include erection of timber vehicular gates, gate piers and timber fence to Hale Road boundary. Approved with Conditions 5 October 2012.

75997/FULL/2010 - 155 Hale Road, Hale - Demolition of existing dwellinghouse and erection of one pair of semi-detached dwellinghouses with living accommodation over four levels (including basement and loft). Creation of new access and widening of existing access to be shared with 157 Hale Road. Approved with Conditions 24 May 2011.

74115/FULL/2009 - 155 Hale Road, Hale Barns - Demolition of existing dwellinghouse. Erection of one pair of semi-detached dwellinghouses with living accommodation over four levels (including basement and loft). Creation of new access and widening of existing access to be shared with 157 Hale Road. Finally Disposed - 2 June 2010

APPLICANT'S SUBMISSION

Design and Access Statement

CONSULTATIONS

LHA – No objection to the proposal subject to conditions being attached requiring:

- Submission and approval of CMS prior to development
- Condition requiring parking to be laid out / garage to be ready for use, prior to the development being brought into use.

- Recommend EVCP provided

GMEU – Consider the findings of the submitted Bat Survey to be accurate and have no objection to the proposal subject to the following conditions / informatives being attached:

- *Condition stating that if demolition/soft stripping of roof materials has not occurred by March 2024 an updated survey should be submitted assessing.*
- *Condition requiring details of specification and location of a biodiversity enhancement scheme should be provided to the Planning Authority and subsequently implemented.*
- *Informative to advise that all nesting birds are protected (Wildlife & Countryside Act 1981).*
- *Informative to advise that vegetation clearance should avoid the March – August, unless it can be demonstrated that no bird nesting activity was present.*
- *Informative regarding the protected status of bats and their roosts*

Tree Officer – No objection to the proposal subject to this being carried out in line with the approved landscaping plan ref. 3014 05 Rev A received 1st March 2023.

Environmental Health – No objection to the proposal but recommend conditions covering:

- Submission and approval of a CEMP prior to development
- Provision of one electric vehicle charging point per dwelling
- Restriction on light levels
- Restriction on noise levels from plant / machinery

LLFA – No objection to the proposal subject to the following condition being attached:

The development hereby permitted shall not be commenced until such time as a scheme to improve the existing surface water drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be based on the Proposed Drainage Plan (arc design services limited, May 2022, Dwg No: PL-02 Revision H) and in accordance with the drainage hierarchy with the following drainage proposals in order of preference:

- *Infiltration drainage*
- *Discharge to surface water sewer*

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.

Contaminated Land – No objection

REPRESENTATIONS

11 objections have been received from residents which are supported by Councillor Young and Councillor Leicester. The objections are on the following grounds:

- The scale of the proposed development is excessive and that the site would be overdeveloped.
- The height of the proposed building, in conjunction with the fall in land levels to the north of the site amplifies the visual impact of the development.
- The separation distances between the rear elevation of the proposed dwellings and 1 Graysands road appear insufficient for development of this scale and massing, on this sloping site and with the relative orientation of the development to no. 1 Graysands, leading to concerns that the proposal will result in unacceptable overlooking. Also concerned that the patio area to the rear of the house would result in overlooking.
- The proposed development would result in an overbearing outlook for no.1 Graysands road
- Concerns that the proposal would result in a loss of light to no. 1 Graysands Road
- The proposal will have a cumulative impact in conjunction with the existing property at 155 Hale Road. They note also that they consider the landscaping proposals for the neighbouring development of 155 Hale Road were never fully implemented.
- Concerns that a roof terrace is proposed as the one at 155 Hale Road results in noise disturbance
- The proposed dwellings would be highly prominent on the corner plot and would appear overly dominant and incongruous.
- The proposed development is overly dense for the area, close to the boundaries of the site and very small gardens.
- The introduction of 2 family properties to the site will increase traffic on Graysands Road and Hale Road, which could have a negative impact on highway safety.
- The development could lead to more on street parking
- Consider that if approved there may be further development on the site in future and consider that permitted development rights should be removed to control this.

5 Letters of support have also been received from residents, on the following grounds:

- The new dwellings will improve the local area and are in keeping with many houses on Hale Road
- The existing building is run down and the proposal would result in an improvement to the streetscene
- The sizeable plot is wasted and the proposal would make good use of the

footprint to create additional housing for families, whilst improving the overall aesthetic of the plot.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S.38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
2. 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. The NPPF sets out a presumption in favour of sustainable development. Paragraph 11 (c) says for decision taking development proposals that accord with an up-to-date development plan should be approved without delay. 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.*
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 2021 NPPF. 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. The Council's current housing land supply figure is in the range of 3.47 to 3.75 years and the most recent Housing Delivery Test figure (2021) is 79%. This housing supply and delivery position automatically triggers Paragraph 11d)(ii) (the tilted balance) but does not automatically render development plan policies out of date. It is for the decision maker to determine what weight to give to development plan policies and this can take into account the specific characteristics of the housing land supply position such as the extent of the shortfall and the steps being taken to remedy it.

5. Policy L1.7 sets an indicative target of 80% of new housing provision within the Borough to be built upon brownfield land. In order to achieve this target, the Council details within the Core Strategy that it will release previously developed land and sustainable urban area greenfield land in order of priority. The first priority details the release of land within regional centres and inner areas for new development of housing.
6. The proposal is for the redevelopment of an existing residential site, increasing the units on site from one 4 bed bungalow to two no. 4-bed dwellings. The site is located in a residential area.
7. Whilst it is noted that part of the site is currently occupied by the dwellinghouse which would be demolished to facilitate the proposal, with a large part of the replacement dwellings built over the current building footprint, some of the new development would be built over the current front and back garden area. As such part of the site which would accommodate the proposal is considered to be greenfield land, as identified by the NPPF.
8. The proposal would therefore need to be considered in light of Core Strategy Policies L1.7-L1.8, specifically Policy L1.7 which sets an indicative target of 80% of new housing provision within the Borough to be built upon brownfield land. In order to achieve this target, the Council details within the Core Strategy that it will release previously developed land and sustainable urban area greenfield land in order of priority. The part of the proposal which would be built within the current building's footprint would be on brownfield land. Moving on to the part of the proposal which would be built on greenfield land, it is noted that the first priority of Core Strategy Policy L1.7, which details the release of land within regional centres and inner areas for new development of housing, does not apply in this case due to the location of the site. Therefore the application must be considered against the second and third points of Policy L1.7.
9. In this instance it is noted that the application site is located within an established residential area and is considered to be a sustainable location sited relatively close to public transport links, local schools and other community facilities. It is therefore considered that the proposal will specifically make a positive contribution towards Strategic Objective SO1 in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.
10. In terms of Policy L2 the application is for family housing and therefore is compliant with L2.4.
11. The proposal would likely result in a small economic benefit during its construction phase.

12. The proposal would contribute towards the Council's ability to meet its overall housing land target through the addition of a single additional dwelling net of clearance.
13. Considering the above noted positive factors, although part of the application site is classed as greenfield land, the proposal nevertheless satisfies the tests of Policy L1.7 and relevant policies within the NPPF, as well as Core Strategy Policy L7 as outlined below. The application site is situated within a sustainable location and would also provide family homes within the area, in accordance with Core Strategy Policy L2. The proposal is therefore considered to be acceptable in housing policy terms with reference to Core Strategy Policies L1 and L2, the New Residential Development SPG and the NPPF.

HERITAGE

14. The current dwelling appears to have been constructed at some point in the early-mid 20th Century and does not have any special architectural, historic or other interest which would be sufficient reason to merit its retention. It is not considered to be a non-designated heritage asset. The site lies outside of the South Hale Conservation Area and at sufficient distance from it to not have any impact on it, or its setting. There are no heritage impacts.

DESIGN

15. The promotion of high standards of design is a central narrative within the NPPF, and with this message is strengthened and reinforced in the July 2021 update. The overarching social objective, which is one of three objectives critical to the achievement of sustainable development, is reliant upon the planning system fostering a well-designed, beautiful and safe built environment, according to paragraph 8.
16. Paragraph 126 of the NPPF states: *'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*
17. Paragraph 134 states: *'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.'*
18. The publication of the National Design Guide (NDG) in October 2019 emphasises the Government's commitment to achieving high quality places and buildings. The document outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics. These are identified as: context, identity,

built form, movement, nature, public spaces, uses, homes and buildings, resources, and lifespan. These characteristics can be applied to proposals of all sizes, the document sets out, including new buildings, infill developments, major proposals and larger scale developments such as urban extensions. In a well-designed place an integrated design process would bring the ten characteristics together to create an overall character of place.

19. The National Design Guide states at C1 that development should: Understand and relate well to the site, its local and wider context. Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones. Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation, including: the landscape character and how places or developments sit within the landscape, to influence the siting of new development and how natural features are retained or incorporated into it; patterns of built form...to inform the form, scale, appearance, details and materials of new development.
20. The Core Strategy also attaches importance to the design and quality of the Borough's built environment. The text supporting Policy L7 (Design) advises that high quality design is a key factor in improving the quality of places and in delivering environmentally sustainable developments. Design solutions must: *be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments, the policy is clear. Policy L7 is considered to be compliant with the NPPF, and therefore weight can be afforded to it for the purpose of decision-taking.*
21. The advice contained in PG1 is also still of relevance, which sets out useful guidance and standards for separation distances to ensure new residential development sits well within its context.
22. All relevant existing and emerging design guidance recognises that a well-designed new development responds positively to the site itself and also of its surroundings. For example, the design characteristic of 'context' features first within the NDG. It is defined as *'the location of the development and the attributes of its immediate, local and regional surroundings.'* These features can include existing built development (including layout, form, details and appearance), landscape character, local heritage and local character, landform and topography, views inwards and outwards, and the pattern of uses and activities. It is important to understand the context in which the site sits to understand whether the proposal responds in a positive way and whether it therefore represents good design.

Scale, height, massing and layout

23. 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.
24. Under para.2.4 of PG1: New Residential Development, the guidance acknowledges the role of infill development in providing a valuable contribution towards the supply of new housing, however this document reiterates that the resulting plot sizes and frontages should be sympathetic to the character of the area and satisfactorily relatable to neighbouring properties.
25. Paragraph 2.4 states: *‘Development of small vacant sites or the retention of buildings and construction of new dwellings within their garden areas are all possible forms of development. Whilst the Council acknowledges that the development of smaller urban sites with small scale housing or flat developments makes a valuable contribution towards the supply of new housing in the Borough, the way in which the new buildings relate to the existing will be of paramount importance. This type of development will not be accepted at the expense of the amenity of the surrounding properties or the character of the surrounding area. The resulting plot sizes and frontages should, therefore, be sympathetic to the character of the area as well as being satisfactorily related to each other and the street scene.’*
26. In this case, there is a variety of architectural styles within the vicinity of the application site and there are a number of recently constructed dwellings of varied design in the surrounding area. Indeed the scale, height and design of the proposed dwellings are very similar to the properties to the immediate west, which were constructed around 2011, which helps the development fit in with the streetscene.
27. The proposed dwellings are not considered excessive in scale or footprint, fitting comfortably within the plot, with ample space retained at front and rear for private garden space and parking and retaining an ample visual gap and space for access to the sides of the dwellings. Indeed the proposed footprint of the two buildings together would be approximately 250m², representing an increase in footprint of approx. 67m² over the existing dwelling and outbuildings, which is a reasonably modest 36% increase in overall built footprint.
28. The ridge of the proposed two-storey dwellings would be approx. 2.5m taller than the ridge of the existing bungalow. The increase in height is considered acceptable in the context, given that all the surrounding properties are at least 2 storeys in height. When viewed from Hale Road, the proposed ridgeline would be at least 1m lower than the ridges of the two properties either side. While the proposed

dwellings would be taller than the property to the rear of 1 Graysands Road, it would be set approx. 6m further away from no 1 Graysands Road, than the existing bungalow and as such the height difference is not as apparent in the streetscene given the proposed dwellings' alignment with the taller properties on Hale Road. On the opposite side of Graysands Road, the scale of development also increases as it approaches Hale Road, and the buildings become more contemporary. A step up in height and a change in appearance of the dwellings would therefore fit in with the existing pattern of development.

29. The proposed dwellings are set further forward toward Hale Road than the frontage of the existing property, but still retain a generous minimum 12.4m set back from the pavement. While the property frontage to Hale Road is set slightly further forward of the properties of 155-155a Hale Road to the immediate west, the building line is not quite regular, with the property of 159 and 2A Graysands Road to the east being set slightly further forward than the proposed dwellings. Overall the proposed alignment with the building lines along Hale Road retains a sufficient set-back and is considered acceptable.
30. The layout allows for the existing vehicular access points to be retained. The parking area for the property on the west side would be accessed from Hale Road and the parking area for the property on the east side from Graysands Road.
31. The west side dwelling would have private garden space to the north / rear of the site and the east side dwelling would have private amenity space to the south and east. PG1 advises that *“Around 80 sq. m of garden space will normally be acceptable for 3 bedroom semi-detached houses in an area of similar properties”*. Each of the proposed 4 bed properties would have in excess of 125m² amenity space and it is considered that this constitutes an acceptable amount of private amenity space.
32. Overall it is considered the scale, height, massing and positioning of the properties relates well to the streetscene and surrounding dwellings and is acceptable within its context.

Design and Appearance

33. The proposed dwellings would have an acceptable design in terms of their external features, detailing and proportions, with these including main hipped roof and front facing gable elements. This would tie in with the features of surrounding properties particularly those along Hale Road. The site is not in the South Hale Conservation Area where a more tightly defined approach to design might be appropriate. There is the opportunity here for a more contemporary feel to the properties, provided (and as has been demonstrated above) that the scale, massing and proportions of the development are appropriate in their context.

34. Although specific materials have not been specified and would need to be agreed by condition, it is considered that the proposal for brick walls, stone headers and cills and slate roof and timber doors would be generally appropriate in the context.
35. The proposed internal layouts exceed the nationally described space standards and would provide an acceptable standard of internal space for future occupants.
36. Finally with regard to boundary treatments, the current external boundary treatment to the site comprises a high, continuous beech hedge to the southern boundary; a slightly lower evergreen box hedge to the east side elevation; a combination of high hedge and timber fencing across the rear north elevation; and a rendered brick wall to the west elevation. As shown on the proposed Landscaping Plan, the majority of these boundary treatments are to be retained, with the exception of the removal of a small section of hedge at the Hale Road entrance to allow for the installation of a sliding gate providing vehicle access, and new timber, close board fencing 2.1m high is also proposed to the rear / north boundary. Officers have concern about the impact a sliding gate would have on the existing hedgerow and as such a condition requiring further details and if necessary a change in opening style to ensure the hedge is protected. It is considered that the proposed boundary treatment would provide a good level of privacy screening for the occupant and neighbours and would be in keeping with the rest of the development and the street scene. It is however, also considered important for the character of the area that the existing boundary treatment is retained. Where more contemporary properties have been erected along Hale Road, they have generally been accommodated behind the original boundary treatment. The hedge, along with those to either side, give a verdant appearance to this part of Hale Road. The loss of the hedge would be harmful to its character.
37. The access gates on Hale Road elevation would be approx. 1.9m high with posts at 2.1m, this would be the same on the Graysands Road entrance too and this would be in keeping with the height existing entrance gates at either entrance. The proposed post and gates are in keeping with the scale of those at 155a and 155b Hale Road and whilst gates are not a feature on Graysands Road, as the site currently has gates facing on to this frontage there proposed replacement is considered acceptable. Although precise materials for the gates and posts would need to be agreed by condition, it is considered that the part opaque timber gates with vision panels above would be acceptable in context allowing partial views through.
38. In summary, it is considered that the proposal would result in an acceptable design/visual impact with reference to Core Strategy Policy L7, PG1 New Residential Development, The National Design Guide and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

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

Impact on no. 1 Graysands Road to the rear (north)

41. The rear north boundary of the application site forms the side boundary of no. 1 Graysands Road. In terms of the proposal's impact on the light and outlook of the property to the rear, although taller than the existing bungalow (ridgeline increasing by approx. 2.5m), the proposed dwellings would be set significantly further away from the shared boundary with number 1 Graysands Road, than the existing property. It is recognised that there is a change in levels, with the levels at the application site being higher than the ground levels at the property of 1 Graysands Road. The ground levels are however not set to change so the ground floor level of the proposed dwellings would correspond to that of the existing bungalow, albeit as mentioned above, set further from the shared boundary with number 1 Graysands Road. Where the existing property is approx. 6.7m from the rear boundary fence, the ground floor of the proposed dwelling would be approx. 10.5m from the boundary fence at the closest point in line with PG1 recommended separation distances and the first floor approx. 13m away in excess of PG 1 recommended separation distances. The additional separation at first floor above the PG1 standards is considered suitable mitigation for the difference in levels.
42. The north-west corner of the first floor of the proposed dwelling (Plot 1), does not project any further to the west (and therefore beyond the rear of no. 1 Graysands Rd) than the north west corner of the existing bungalow. Therefore, although this section increases in height, the increased distance to the boundary by an, is considered sufficient to ensure that there is no detrimental impact on the light or outlook from the garden and rear windows of number 1 Graysands Road. The single storey projections of the Plot 1 which would be visible from the rear windows and garden of number 1 Graysands Road would be approx. 11.3m from the shared boundary fence and again would result in no unacceptable impact on light or outlook.
43. The south side elevation of 1 Graysands Road faces the application site. This is not a principal elevation and has no main habitable room windows within it. There is one non-habitable (landing), first floor window on the south side elevation of 1 Graysands Road, sited 3.2m to the north side of the shared boundary. The first floor parts of the proposed dwelling would be sited over 15.6m from this window

and as such are sited a sufficient distance away, (and in excess of SPG 1 recommended separation distances for second storey windows) so as to have no detrimental impact on the light or outlook from this window.

44. With regard to impact on privacy, ground floor windows of the proposed properties would retain approx. 10.5m distance to the rear boundary fence at the closest point and the first floor windows would retain a distance of approx. 13m to the rear boundary fence, both in line with recommended separation distances set out in PG1. Due to the height of the boundary fence, the ground floor windows would result in no unacceptable overlooking in any case. At first floor the requisite separation distances are exceeded by 2.5m, however acknowledging the change in levels and to avoid overlooking changes to the internal layout at first floor have resulted in the window with the most direct view of the garden at no. 1 Graysands now serving a bathroom and as such would be conditioned as fixed shut to 1.7m and obscured to avoid any harmful overlooking. As such it is considered the proposal would result in no unacceptable overlooking to number 1 Graysands Road.
45. With regard to the neighbour's concerns about the levels at the rear of the property – as shown by the levels on the proposed and existing site layout plans, these would be as existing and would result in no elevated vantage points from which the neighbouring garden could be overlooked above the proposed 2.1m high rear boundary fence. Conditions could be added to any permission to ensure that levels, boundary treatment are carried out in line with the proposed plans.
46. With regard to the neighbour's concern that a roof terrace could result in noise disturbance – the plans show no roof terrace is proposed. A condition could be added to the permission to specify that no roof terrace shall be constructed.

Impact on properties to the east

47. The properties on Hale Road to the east (opposite side of Graysands Road) are over 23m from the east elevation of the proposed dwelling in line with PG1 recommended separation distances and as such would result in no unacceptable overlooking to these properties.

Impact on property to the west (155 Hale Road)

48. No habitable room windows are proposed facing the property to the west and as such windows can be conditioned as obscured glazed. The property while slightly further forward than its neighbour would not result in any unacceptable overshadowing, nor would it present an overbearing outlook to the neighbours at 155 Hale Road.

Impact on properties opposite on Hale Road (south)

49. The proposed dwellings would be at least 33m at the closest point from the properties on the opposite side of Hale Road. As such separation distances are in line with PG1 requirements and it is considered there would be no detrimental impact on the privacy, light or outlook of the occupants of properties to the south.
50. In summary the proposal is considered acceptable with regard to its impact on residential amenity, in line with Policy L7 and PG1.

HIGHWAYS, PARKING AND SERVICING

51. 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.*
52. 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.*
53. 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.
54. It is noted that some neighbours have concerns about an increase in traffic and on street parking. Both dwellings would have a minimum of 3 parking spaces which is in line with SPD3 requirements for 3+ bed dwellings in the area. The LHA consultee has confirmed no objection on highway safety or parking grounds and support the proposal subject to standard conditions. Any increase in vehicle movements generated from one additional dwelling net of clearance would be indiscernible in the context of existing traffic movements in the area – Hale Road being a busy main connector road and Graysands Road taking some traffic from Hale Road onto Moss Lane.
55. There would be sufficient space within each plot to ensure that bins could be stored away from the front of each dwelling and behind boundary treatment, therefore out of public view.
56. It is considered that the proposed scale layout and design of the development is acceptable, however with the proposed increase in built footprint and proximity of surrounding dwellings, as well as the prominent location in the street scene, it is considered that future extensions and alterations to the properties and their curtilages may have a detrimental impact on visual and residential amenity.

Therefore in the interests of protecting this amenity, it is considered necessary to remove all permitted development rights for the proposed dwellings.

57. 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 SPD, the New Residential Development SPG and the NPPF.

TREES AND ECOLOGY

58. It is noted that both the Council's Arboriculturalist and the GMEU have confirmed no objection to the proposal. The Tree Officer recommends a condition to ensure the protection of the existing hedge to the south and east boundaries of the site, as well as implementation of appropriate landscaping in line with the submitted landscaping plan. GMEU have requested conditions are attached to ensure the protection of protected species and also to include measures to enhance biodiversity via the installation of bird and bat boxes. The bird and bat boxes have been indicated on the submitted landscaping plan also.
59. Environmental Health has also recommended the installation of one electric vehicle charging point (EVCP) per dwelling to contribute to the overall improvement of air quality, however as this matter is now covered by Building Regulations it is not necessary to add as a planning condition.

ACCESSIBILITY + EQUALITY

60. Policy L7.5 of the Core Strategy requires that development should be fully accessible and usable by all sections of the community and Paragraph 127 of the NPPF reinforces this requirement by requiring planning decisions to ensure that developments create places that are safe, inclusive and accessible.
61. Under the provisions of the Equality Act 2010, specifically Section 149 Public Sector Equality Duty (PSED), all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. The relevant protected characteristics of the PSED include age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation. The PSED applies to Local Planning Authorities in exercising their decision making duties with regards planning applications.

62. It is noted that the new dwellings have a stepped front door and as such a condition would require details of how step free access could be provided to the front entrance, to comply with Part M of the Building Regulations. Access to the site for all users would be via the graded shared vehicular / pedestrian entrance.
63. Given the space provided for each dwelling for parking it is considered that adequate space for accessible parking is achievable at each dwelling.
64. No other benefits or dis-benefits have been identified to persons with any other protected characteristic.
65. Overall taking into account the constraints of the site and the scale of the development, it is considered that the measures proposed to provide a facility accessible to all (including those required through the Building Regulations application), would on balance provide an appropriate, practical and reasonable response to the equalities impacts of the scheme.

DEVELOPER CONTRIBUTIONS

66. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'hot zone' for residential development, consequently private market housing 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).

PLANNING BALANCE AND CONCLUSION

67. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making.
68. The scheme complies with the development plan, the starting point for decision making, which would indicate in itself that planning permission should be granted.
69. The proposed development would provide one net additional dwelling (following the demolition of the existing property). All detailed matters have been assessed, including the principle of the proposed development location, together with its appearance, scale, layout, access/parking and neighbour amenity impacts. These have been found to be acceptable, with, where appropriate, specific mitigation secured by planning condition. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the development is appropriate for the site.

70. The proposal is considered to be acceptable and in accordance with Core Strategy Policies L1, L2, L4, L5, and L7, the Parking Standards and Design SPD, the New Residential Development SPG, The National Design Guide and the NPPF.
71. It is considered that the impacts of the outline proposal, subject to appropriate mitigation through conditions, would be in compliance with the development plan and relevant policy in the NPPF. In terms of NPPF paragraph 11 d) ii), there are no adverse impacts that would significantly and demonstrably outweigh the benefits of granting planning permission. It is therefore concluded that the application should be approved subject to appropriate 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:
PL-02H - Existing and Proposed Site Plans – 7th March 2023
PL-05C - Existing and Proposed Sections and Gate Elevations – Received 21st February 2023
PL-04C - Facade Design Analysis - Received 21st February 2023.
PL-01F- Proposed Plans and Elevations - Received 21st February 2023.
PL-03D - Proposed Street Elevations and Existing Plans – Received 21st February 2023
3014 05 Rev A – Landscaping Plan - received 1st March 2023

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

3. Notwithstanding the details shown on the submitted plans, no above ground development shall take place unless and until window and door details to a scale of 1:10 (indicating a minimum reveal of 100mm) and details of the cills, lintels, gable features and overhanging eaves and verge joints and level access to the front entrance to a scale of 1:10 have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details.

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

4. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and / or full specification of materials to be used externally on the building(s) including walls, roof and fascias, windows, doors, boundary walls, gates and gate posts, hardsurfacing, rainwater goods, 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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any equivalent Order following the amendment, re-enactment or revocation thereof) upon first installation the windows in the west elevation facing 155 Hale Road, and the western-most first floor bathroom window in the north elevation facing 1 Graysands Road, shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and retained as such thereafter.

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

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or replacing that Order), any flat roof area of the dwellings hereby approved shall not be used as a balcony, terrace, roof garden or similar amenity area, and no railings, walls, parapets or other means of enclosure shall be provided on that roof unless planning permission has previously granted for such works.

Reason: To protect the privacy and amenity of the occupants of the adjacent dwellinghouse, having regard to Policy L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the National Planning Policy Framework.

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 dwellings
 - (ii) no extensions shall be carried out to the dwellings
 - (iii) no garages or carports shall be erected within the curtilage of the dwellings
 - (iv) no vehicle standing space shall be provided within the curtilage of the dwellings
 - (v) no buildings, gates, wall fences or other structures shall be erected within the curtilage of the dwellings

(vi) no means of access or areas of hard surfacing shall be constructed in 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 first been granted by the Local Planning Authority.

Reason. To protect the residential and visual amenities of the area, privacy, and/or public safety, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

8. The landscaping works, including boundary treatments and hard-surfacing shall be carried out in accordance with the approved scheme as shown on plan ref 3014 05 Rev A received 1st March 2023 prior to final occupation of the development. 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. No trees, shrubs, or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the previous written consent of the Local Planning Authority; any trees, shrubs or hedges removed without such consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and 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. Notwithstanding the plans hereby approved, any areas of hard standing shall be constructed from permeable or porous material.

Reason: To prevent localised flooding in accordance with Policies L7 and L5 of the Trafford Core Strategy and the National Planning Policy Framework.

11. No development shall take place until details of existing and finished site levels relative to previously agreed off-site datum points have been submitted to and

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

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

12. Prior to occupation detailed elevations (1:20 scale) of the proposed bin stores have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

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

13. 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.

14. Prior to development first taking place, a Construction and Environmental Management Plan 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 and pre-construction (including demolition) activity (see below) Acceptable site working hours are as follows:
 - Monday - Friday: Start 7:30am (with a restriction on the hours of operation heavy plant and machinery and major demolition and construction works until 8:00am) and finish at 6pm.
 - Saturday: Start 9am and Finish at 1pm.
 - Sundays and Bank Holidays: No work permitted.
 - Deliveries to site (avoid Mon-Fri 10am -4pm to avoid adding to peak hour traffic)
- b. measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions
- c. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site)
- d. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and plant such as generators

- e. 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
The development shall be implemented in accordance with the approved CEMP
- f. Details of the parking of vehicles of site operatives and visitors
- g. Details of the loading and unloading of plant and materials
- h. storage of plant and materials used in constructing the development
- i. the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate
- j. wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
- k. contact details of site manager to be advertised at the site in case of issues arising.

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

15. The proposed bird and bat boxes as detailed on the Landscaping Plan ref 3014 05 Rev A received 1st March 2023 shall be implemented, prior to the development being brought into use and shall be retained thereafter.

Reason: In the interests of biodiversity enhancement in line with NPPF and NPPG.

16. Prior to installation details of any external lighting to be provided in the scheme should be submitted and approved in writing by the Local Planning Authority to detail light spill and illuminance levels. The impact of new exterior lighting should be considered to ensure that any impact into habitable windows, either within or off-site, would be within acceptable margins, following the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01:2021.

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

17. If demolition of the existing property has not been undertaken prior to 01 March 2024, an updated bat survey shall be submitted to the LPA for approval. The updated survey shall assess any change in the building's condition and if alterations to the proposed measures are needed.

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.

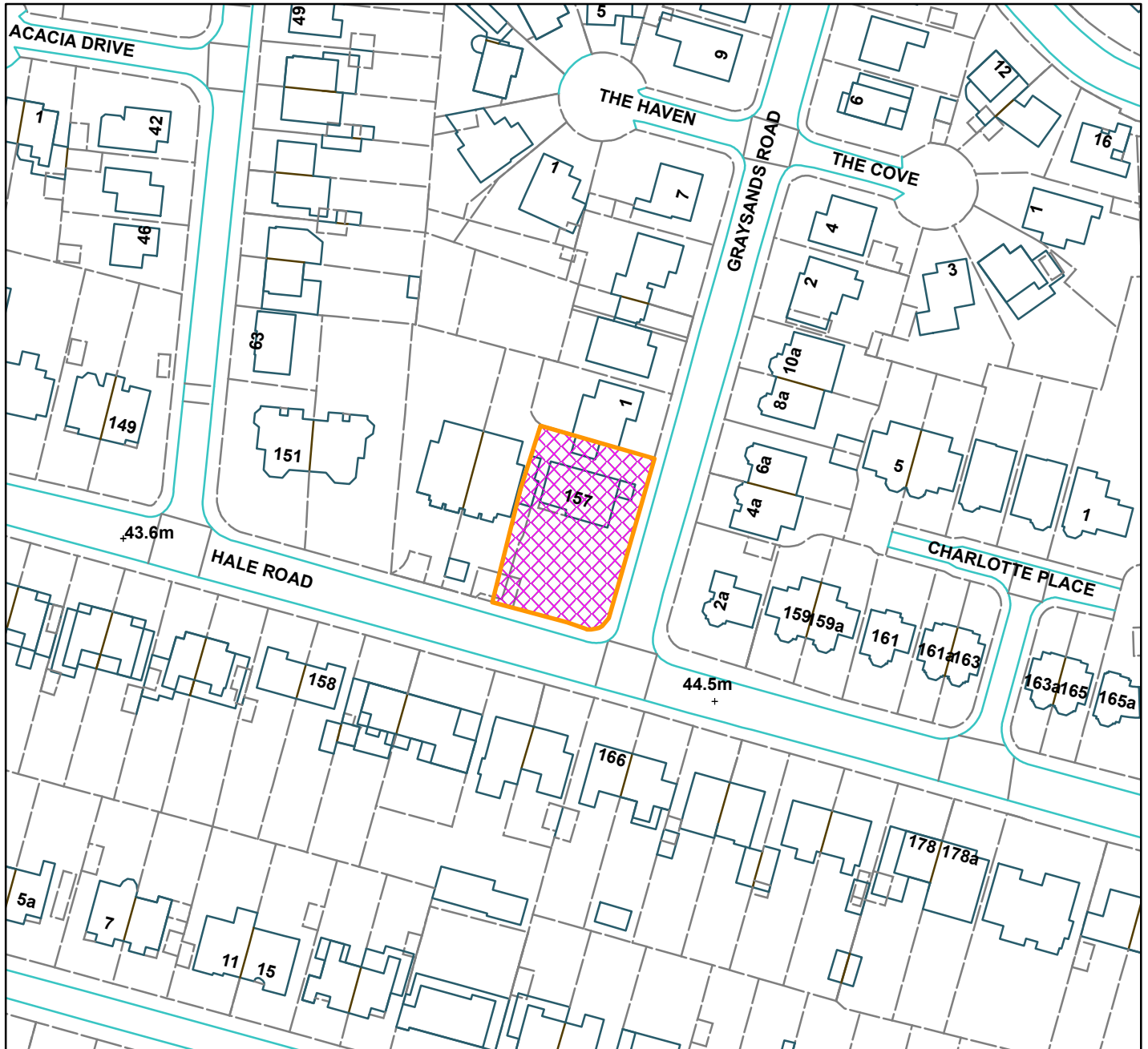
18. The development hereby permitted shall not take place until such time as a scheme to improve the existing surface water drainage has been submitted to, and approved in writing by, the local planning authority.
The scheme shall be based on the Proposed Drainage Plan (arc design services limited, May 2022, Dwg No: PL-02 Revision H) and in accordance with the drainage hierarchy with the following drainage proposals in order of preference:
- Infiltration drainage
 - Discharge to surface water sewer
- 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/disposal of surface water from the site.

JM



157 Hale Road, Hale WA14 3NH



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	21/02/2023
MSA Number	100023172 (2022)

WARD: Sale Moor

109463/FUL/22

DEPARTURE: No

Proposed energy reserve facility comprising a battery energy storage system (BESS) and ancillary infrastructure.

Land at Freshfields, Fairy Lane, Sale, M33 2JU

APPLICANT: Mr Jon Antoniou

AGENT: Ms Jenka Kaslik (STOR Power Ltd)

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

The application is reported to the Planning and Development Management Committee as there have been in excess of six letters of objection contrary to Officer's recommendation.

Executive Summary

The proposed development would provide a battery energy storage facility (BESS) with a capacity of 99.9MW. This would be achieved through the installation of 84 containerised battery units arranged in pairs with associated ancillary structures. The site is in close proximity to a Grid Supply Point (GSP) with available capacity.

The proposed development would constitute inappropriate development in the Green Belt which should not be approved except in very special circumstances as set out in the NPPF. The proposal would adversely affect the openness of the Green Belt and result in encroachment into the countryside – one of the five main purposes of the Green Belt. There would also be some harm from the development in respect of visual amenity, together with some limited to harm to residential amenity and slightly increased traffic on the highway network during the construction and installation phase.

There are, however, considerations in favour of the proposal of considerable weight. The proposal would significantly contribute to the local, regional and national effort to reduce reliance on fossil fuels, reduce greenhouse gas emissions, and tackle climate change. The development incorporates innovative technology to enable the wider, and efficient application of renewable energy. It would increase reliance on clean energy and help to stabilise renewable energy production. The UK government have set climate targets to reduce greenhouse gas emissions. This development would make a meaningful contribution to these aims. The ecological value of the site would also be greater as a result of this proposal.

Objection letters received raise concerns regarding the construction impact, and fire risk. These concerns have been duly considered and noted, and can be addressed through suitably worded conditions. Consultees to this application have raised no objection subject to conditions.

The potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is considered to be clearly outweighed by the benefits of the scheme in relation to energy supply, reduced reliance on fossil fuels, reduced greenhouse gas emissions, and tackling climate change. It is therefore considered that very special circumstances do exist in relation to this development. The proposal would comply with policy R4 and paragraphs 147 and 148 of the NPPF. Subject to appropriately worded conditions, it is recommended that planning permission is granted.

SITE

The application site measures 1.18 Ha. Located within the designated Green Belt, and close to the eastern periphery of the Trafford Borough. The site is currently in equestrian use. The immediate area is an urban fringe location, intersected with limited ribbons of built development, Sale Golf Club and the Fairy Lane Substation. The Mersey Valley Floodplain is located approximately 160m north of the site edged red. A linear air quality management area follows the M60 corridor, approximately 110m to the south.

Construction of a 49.99 MW Battery Storage Facility is underway at Sawfield Nursery approximately 90m to the north—east, and appears to be nearing completion. This was approved under planning application reference 92459/FUL/17.

The site is allocated as an Area of Landscape Protection and a Wildlife Corridor. Under the Draft Local Plan, the site is retained under these designations, including the Green Belt. A designated bridleway follows Fairy Lane past the south and eastern boundaries of the site. The site is located within a Mineral Safeguarding area for Sand and Gravel.

The site and wider estate is located within a Critical Drainage Area within Trafford Council's Strategic Flood Risk Assessment and is also identified as coming within Flood Zone 1 with regards Environment Agency Flood maps (lowest risk of flooding).

There are no designated or non-designated heritage assets within the vicinity of the site. A number of Sites of Biological Importance are located in the wider area, the nearest being a field adjacent to the electricity substation site (450m to the north-east).

PROPOSAL

This application seeks planning permission for a proposed battery energy reserve facility. This would comprise a battery energy storage system (BESS) with a capacity of 99.9 Megawatts (MW). The main elements of the facility would be the lithium ion battery container units and associated power conversion units. 96 rectangular units are proposed on-site, laid out in 48 pairs. Each pair would measure 9.8m long by 4.6m wide with a height of 2.85m. Access to the site would be taken from Fairy Lane. Two parking spaces are proposed on-site.

Ancillary structures include a distribution network operator (DNO) substation, customer switch room, welfare unit, transformer/invertor substation and auxiliary transformer and buried soakaway crates. Landscape and ecological improvement works are also proposed, including to the site boundaries. An acoustic fence would be erected along the northern and north-eastern site boundaries.

The application suggests that the development would be operated as a highly flexible frequency response facility meaning that it can quickly respond to peaks and troughs in energy demand.

Battery energy storage systems (BESS), are devices that enable energy from renewables, like solar and wind, to be stored and then released when customers need power most.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The Trafford Core Strategy (TCS) adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The Revised Trafford Unitary Development Plan (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The Greater Manchester Joint Minerals Plan, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Transport

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R3 – Green Infrastructure

R4 – Green Belt, Countryside and other Protected Open Land

R5 – Open Space, Sport and Recreation

W1 – Economy

PROPOSALS MAP NOTATION

Area of Landscape Protection
Green Belt
Mineral Safeguarding Area for Sand and Gravel
Wildlife Corridor

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

C4 – Green Belt
ENV10 – Wildlife Corridors
ENV17 – Areas of Landscape Protection

SUPPLEMENTARY PLANNING DOCUMENTS

SPD1 – Planning Obligations
SPD3 – Parking Standards and Design

OTHER RELEVANT DOCUMENTS

Greater Manchester Green Belt Assessment;

Greater Manchester Landscape Character and Sensitivity Assessment;

Manchester City, Salford City, and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA).

PLACES FOR EVERYONE

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan, the hearings commenced in November 2022 and are timetabled to continue until at least March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the revised National Planning Policy Framework (NPPF) on 20th July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents and was updated on 4 January 2023. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

110022/EIASC/23 - Request for a screening opinion in respect of proposed energy reserve facility comprising a battery energy storage system (BESS) and ancillary infrastructure. *Screening opinion issued (Not EIA development) 16.02.23.*

Neighbouring site (Sawfield Nurseries):

92459/FUL/17 – Development of a 49.99 MW Battery Storage Facility with associated infrastructure and landscaping. *Approved with conditions 20.12.17.*

106626/VAR/21 – Application for Variation of Conditions 2 and 13 on planning permission 92459/FUL/17 (Development of a 49.99 MW Battery Storage Facility with associated infrastructure and landscaping.) to substitute various plans. *Approved with conditions 03.02.23.*

APPLICANT'S SUBMISSION

Biodiversity Net Gain (BNG) Calculations
Cover Letter
Design and Access Statement (DAS)
Drainage Strategy
Ecological Impact Assessment
Green Belt Technical Note
Flood Risk Assessment (FRA)
HGV Vehicle Tracking
Landscape and Visual Impact Appraisal (LVIA)
Noise Impact Assessment (NIA)
Outline Construction Traffic Plan
Site Photographs

CONSULTATIONS

Electricity North West – No objection. Suggest informative regarding avoidance of overhead electric lines and underground services.

Environment Agency - No objection. Conditions requested regarding foul water drainage and fire detection/suppression details

Environmental Health (Air Quality) – No objection.

Environmental Health (Nuisance) – No objection. Condition requested to ensure compliance with the submitted NIA.

Greater Manchester Ecology Unit (GMEU) – No objection.

Greater Manchester Fire Safety - No comments received.

Greater Manchester Minerals and Waste – No objection.

Lead Local Flood Authority (LLFA) – No objection. Condition requesting compliance with FRA / Drainage Strategy.

Local Highway Authority (LHA) – No objection. Conditions requested regarding submission of a detailed construction and environment management plan, and no Heavy Duty Vehicles (HDV) or Heavy Goods Vehicles (HGV) trips associated with the development shall take place during school drop off and pick up hours.

TBC Arboriculturist – No objection.

TBC Strategic Planning – No objection, extract:

'From the submitted evidence it has been shown that the development will cause harm on the lowest spectrum to the green belt. However, mitigation and habitat enhancements can be delivered resulting in a 'net gain' in biodiversity of 10.92%. Furthermore, evidence regarding 'very special circumstances' has been submitted. The applicant claims that there is a local and regional need for the provision of facilities capable of offering back up electricity supply into the National Grid. It is considered in this case that the benefits that will accrue from the proposed development outweigh the identified harm to the Green Belt and 'very special circumstances' do apply.'

TBC Sustainability and Climate – No objection.

Transport for Greater Manchester (TfGM) – No objection in relation to Metrolink. Conditions requested regarding an Electro Magnetic Compatibility (EMC) control plan and EMC interference values. No objection to impact on highway network.

United Utilities – No objection.

REPRESENTATIONS

22no. letters of objection have been received, summarised as follows:

Principle of Development

- Principle of this development is unacceptable
- Inappropriate development in the Green Belt

- Adverse impact on the openness of the Green Belt
- No very special circumstances exist to justify the development (in the Green Belt)
- Loss of agricultural land
- Other sites should be considered first. This area is well used by families and for recreational purposes.

Design / Character

- Proposed structures are ugly and incongruous in their context
- Demise of a beautiful area
- Harm to the character of this area

Residential amenity

- Visually oppressive
- Noise impact
- Disturbance during construction

Fire Risk

- Is the Council satisfied that the fire risk is acceptable?
- Bill currently going through parliament regarding lithium ion batteries and their safety.
- Pollution of the local environment during any fire, and putting out said fire.
- Which properties would be evacuated in any evacuation plan?

Construction Impact

- Construction works involve significant HGV movements, which would compromise the safety of Wythenshawe Road and pupils/staff at Worthington Primary School.
- Potential traffic conflict with school drop off / pick up times
- Increased traffic
- Air pollution from traffic during construction works
- Wythenshawe Road is not suited for HGV traffic, with signage in place regarding HGV restrictions.
- Severe impact on highway network and pedestrian safety.
- Waste impact during construction process
- Where will construction compound be located, and how large will this be?

Other concerns raised

- Poor local engagement with residents
- Reduction in property values
- LVIA inaccurate
- Contrary to planning policy

- Application is causing stress within the surrounding communities, partly due to fire risk
- Other similar applications may come forward (i.e. this could set a precedent)
- Council must serve the residents, not corporations.
- Concerns raised about the impact on sustainability
- Full, long term, health impacts should be assessed.
- Impact on wildlife habitats
- Has crash assessment for Metrolink been undertaken and what would the impact on the Metrolink buffer zone be?
- How loud would the batteries / transformers be at any time?

Officer response: All representations received have been duly noted and considered. It should be noted that matters such as decreases in property value is not a material planning consideration. For other concerns raised, please see Observations.

A letter from Councillor Patel has also been submitted, summarised as follows:

- Noted that we are moving away from reliance on fossil fuels, and that such infrastructure projects can generate concerns within the local community.
- The Planning Teams should review the noise assessment and consider potential for additional sound and visual screening.
- Robust traffic management plan should be submitted if development is to go ahead.
- Vehicles leaving the site should use Northenden Road, not Old Hall Road.
- Potential for vehicle conflict on Wythenshawe Road.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compulsory Purchase 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 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 2021 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, it should be given significant weight in the decision making process.
4. Paragraph 11 (c) of the NPPF states that development proposals that accord with an up-to-date development plan should be approved without delay. Policies R4 and L7 are considered to be compliant with the NPPF, and are therefore 'up-to-date' in NPPF terms and full weight can be attached to these policies. Policies R4 (Green Belt, Countryside and other Protected Open Land), L5 (Climate Change) and L7 (Design) are considered to be the most important policies for determining this application given that they control the principle of development and the impacts on the surrounding area / residents. L5.1 to L5.11 of policy L5 are out-of-date in that they do not reflect NPPF guidance on climate change. However, the remainder of this policy is compliant with the NPPF and remains up to date. In particular L5.12 which refers to 'energy generating infrastructure opportunities' is most important in the determination of this application, and is compliant with the NPPF. Whilst this is not an energy generating form of development, the proposal comprises infrastructure which supports renewable energy.
5. Whilst some aspects of Policy L5 referred to above are out-of-date and although the overarching policies are still considered 'most important' for decision making purposes, the aspects of Policy L5 which are out-of-date are not determinative in the context of this application. Therefore, when considering the 'most important' policies and the development plan as a whole it 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.

GREEN BELT

Green Belt Policy

6. The site is located within the Green Belt as designated within the Composite Policies Map. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belt being its openness and permanence. Openness can be defined as the absence of built development. As set out at paragraph 138 of the NPPF, the Green Belt serves five purposes:
 - (a) to check the unrestricted sprawl of large built up areas;
 - (b) to prevent neighbouring towns merging into one another;
 - (c) To assist in safeguarding the countryside from encroachment;

- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
7. The NPPF stipulates that local planning authorities should ensure that substantial weight is given to *any* harm to the Green Belt. The construction of new buildings in the Green Belt is regarded as inappropriate development (albeit with some limited exceptions). Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
 8. Very special circumstances (VSC) will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations, stated at paragraph 148 of the NPPF.
 9. Paragraphs 149 and 150 of the NPPF identify forms of development that are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purpose including land within it.
 10. Policy R4 of the Core Strategy is consistent with the NPPF in that the policy states: The Council will continue to protect the Green Belt from inappropriate development. New development including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate uses specified in national guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal. Full weight can be attached to policy R4.

Impact on the Green Belt

11. The proposed development would not fall under any of the exceptions outlined in paragraph 149 of the NPPF. In addition, the proposal would also not fall under any additional exceptions listed at paragraph 150. The proposal is therefore inappropriate development in the Green Belt, which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight is attached to any harm to the Green Belt.
12. Further to the above, the introduction of built development across the site would result in additional harm to the openness of the Green Belt, - a fundamental characteristic of this designation. Openness in Green Belt terms, as stated in the NPPG, is capable of having both spatial and visual aspects, i.e. an adverse impact on openness can be demonstrated through development of the land irrespective of visibility. Nevertheless, the visual impact is also a key factor in determining the impact on openness. Whilst the LVIA submitted with the

application is assessed in detail later in this report, it is clear that, at the very least, glimpses of the BESS will be visible from the surrounding area including Fairy Lane. Harm to the openness of the Green Belt would be both visual and physical in respect of this development.

13. A Green Belt review of Greater Manchester was undertaken by the GMCA in 2016, which included a detailed review of the Trafford Borough with an assessment of Green Belt purposes 1 – 4. This site sits within Green Belt parcel ref. TF31. With regards to the five Green Belt purposes, this area of the Green Belt performs *moderately* in terms of purposes 1 (to check the unrestricted sprawl of large built up areas) and 3 (to assist in safeguarding the countryside from encroachment), and *strongly* with regards to purpose 2 (to prevent neighbouring towns merging into one another). This Green Belt parcel has no significant relationship with any nearby historic settlements, and thus has no contribution to purpose 4 (to preserve the setting and special character of historic towns).
14. The towns of Sale and Wythenshawe are separated by approximately 1km. At approximately 120m in length, the application site comprises a moderate portion of this separation between these settlements. Whilst this gap has been partly urbanised in adjacent sites, it still plays a clear role in preventing the visible and physical coalescence of these settlements.
15. The visual impact of this development would be mitigated to some degree through the low height of development proposed and the enhancement of boundary landscaping. The proposed BESS would also produce minimal animation / activity at the site with the use being operated largely remotely. No significant habitable buildings are proposed which one would typically associate with a settlement. The developed site would be recognisable as a separate entity, distinct from both towns, and green spaces would be retained significantly to the north of the site to both sides of the River Mersey. Whilst there would be an urbanising effect on the site, the proposed BESS would not result in the merging of Sale and Wythenshawe having regard to Green Belt purpose 2.
16. The Green Belt review (2016) acknowledges that this part of the Green Belt is affected by urbanising influences including buildings, energy infrastructure, car parks, access roads, and the M60 motorway, and also the Metrolink line / associated infrastructure. Nevertheless, the introduction of built development, including hardstanding, onto this relatively open greenfield site would cause encroachment into the countryside, contrary to Green Belt purpose 3.

Conclusion on Green Belt

17. The proposed BESS is inappropriate development in the Green Belt. Substantial weight is attached to this harm. Additional harm is caused to the openness of the Green Belt, comprising both a physical and visual aspect, and the development

would encroach into the countryside conflicting with a purpose for including land within the Green Belt.

18. The NPPF at paragraph 151 acknowledges that elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances (VSCs) if projects are to proceed. VSCs may include the wider environmental benefits associated with increased production of energy from renewable sources.
19. The principle of this development is therefore contrary to Policy R4 of the Core Strategy unless very special circumstances can be demonstrated in support of this proposal. Such VSCs will not exist unless the harm to the Green Belt through inappropriateness, *and any other harm* resulting from the proposal is clearly outweighed by other considerations. This is acknowledged by the applicant, and a section detailing VSCs is explored at the end of this report.

AGRICULTURAL LAND

20. The site is allocated as Agricultural Land (Grade 3) classification which is defined as 'good to moderate quality agricultural land'. The NPPG identifies this as 'land with minor limitations that affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown. On some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops, such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than grade 1.'
21. Policy R4 of the Core Strategy outlines that the Council will protect existing agricultural land as an important resource for Trafford's local economy. It goes on to state that in particular the Council will protect areas south of Carrington Moss and land within Timperley Wedge. The site is not located within these specifically referred to areas.
22. It should be noted that the site, whilst grassed, is currently occupied as an equestrian use, and the site has not been used for agricultural purposes since at least October 2012 (evidenced using Google Maps). It is likely that the equestrian use has been established on this land significantly prior to 2012. On this basis, the site is not in use as agricultural land. It is not considered that the development of this site would have a significant adverse impact on the agricultural land resources within Trafford. There is a potential loss in the capability of the site to accommodate crop cultivation, however this has not taken place on this site for a significant period of time. On this basis, it is considered that the proposal would comply with policy R4 of the Core Strategy and the NPPF.

CLIMATE CHANGE

23. 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.
24. The Council has declared a Climate Emergency with a target to become a Carbon Neutral borough by 2038. As set out within the draft Places for Everyone, there is an expectation that all new development will be net zero carbon from 2028.
25. Policy L5.12 which refers to 'energy generating infrastructure opportunities' is up to date. In addition, the NPPF requires development to be planned for in ways that avoid increased vulnerability to the range of impacts from climate change, and can help to reduce greenhouse gas emissions. Paragraph 152 of the NPPF outlines how the planning systems should support the transition to a low carbon future, including supporting renewable and low carbon energy and associated infrastructure.
26. Paragraph 158 of the NPPF goes on to state that determining applications for renewable and low carbon development, local planning authorities should not require applicants to demonstrate the overall need for the renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.
27. Battery energy storage systems (BESS) have played a key role in balancing the UK's electricity system, particularly during the Covid-19 pandemic, ensuring that that produced energy was used sufficiently. BESS can store clean energy and capture the full value of renewables. This type of energy storage will likely become increasingly crucial as the UK scales up its ambitions to achieve secure, clean and affordable renewable energy.
28. The UK has a major installed capacity of offshore wind, however, due to weather infrequencies, energy produced can sometimes be lost when it is not needed. This same principle applies with solar PV, for example at times of low demand during sunny days. BESS enables the efficient storing of this energy, which can then be rapidly released to the grid at times of high demand. Presently, at times of high demand for energy, reliance is placed on gas and fossil fuels.
29. The proposed BESS could accommodate 99.9 MW of battery storage supporting the production of renewable energy. This would align with the ambitions of the Council to become a carbon neutral borough and the ambitions of the Greater Manchester Combined Authority (GMCA) to decarbonise the region. It would accord with the aims of the NPPF in addressing climate change and provide a

valuable contribution to cutting greenhouse gas emissions. Officers recognise and support the role that commercial low carbon, renewable and decentralised energy distribution facilities can play in reducing carbon dioxide emissions which also provide viable energy supply options to serve new and existing developments. The proposed BESS would be aligned with, and contribute towards the aims of, policy L5.12 of the Core Strategy. This is given very significant weight in favour of the application.

MINERALS

30. The site is located within a Mineral Safeguarding Area for sand and gravel. Policy 8 of the Greater Manchester Joint Minerals Plan (2013) states that all non-mineral development proposals within the Mineral Safeguarding Area should extract any viable mineral resources present in advance of construction. The policy aims to take a balance approach to protecting mineral resources in Greater Manchester against the need to attract investment. Proposals for non-mineral development that do not allow for the prior extraction of minerals will only be permitted where:
- The need for the development outweighs the need to extract the minerals; or
 - It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place; or
 - It can be clearly demonstrated that the mineral is either not present or of no economic value or too deep to extract in relation to the proposed development; or
 - The development is limited or temporary and would not prevent minerals extraction taking place in the future.
31. The applicant has argued that the proposed development is clearly and urgently needed, and that the site area, owing to its small size, would make the prior extraction of minerals unpractical and economically unviable. GM Minerals and Waste have been consulted and agree with this statement, confirming that no further work or conditions are necessary in respect of mineral safeguarding. The proposed development would meet the second exception of policy 8, and is therefore acceptable in respect of minerals.

DESIGN AND APPEARANCE

32. The Core Strategy also attaches importance to the design and quality of the Borough's built environment. The text supporting Policy L7 advises that high quality design is a key factor in improving the quality of places and in delivering environmentally sustainable developments. Design solutions must: be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments, the policy is clear. Policy L7 is considered

to be compliant with the NPPF as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code. It can therefore be given full weight in the decision making process.

33. The development would be utilitarian in appearance, with the surface heavily engineered, which reflects the site's intended function as a BESS. The works would involve the installation of 48 pairs of battery units, positioned in a formal linear arrangement. Ancillary structures including the control buildings and the DNO substation. These are located to the northern and western peripheries of the site. As illustrated on the elevations, the BESS would support a relatively consistent height, generally not exceeding 5.0m. The proposed fencing, and buildings would be finished in moss green (RAL 6005), which would help to lessen the prominence of these structures in the context of the boundary planting. It is noted that the DNO building (adjacent to the site entrance) would be constructed in facing red multi brick, which is a requirement stipulated by the network operator although this is a small building in the context of the wider site. The applicant has expressed willingness to agree to a condition that requires the colours of the battery units themselves and the inverter/transformer units to be submitted prior to their installation. This cannot be specified at this stage with contracts to suppliers not yet awarded, although the applicant has indicated that it should be feasible to deliver dark coloured units on-site. These details would therefore be submitted prior to their installation in the interest of protecting visual amenity.
34. Notwithstanding the inappropriateness of the development in Green Belt terms, the site would make efficient use of this parcel of land. The layout also allows significant space for landscaping supplements to the eastern and southern boundaries of the site. Aside from the relatively small welfare cabin, the majority of the development is set well into the site. Gravel surfacing would be extensive within the development. Exact details of this finish can be conditioned.
35. Four slim CCTV/Lighting poles are proposed within the corners of the site, measured at approximately 6.0m in height. No details have been provided regarding light direction, spillage and intensity. A condition can require that details are submitted to the LPA prior to the installation of any lighting on-site. This is necessary to protect visual amenity of this area.

Landscape Visual Impact Assessment (LVIA)

36. An LVIA has been submitted alongside this application which has been assessed, alongside a number of visits undertaken by the Case Officer to the application site and its surroundings.
37. The LVIA accurately identifies a number of key viewpoints towards the application site from the public realm. It is agreed that the site is not significantly rural in character, comprising many elements of a semi-rural environment with some

urban characteristics. Contributors to this include the quantum of buildings in this area, roads, bridge crossings, access roads, the M60 motorway, Metrolink, Golf Club and energy infrastructure including prominent power lines / pylons and large open substation. This is echoed in the Green Belt review of 2016 and the Greater Manchester Landscape Character and Sensitivity Assessment 2018. A key aspect of the landscape, however, is the established mixed species hedgerows and the existing localised field pattern. These features create a rural sense of enclosure to Fairy Lane and encourage wildlife movement through the network of hedgerows.

38. Some views within the LVIA are underplayed. In particular, the LVIA refers to the Metrolink line as being of a similar topography to Fairy Lane and the application site. The Metrolink is constructed at noticeably higher level and transient views from passengers using this service would be retained across the application site. The LVIA highlights that users of the Metrolink are classed as low-medium sensitivity visual receptors. Viewpoint 3 (south-east corner of the site, Fairy Lane) also concludes that the development would be 'partly visible' from this perspective which includes the access to a Public Right of Way (PRoW 13: Sale). It is argued that the development would, in-fact, be better described as 'visible' in this location - certainly during winter months and until any landscaping enhancement is fully established. Road users are considered to be low sensitivity visual receptors, although given that this route is designed as a Bridleway, users would include those on recreational trips. The applicants have acknowledged the sensitivity of the south-east corner of the site, with the larger structures of the BESS positioned within lower lying ground, and the northern/western areas of the site.
39. Views of the existing grass paddocks (Viewpoint 2), bounded by the post and rail fence would be lost from Fairy Lane. The replaced view would comprise hardstanding and some of the small buildings associated with the BESS. The applicant has agreed to set-back the boundary slightly, allowing for a 1m landscape buffer adjacent to the private access road. This will serve to 'green' the site frontage.
40. Overall, the findings of the LVIA, in that the proposals would have an acceptable visual influence on the surrounding landscape character, is not agreed. The development would appear incongruous in the Mersey Valley, and would detract from the character of this area, which would be visible within the surrounding public realm. However, it is acknowledged that there is already some energy generating infrastructure and an approved battery storage facility nearby which are of significantly greater scale. The applicant has sought to mitigate the harm that will be caused to the landscape by the introduction of new planting which, given time, will help to soften and partially screen the development. It is further acknowledged that the site sits on the edge of the Borough in a location where its impact will not be widely seen.

41. On the basis of the above, the development would have an adverse visual impact on the landscape character of this area. The proposal would therefore cause some conflict with policy L7 of the Core Strategy and the NPPF.

LANDSCAPING / GREEN INFRASTRUCTURE

42. 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.
43. The Council's Arboriculturist has raised no objection to the impact on any existing trees within the application site. Throughout this application, Officers have secured improvements to the landscaping provision, including strengthening of the provision to the eastern site boundary, and the addition of a 1.0m landscape strip to the western boundary. Planting proposed includes a mixture of native hedge, small tree and shrub mix, and three trees (two Silver birch and one Rowan). These will be planted alongside the retained landscaping to the eastern and south-eastern boundaries. The strip to the western boundary will comprise a native, deciduous species – Willow. Not only will these additions strengthen the visual buffer to the site, but will also contribute to a biodiversity net gain in excess of 10% as discussed later in this report. The native mix of species is considered to be contextually appropriate. Details for the management of this landscaping to ensure its maintenance for the lifetime of the development can be secured through a condition.
44. The applicant has agreed to provide a planted bund of no less than 2m in height close to, and for the length of, the eastern boundary of the site. The 3.5m acoustic fence would be sited behind this bund, reducing the presence of this structure within Fairy Lane. This can be conditioned.
45. The landscaping details will protect, and connect, existing hedgerows allowing wildlife corridors to be protected along Fairy Lane. The adjacent PRoW and Fairy Lane bridleway would be protected. The proposals would appropriately contribute to, and protect, the Borough's green infrastructure network. The proposal would accord with both policies R3 and R5 of the Core Strategy and the NPPF.

RESIDENTIAL AMENITY

46. 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.

47. Owing to the nature of the use, siting and height of development proposed, it is not considered that the development would significantly compromise light or privacy within neighbouring sites.
48. The development would be visible from within a number of windows within Sawfield Nurseries (a residential property located approximately 35m north-east of the site). Views towards the development would be provided from a kitchen window (non-habitable room), but also from a number of habitable room windows including a dining room, art/study room and at an oblique angle from a bedroom and the main lounge. This impact has been assessed on-site.
49. The LVIA outlines that only filtered views of the development will be visible from this perspective, and this is accepted. As assessed on-site, in late November during leaf abscission, the boundary landscaping provided a significant visual buffer between the application site and Fairy Lane. Filtered views may be possible from Sawfield Nurseries (including their front garden) but a key outlook over the rugby fields to the South would be largely unaffected. The proposed development is not considered to be so visually intrusive or overbearing such that it would detrimentally affect the living conditions of Sawfield Nurseries. It can also be noted that the existing setting of this property, including its outlook is compromised by the adjoining BESS nearing completion.
50. The applicant's property (44m to the North of the site, identified as Freshfields), would still receive adequate natural daylight and whilst visibility over the development would be evident, this is not considered to be significantly overbearing. Landscaping along the southern boundary of the residential curtilage would ensure that a visual buffer is established between the two uses.
51. A detailed Noise Impact Assessment (NIA) has been submitted with the application, carried out by suitably qualified consultants. This assessment identified that the main source of noise in this area is the traffic associated with the M60 motorway, and occasional audible contributions from the Manchester Metrolink, HGV traffic on Fairy Lane and crashes from the scrap yard to the west.
52. The energy storage process does not inherently have any sound emissions associated with it, however, to ensure the batteries remain at the correct temperature, a series of cooling fans are used. Similarly, the inverter stations used to transform the energy from DC to AC and vice versa are cooled by fans that can generate noise. Batteries can be charged/discharged over short periods of time with systems operating at full duty. Inversely, they can be charged/discharged over longer periods of time by operating at lower duty. The rest of the time, the systems are on a stand-by mode. Therefore, battery storage developments do not operate continuously at full duty during long periods of time.

In addition, cooling fans tend to operate at reduced speed during the night-time when the environmental temperature is lower. It is proposed that there will be 84 No. containerised battery units set back to back, forming 42 battery blocks, 126 No. PCS/inverter stations and 21 transformers on site, in addition to a 132 kV substation. It is assumed that battery units will be served by one integrated cooling system on each side of the container.

53. The NIA concludes that the daytime background sound level is 56dB, and that the night-time background sound level is 50dB – as measured at MP1 (close to the north-east corner of the site, near to Sawfield Nurseries). Detail sound level maps have been submitted, highlighting that the proposed noise generated by the BESS would not exceed these background levels during daytime and night-time. This would be achieved, partly, through the construction of a 3.5m acoustic barrier to the northern and north-eastern site boundary. This would facilitate sound reductions in the order of 15dB to 20dB to enable lower sound levels than those existing background levels. The acoustic barrier would be erected behind a proposed planted bund to the eastern site boundary, which would soften the presence of this fence within Fairy Lane. A condition can ensure that this is erected prior to operation of the development, and retained for the lifetime of its operation.
54. A property to the north-west is identified as 'The Bungalow'. The submitted sound level maps demonstrate that the noise generated by the development would not exceed the background levels for day-time and night-time in this location. It can also be noted that 'The Bungalow' is sighted closer to both the M60 motorway, the Metrolink and the commercial businesses extending from Fairy Lane, and thus the background noise levels measured at MP1 are likely to in fact be higher in this location.
55. Environmental Health Officers have assessed the proposal and have raised no objection on the operational impact of this development in respect of residential amenity. They conclude that noise should not be a determining factor, albeit this is subject to that the noise barrier referred to in the NIA is constructed, and the site is operated, in accordance with the assumptions and recommendations set out in the NIA. Subject to a condition reflecting this, the proposal would accord with policy L7 of the Core Strategy and the NPPF.

HIGHWAYS IMPACT

56. Policy L4 of the Core Strategy states that “when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”.

57. 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.

Access / Generated Trips

58. It is understood the existing site (Freshfields Riding Stables) is accessed from Fairy Lane which, at the location of the proposed development, is a private road. This access is to be retained and include the provision of security gates and fencing. The site will be unmanned with the exception of occasional visits to undertake maintenance. It is also understood the riding stables will continue to operate, with access taken from the northeast side of the blue lined landownership area (this being located off Fairy Lane (private road) and via an existing access). The LHA have reviewed this access point and have raised no objection. The vehicle traffic associated with the development, when in operation, would be very limited.
59. A significant number of letters of objection have raised concerns about the impact during construction works, and the associated HGV movements. This is discussed later in this report under the ‘Construction’ section.

Servicing

60. It is noted that the site will be unmanned with the exception of occasional visits to undertake maintenance and those attending site will be required to take all waste and recycling away with them.

Public Right of Way

61. A definitive right of way, footpath no.13 Sale, runs close to the boundary of this development, being located on the opposite side of the Lane. Whilst the proposed development does not appear to affect the definitive right of way, should it be necessary for safety reasons for the applicant to seek a temporary closure or diversion of the path during the construction of the works, a Temporary Traffic Regulation Order is required. An informative can be added to any decision notice alerting the applicant to this.

Conclusion

62. The proposal, when operational, is not considered to result in an unacceptable impact on highway safety, nor would the cumulative impacts on the road network be severe. Both the LHA and TfGM have raised no objection the development. The proposal is considered to accord with both policy L4 and the NPPF.

FLOOD RISK / DRAINAGE

63. The NPPF outlines strict tests in order to protect people and property from flooding, through both sequential and exception tests. In summary, these tests are designed to ensure that if there are better sites in terms of flood risk, or if a proposed development cannot be made safe from the risks of flooding, then it should not be permitted. A similar approach is embodied in Core Strategy Policy L5 and thus this aspect of Policy L5 is up-to-date for the purpose of decision-taking.
64. The application site is located within a Critical Drainage Area within Trafford Council's Strategic Flood Risk Assessment and is also located within Flood Zone 1 with regards Environment Agency Flood maps (lowest risk of flooding). Flood Zones 2 and 3 are located further to the north within the grounds of Sale Golf Club, bordering the River Mersey. A Flood Risk Assessment (FRA) and Drainage Strategy (DS) accompany this application.
65. Given that the site is located in Flood Zone 1, the sequential test as outlined in the NPPF is passed and the exception test is not required. The proposed use is classed as essential infrastructure (as defined in Annex 3 of the NPPF) with the NPPG defining this use as appropriate in Flood Zone 1. Nevertheless, the scheme has been designed to remain functional during any flood event for the lifetime of the development. Given the area's location within a Critical Drainage Area, mitigation is to be provided through raised battery containers on plinths, waterproof/ flood sealed electrical components and submersible-rated cables. A surface water management strategy is to be adopted. The FRA concludes that with these measures in place, the development would operate with minimal risk from flooding and would not increase flood risk elsewhere. These mitigation measures, and the associated strategy can be conditioned.
66. The development incorporates a modular cell soakaway with the maximum design event 1 in 100 year (+30% climate change allowance). Filter drains are to be provided under the gravel access paths to collect surface water runoff from impermeable areas and discharge to the aforementioned soakaway. This approach has been considered acceptable by the LLFA and United Utilities and can be conditioned. Subject to this condition, the proposal would accord with policy L5 of the Core Strategy and the NPPF.

ECOLOGY

67. 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". This policy is considered to be up to date in terms of the NPPF and so full weight can be afforded to it.

68. The application site is dominated by modified grassland of limited nature conservation value, which is short-grazed as a result of its current use as paddocks for horses. This grassland is species-poor. Substantive value is, however, attached to the boundary hedgerows which are of local ecological importance and provide important habitats and allow the movement of species via green infrastructure. The hedgerows also provide local habits for a range of legally protected and priority species, including bats, badgers, common reptiles, common toads, nesting birds and hedgehogs.
69. In the wider context resides Chorlton Water Park Local Nature Reserve (650m north-east), and a number of Sites of Biological Importance, the nearest being a field adjacent to the electricity substation site (450m north-east). There are no statutory sites designated under national legislation (and impact risk zones) within a 2km radius.
70. The submitted Ecological Assessment concludes that no significant effects are anticipated to any significant ecological features on-site. No loss in hedgerow is expected, and they will be protected in accordance with BS5837:2012 *Trees in relation to design, demolition and construction. Recommendations*. Any necessary hedgerow loss, whilst not expected would be replaced on at least a 1:1 ratio. Introduction of additional native species landscaping to the eastern and southern boundaries will enhance this wildlife corridor providing greater habitat connectivity. This equates to a minor positive effect, and achieves a biodiversity net gain (BNG) in excess of 10% in accordance with The Environmental Act 2021. The Ecological Assessment also recommends that informal deadwood hibernacula are created at the site boundaries to provide enhanced refuge, shelter and hibernation opportunities for a range of wildlife including small mammals, common amphibians and invertebrates. This also equates to a minor positive effect. These measures would align with the biodiversity aim to leave the natural environment in a measurably better state than it was beforehand.
71. GMEU have assessed the development and agree with the conclusions of the Ecological Assessment. They do note that any proposed lighting scheme for the site should be sensitively designed to avoid direct lighting of boundary habitats. The four proposed lighting/CCTV columns are not supported with details of light intensity or direction/spillage. A condition can require that no external lighting shall be installed on-site unless a lighting scheme has been approved in writing by the LPA. Additional conditions can include tree protection, surveys for nesting birds (if site clearance is carried out within the nesting season), landscaping implementation and compliance with the ecological enhancements set out at Table 4 of the submitted Ecological Assessment. Subject to these conditions, the proposal would comply with policies R2 and R3 of the Core Strategy, the NPPF, and The Environmental Act 2021.

AIR QUALITY

72. 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 (AQMA) and Clean Air Zones (CAZ), and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in AQMAs and CAZ is consistent with the local air quality action plan (AQAP).
73. The Greater Manchester Combined Authority (GMCA) has published a joint Air Quality Action Plan (AQAP) (2016-2021) which seeks to improve air quality across Greater Manchester and to embed low-emission behaviours into the culture of our organisations and lifestyles by 2025, whilst supporting the UK Government in meeting thresholds for air pollutants at the earliest date to reduce ill-health in Greater Manchester. In managing new development the GMCA AQAP sets out a number of controls. Of relevance to this particular application are assessment of local air quality impacts from the proposed development; construction management, and, green infrastructure.
74. Policy L5 requires developers to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality. In this respect, L5 can be considered to be up to date for the purposes of decision making and full weight attributed to it.
75. The application site itself does not reside within an Air Quality Management Area. However, there is an extensive AQMA in the immediate surrounding area which follows the M60 motorway. A detailed Air Quality Assessment (AQA) has not been submitted with the application, however it is clear that vehicle traffic is likely to be the main influence upon the local air quality.

Operational Phase

76. The submitted Design and Access Statement concludes that there will be no emissions to air through the operation of the BESS. This statement is considered to be broadly accurate, in large due to the independent operation of this development which would require limited direct attendance to the site, and the nature of the units which it is understood would not generate any constant aerial pollutants.
77. However there would inevitably be some impacts on air quality through the limited vehicle trips to the site, not least for maintenance and site visits. Nevertheless, it is not considered that the development operationally would cause any significant air pollution.

Construction Phase

78. Without appropriate mitigation, dust emissions during construction works, or managed on-site fires, could have a significant adverse impact upon local air quality. A robust construction and environment management plan (CEMP) would be necessary to manage this impact on the environment. This should include wheel washing facilities, a construction logistics plan (to manage the sustainable delivery of goods and materials), and strict measures to control the emission of dust and dirt. No fires should be ignited on-site, and a scheme for recycling/disposing of waste should be required. Subject to these measures, it is considered that the development would not have an unacceptable residual impact upon local air quality.

Conclusion on Air Quality Impact

79. The construction of this development, subject to the implementation of a robust CEMP, is not considered to have a significant residual impact upon air quality. Owing to the independent and technological nature of this development, its operation is not considered to have an acceptable impact upon surrounding air quality. Environmental Health Officers have assessed the proposal and have raised no concerns with the proposal in respect of air quality. It is therefore considered that the proposal would accord with the aims of the Greater Manchester AQAP in protecting air quality, and would comply with policy R5 and the NPPF.

DEVELOPER CONTRIBUTIONS

80. 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).
81. No other planning obligations are required.

OTHER CONSIDERATIONS

Construction

82. Letters of objection have raised concern at the construction phase and the impact on the surrounding road network and upon highway safety. Concern is particularly expressed about potential HGV movements along Wythenshawe Road and possible conflict with traffic associated with Worthington Primary School.

83. The applicant has advised that a 12 month construction period is anticipated, although it could take up to 24 months. HGV and Heavy Duty Vehicles (HDV) would peak during the initial ground works / civil phase before significantly reducing for the remaining construction phase. The applicants have also confirmed that no HGV movements associated with the development will take place during pick up/drop off times for Worthington Primary School. For clarity, this would be 08.30 – 09.30 (Monday to Friday), and 15.00 – 16.00 (Monday to Friday). The LHA have confirmed that the additional traffic associated with the construction phase would not have a significant impact on traffic volumes in comparison to existing levels.
84. The on-site construction impact will be mitigated through the off-site construction of battery container units and inverters. These will be delivered via HGVs in modules and craned into a pre- prepared position.
85. It is accepted that a temporary adverse impact could exist during the construction phase. This would be through additional HGV and Ordinary Goods Vehicle movements towards the site, and some general construction noise in the vicinity of the site. However, this is a temporary impact, and can be significantly mitigated through compliance with a detailed construction and environmental management plan. TfGM, the LHA and Environmental Health Officers have all confirmed that the construction phase can be made acceptable subject to the implementation of a robust CEMP. A condition is recommended that this CEMP is submitted and approved by the LPA (in consultation with Environmental Health Officers and the LHA) prior to the commencement of works on-site. Specifically, this will seek to strictly ensure that noise, dust and other potential nuisance impacts can be controlled appropriately to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway. This will also ensure compliance with policies L4 and L7 of the Core Strategy and the NPPF.

Fire Risk

86. The applicant confirms that lithium-ion batteries will be used within the development. It is stated that these are extremely safe with the technology well developed. Each system will be designed with both automatic fire detection and suppression systems. A condition can require details of this to be submitted to the LPA, and implemented, prior to first operation of the development.

Metrolink

87. TfGM have been consulted on the application and note that the development boundary is approximately 10m from the Metrolink Airport line, with the proposed equipment being sited circa 25m away. TfGM require assurances that there will be no Electro Magnetic Compatibility (EMC) impacts on the Metrolink system. In particular, an EMC Control Plan will be required, which must cover the following:

- Introduction
- Project Overview
- EMC Management and Organisation
- Legislation and Standards
- Management of EMC interfaces
- EMC Testing and Commissioning Arrangements
- Pre-construction testing
- Post-construction testing

88. Two conditions are recommended by TfGM in respect of EMC impacts. These are considered to be necessary in the interests of safeguarding Metrolink infrastructure. These can be attached to any grant of planning permission.

Ground Conditions

89. Environmental Health Officers have reviewed the proposed development site, including historical and environmental maps. No objection is raised in respect of contaminated land. The site is therefore considered to be appropriate for this development.

VERY SPECIAL CIRCUMSTANCES

Identified Harm

90. As set out in this report, the proposal constitutes inappropriate development in the Green Belt, which by definition is harmful to the Green Belt. Harm is also caused to the openness of the Green Belt and the proposal would conflict with a purpose for including land within the Green Belt – to prevent encroachment into the countryside. Substantial weight is attached to this harm.
91. A harmful visual impact upon the landscape would exist through the development of this parcel of grassed land. The loss of open views across the green paddocks from Fairy Lane would also be lost, albeit this would be partly compensated through the planting of a native species hedge.
92. The proposal would also have an adverse, temporary construction impact. Whilst this would be mitigated through the implementation of a robust CEMP, there would be increased construction vehicle movements within the site, and accessing the site from the M60 motorway causing a small increase in traffic and noise.
93. As set out in paragraph 148 of the NPPF, very special circumstances (VSC) will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Identified Need

94. The Government has set out ambitious targets to significantly and rapidly reduce greenhouse gasses. Recently the UK has set targets to cut emissions by 78% by 2035 (compared to 1990 levels). A 2022 report to Parliament (Progress in reducing emissions) published by the Climate Change Committee stated that tangible progress is lagging the policy ambition (targets). Nevertheless, increasing emphasis is being placed on renewables with electrification continuing to increase demand for electricity. This application argues that energy storage and flexibility is a key part of the drive towards 'clean' energy. This is not disputed. The applicant estimates, based on OFGEM figures for average UK household electricity use, that the proposed 99MW BESS could power in the region of 300,000 homes for one hour.
95. In 2018, the Government (and OFGEM) published 'Upgrading our Energy System' which seeks to enact the Governments' National Policy Statement for Energy (EN-1). This industry document seeks to encourage an enhanced frequency response which is a service required to help National Grid to balance the frequency fluctuations on the grid system and maintain a flow of electricity to meet demand at all times.
96. BESS will increase resilience of the UKs energy supply, in particular because it can store electricity at times of high supply and demand is low and then discharge the stored energy almost instantaneously, stabilising the grid during times of high demand. The innovation of smart technology such as BESS is identified within the 'Ten Point Plan for a Green Industrial Revolution' published by the Government in November 2020. As stated by the applicant, the site lies within an area that imports large amounts of electricity during peak demand which is also evidenced through an ENW review of Greater Manchester (Greater Manchester 2038 – A Decarbonisation Pathway). Through the use of renewable sources, this facility would improve the stability of local energy supply and reduce dependency on fossil fuels.
97. As encouraged in the NPPF at paragraph 58(a) and at policy L5.12, Officers recognise that whilst this is a modestly sized project (99.99MW), it would still make a valuable contribution to cutting greenhouse gas emissions, and supporting the production of renewable energy.
98. These ambitions are echoed at a local level with the Council declaring a Climate Emergency and having published a Climate Action Plan which seeks to achieve an average annual 13.4% reduction rate in emissions and achieve net zero (or near-zero carbon) by no later than 2041. The proposal would make a significant contribution in the movement towards clean energy and tackling climate change at both a regional and national level in line with ambitious national targets. This carries very significant weight in favour of the application.

Site Selection

99. The applicant has undertaken a sequential assessment to identify a site which is most suitable for this development. The criteria for which they, as a reserve power developer, generally assess sites is as follows:
- Areas of high energy demand and capacity;
 - Electrical capacity to export and import electricity without creating large voltage swings;
 - Proximity to electrical connections;
 - Practicality and viability of connections;
 - A willing landowner;
 - A preference for previously developed land or land sited close to adjoining industrial/energy type development;
 - Positioning with opportunities to utilise established screening from vegetation and surrounding infrastructure;
 - A preference for land outside the Green Belt, Areas of Outstanding Natural Beauty, Conservation Areas and other environmental designations.
100. Electricity North West (ENW) is the power operator for the North West of England that provides 17 Grid Supply Points (GSP). The applicant has stated that the only available GSP with available capacity were located in Carrington, Macclesfield, Stanah, Stalybridge and South Manchester (i.e. the Fairy Lane ENW Substation). Analysis of these GSPs is set out in the submitted Design and Access Statement. The South Manchester GSP (Fairy Lane) has been taken forward with 99.99MW available capacity. The other GSPs have been discounted predominantly due to a lack of feasible sites, or in the case of Carrington, significant reinforcements are required before the available headroom can be utilised as confirmed by ENW.
101. Within a 1km radius of the South Manchester GSP, it is recognised that there is no undeveloped/available land outside of the Green Belt. The site is also in close proximity to the electricity grid infrastructure. Boundary planting along Fairy Lane provides some screening of this site, which would be enhanced through this development, whilst additionally providing a net gain in biodiversity terms. The site is not in the vicinity of any designated or non-designated heritage assets, is within an area of low flood risk and the proposed use is in close proximity to other energy type developments including the Fairy Lane substation and BESS under construction behind Sawfield Nursery. The area would also be grouped within the limited urbanising features to this part of the Green Belt. The search area within the South Manchester GSP is illustrated below:



Figure 4: South Manchester GSP + 1km Search Area

102. It is clear that a site within the Green Belt would be required to accommodate the proposed development. Whether a previously developed site or sites (comprising built development) could accommodate the proposed development is uncertain. The applicant has not suggested that any such sites in this area are available and there is no evidence before Officers to contradict this. Nevertheless, it is evident that the immediate area of developed sites are within relatively small land parcels, unsuitable for the size of this development, with an increasing distance from the GSP.

Whether VSCs exist

103. Further to the above considerations, it is noted that the site would deliver a biodiversity net gain in excess of 10% in line with NPPF guidance. This net gain would ensure that the site offers ecological improvements through this development. The construction period would also offer some economic benefits through job creation, and a temporary increase in spending within the local area.

104. On balance, it is considered that the considerations in favour are of a very high magnitude given the benefits to energy provision infrastructure, and do clearly outweigh the harm through inappropriateness and the other harm identified,

including harm to the openness of the Green Belt and encroachment into the countryside. As such it is considered that the very special circumstances do exist. The Strategic Planning Team have been consulted on this proposal and concur with the findings of the applicant in that VSCs would apply to this development. There is not therefore considered to be any conflict with Core Strategy Policy L4 or Paragraph 148 of the NPPF.

SUMMARY AND PLANNING BALANCE

105. The proposed development would provide a battery energy storage facility (BESS) with a capacity of 99.9MW which could, in theory, power 300,000 homes for one hour. This would be achieved through the installation of 84 containerised battery units arranged in pairs. The site has been chosen for this development owing to its proximity to a Grid Supply Point (GSP) and suitability in terms of available capacity. The site is, however, located within the designated Green Belt.
106. The proposed development does not fall within one of the exceptions identified in paragraph 149 and 150 of the NPPF and is therefore, by definition, inappropriate development in the Green Belt and should not be approved except in very special circumstances (paragraph 147 of the NPPF). The proposal would also adversely affect the openness of the Green Belt and result in encroachment into the countryside – one of the five main purposes of the Green Belt. Substantial weight is attached to this Green Belt harm.
107. There would also be some harm from the development in respect of visual amenity owing to the development's physical appearance and its urbanising effect on the landscape; together with some temporary limited harm to residential amenity through some disturbance during the construction phase, and slightly increased traffic on the highway network.
108. There are, however, considerations in favour of the proposal of very significant weight. The proposal would significantly contribute to the local, regional and national effort to reduce reliance on fossil fuels, reduce greenhouse gas emissions, and tackle climate change. The development incorporates innovative technology to enable the wider, and efficient application of renewable energy. It would increase reliance on clean energy and help to stabilise renewable energy production. The UK government have set climate targets to reduce greenhouse gas emissions. This development would make a meaningful contribution to these aims. The ecological value of the site would also be greater as a result of this proposal, which could be secured via condition.
109. It is considered that the above benefits in combination do clearly outweigh the harm associated with this development, very special circumstances exist, and the scheme is therefore considered to comply with the development plan as a whole.

Subject to appropriately worded conditions, it is recommended that planning permission be granted.

RECOMMENDATION:

Approve subject to 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:

STOR149_SLP (rev.12) - Proposed Site Plan
STOR149_ELEV010 (rev.10) - Proposed Elevations

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 external facing materials shall take place until samples and / or full specification of materials to be used externally on the buildings and battery containers 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. For the avoidance of doubt, the perimeter fencing, switch room / control building, and welfare units shall be coloured moss green (RAL 6005).

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 shall take place until details of existing and finished site levels relative to previously agreed off-site datum points have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

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

5. No development shall take place, including any works of site clearance and/or demolition, until such time as a Construction Method Statement (CMS) has been

submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. a construction phase plan, to include site clearance;
- ii. site access and vehicle tracking ;
- iii. confirmation of previously forecast vehicle trip numbers for the site clearance and construction phases of the works (i.e., maximum 20 no. HGV/OGV trips per day during site clearance reducing to maximum 10 no. HGV/OGV trips per day during the construction phase of the works);
- iv. the parking arrangements for site operative and visitor vehicles ;
- v. deliveries to site and loading and unloading of plant and materials including times of access/egress;
- vi. No HDV, or HGV vehicle trips associated with the proposed development shall take place during school drop off and pick up hours (Monday to Friday: 07.30 - 09.30, and 15.00 - 16.00);
- vii. storage of plant and materials used in constructing the development;
- viii. the erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate);
- ix. wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
- x. measures to control the emission of dust and dirt;
- xi. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials
- xii. a scheme for recycling/disposing of waste resulting from demolition and construction works, including the prohibition of fires on-site;
- xiii. measures to prevent disturbance to adjacent dwellings from noise and vibration;
- xiv. information to be made available for members of the public;
- xv. days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
- xvi. contact details of the site manager/primary contact including a nuisance complaints procedure.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No development shall take place until full details of a system for fire detection and suppression including the management of contaminated water has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The system shall be based on the principles set out in the letter from Enzygo (Reference SHF.3048.003.HY.LT.001.A, dated 3rd March 2023). The approved system shall be implemented in full prior to first operation of the development and shall be

retained thereafter in complete working order. The submitted details shall include the following:

- evidence of discussions with the fire service to confirm the expected volume and nature of contaminated water which would need to be managed in the event of a fire on site;
- evidence of how the surface water drainage system will be isolated in the event of a fire or leak;
- further details of the nature of any contaminants which could be present from a failure and leak from the batteries and/or transformer on site;
- evidence that a plan is in place to remove and safely dispose of any contaminated water stored on site in the event of an incident.

Reason: In the interests of public safety, security, and to protect the surrounding natural environment having regard to policies L5, and L7 of the Core Strategy and the National Planning Policy Framework.

7. No development shall take place until a foul water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved and completed prior to the development being brought into use.

Reason: To ensure that the proposed non-mains drainage system does not harm groundwater resources having regard to policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

8. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be made operational until full details of both hard and soft landscaping works, including any boundary treatments, have been submitted to and approved in writing by the Local Planning Authority. The soft landscaping works shall, as a minimum, incorporate the proposed mix, location and density of planting provision as set out on Drawing No. CE-ST-2121-ADW02 - FINAL Rev.A), the creation of a planted bund (no less than 2m in height) along the length of the eastern site boundary and provide for a 1m wide landscaping strip to the western site boundary. The submitted 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 approved shall not be occupied until a schedule of landscape maintenance for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

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

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 external lighting shall be installed 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 to prevent any habitat disturbance having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework

12. 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.

13. The development hereby approved shall be carried out in strict accordance with the Enhancement and Monitoring measures set out in Table 4 of the submitted Ecological Impact Assessment (Ref. SHF.3048.003.EC.R.001), dated 20th October 2022.

Reason: In the interests of safeguarding protected species and to secure biodiversity enhancement on-site having regard to Policies R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

14. The development hereby approved shall be operated such that the noise levels from the facility do not exceed measured ambient LAeq,T levels at Noise Sensitive Receptors, as set out in the submitted Noise impact Assessment (dated 13th October 2022).

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

15. The development hereby approved shall not be made operational unless the acoustic barrier, as set out in section 5.1.4 of the submitted Noise impact Assessment (dated 13th October 2022), and as indicated on Drawing No. STOR149_SLP (rev.10) has been erected in full. Details of the exact siting of this barrier shall be submitted to and approved in writing by the Local Planning Authority prior to its erection, and shall be sited behind any approved planted bund. The approved barrier shall remain in place for the lifetime of the development.

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

16. The development hereby approved shall be carried out in strict accordance with the approved Flood Risk Assessment & Surface Water Drainage Strategy (January 2023 / Ref: SHF.3048.003.HY.R.001.B / Enzygo environmental consultants) and the following mitigation measures detailed within the Statement:

- Provision of an infiltration drainage system in accordance with Dwg No: SHF.3048.003-ENZ-XX-DR-D-0001 Rev. P03.

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

17. The development shall not be first energised until an EMC Control Plan (to demonstrate compliance of the development with EMC Directive 2014/30/EU and SI No.2016/1091 (or any other statutory EU or UK mechanism amending, replacing or superseding those provisions)) has been submitted to, and approved in writing by the Local Planning Authority (in consultation with Transport for Greater Manchester or its successor body). The EMC Control Plan shall be implemented in full on site prior to energisation of the development and maintained thereafter in accordance with the approved details.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to Policy L4 of the Trafford Core Strategy and the National Planning Policy Framework.

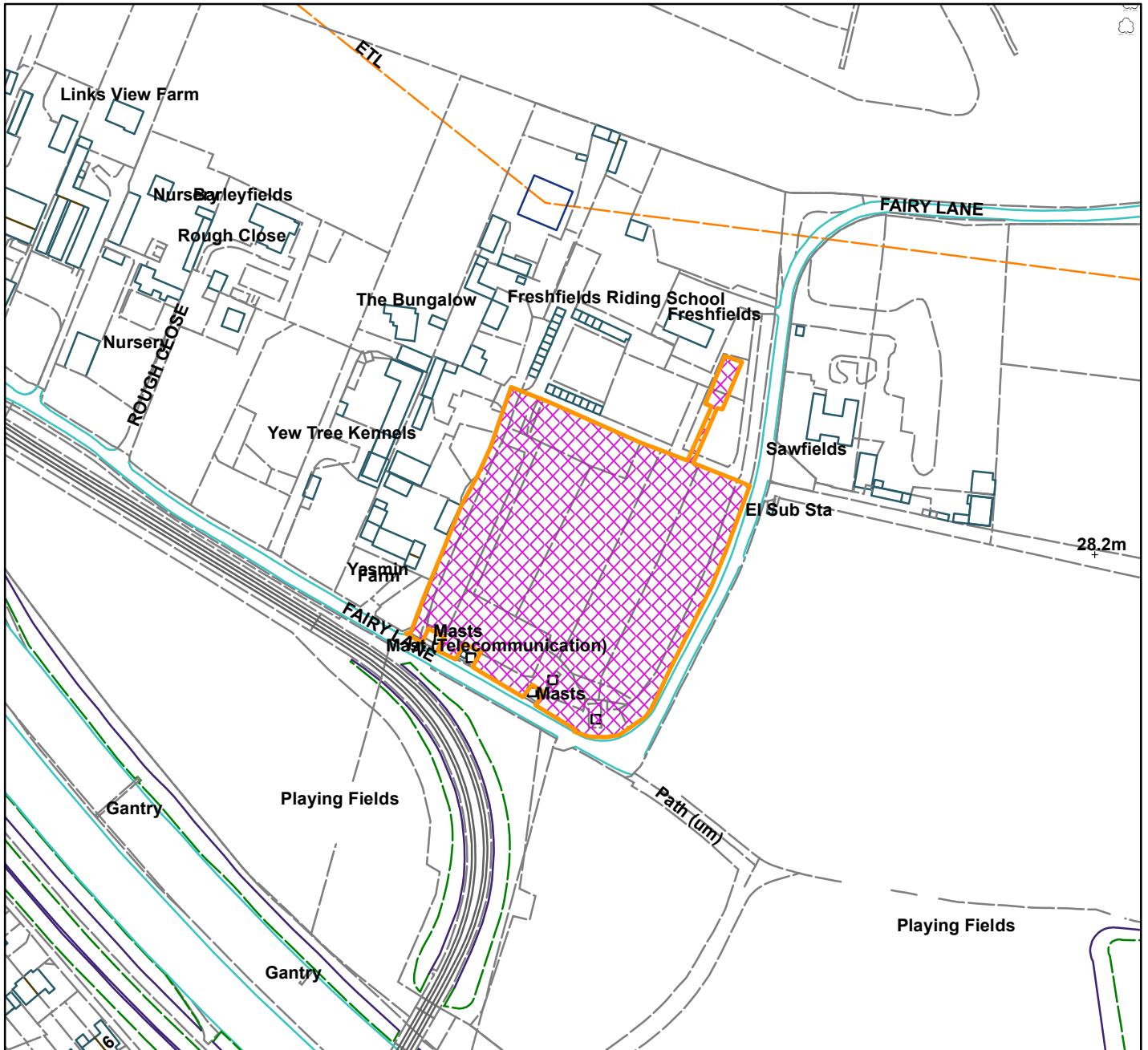
18. Prior to installation of any new equipment or component having technical specifications that exceed the maximum manufacturer specified Electro Magnetic (EMC) Interference values not already detailed in the approved EMC Control Plan or any equipment in addition to that detailed in the approved EMC Control Plan - a revised EMC Control Plan (to demonstrate compliance of the equipment with EMC Directive 2014/30/EU and SI No.2016/1091 (or any other statutory EU or UK mechanism revoking, replacing or superseding those provisions)) shall be submitted to, and approved in writing by the Local Planning Authority (in consultation with Transport for Greater Manchester or its successor body). The revised EMC Control Plan shall then be implemented in full on site immediately following the installation of the new and/or additional equipment and before the equipment is re-energised, and maintained in accordance with the approved details.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to Policy L4 of the Trafford Core Strategy and the National Planning Policy Framework.

RCR



Land At Freshfields, Fairy Lane, Sale M33 2JU



Scale: 1:2,500

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	21/02/2023
MSA Number	100023172 (2022)

WARD: Hale Central

109856/HHA/22

DEPARTURE: NO

Creation of new private way, and erection of fencing, gates and associated landscaping.

299 Ashley Road, Hale Barns, WA14 3NH

APPLICANT: Calderpeel Architects

AGENT: Eden Planning & Development Ltd

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

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

SITE

The application site relates to a large, recently constructed residential property, set back from Ashley Road, within spacious grounds.

The majority of the site is within the Green Belt with only a small northern section of the site, partially where the house is sited, outside of the Green Belt. Part of the site also sits within a designated Wildlife Corridor and an Area for the Protection of Landscape Character. The southernmost part of the site is located within the River Valley Floodplain with land levels dropping to the river valley.

There is an existing access track running from Ashley Road, along the northern edge of the site which provides access to the properties of 295 and 297 Ashley Road as well as the application property of 299. The track is within the ownership of the applicant, however the other properties have a right of access along this track.

The proposed works relate to the southern part of the property curtilage, an area of grassland formerly a paddock. The site is currently accessed via a single lane shared track from Ashley Road.

PROPOSAL

The application proposes the construction of a new private way and erection of fencing, gates and associated landscaping.

During the construction of the property on site, a track was installed for construction traffic. This track was conditioned to be removed following completion of the development. This application is for a permanent, farm-track style access, following the line of the existing construction track.

The proposed track would be narrower than the construction track (reducing from 5.2m wide to 4.9m) and would have a central grass verge planted and no kerbs/edging. The new track would be constructed using a geotextile base layer and crushed aggregate, with the central section being grassed over. It is proposed to utilise the existing excess soil currently on site where possible. It is proposed to reinstate the land levels to pre-construction levels, with the removal of the mound of excavated material to the side of the track. The existing and proposed materials are permeable.

The track would become the main access for 299 Ashley Road with the existing shared drive being retained for use by the adjacent properties.

The section between the Ashley Road entrance and the entrance to the proposed track, would be covered with the same grass-crete construct as the shared access.

It proposed to replace the existing cattle grid at the Ashley Road entrance with a continuation of the existing cobbled sets.

In addition it is proposed to erect a small section of new 1.2m high timber fencing to the south of the Ashley Road entrance up to the proposed track entrance, and the addition of a section of 1.1m high Cheshire estate railings adjoining the timber fence, running at a right angle, across the entrance of the proposed track. Vehicle access gates are proposed across the proposed track entrance, again in the Cheshire estate railing style, to match the existing railings.

At the eastern end of the existing track a new section of estate railing fencing is proposed to block off the existing access to number 299 (again, shown on the submitted landscaping plan). This small section of fencing and new vehicle gates at the eastern end of the existing track would be Cheshire estate railings, metal vehicle access gates painted black to match the existing estate railings, measuring 1.1m high. Examples of the railings and fencing can be found on the supporting document "Boundary Treatments and Garden Structures" originally submitted with application 101479/CND/20 and uploaded with the current application for information.

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.

NATIONAL DESIGN GUIDE

The DLUHC published the National Design Guide in October 2019. This will be referred to as appropriate in the report.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

Policy L7 – DESIGN

Policy R4 - GREEN BELT, COUNTRYSIDE AND OTHER PROTECTED OPEN LAND

Policy R2 – NATURAL ENVIRONMENT

PROPOSALS MAP NOTATION

Green Belt

Wildlife Corridor

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

UDP Policy ENV17

PLACES FOR EVERYONE (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK 2020)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan and the hearings began in November 2022 and are timetabled to continue until at least March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DLUHC published the latest version of the National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DLUHC published the National Planning Practice Guidance on 6 March 2014, and was last updated on 25th August 2022. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

109038/FUL/22 - 299 Ashley Road, Hale - Engineering works for creation of new private way. - Withdrawn

109028/NMA/22 - 299 Ashley Road, Hale - Application for non-material amendment to planning permission 102088/VAR/20 to make modest changes to the landscaping within the southern field to include repositioning of the existing field gate, removal and repositioning of estate fencing, reintroduction of timber fencing to shared access onto Ashley Road, introduction of a new gate along private access, replacement of existing cattle grid with cobbles and introduction of cobble stone set at main gates.
Withdrawn

107793/NMA/22 - 299 Ashley Road, Hale - Application for non-material amendment to planning permission 102088/VAR/20 to alter the wording of Condition 9 to extend the requirement to permanently close and reinstate the temporary access road to 6 months after occupation rather than prior to occupation. Approved with Conditions 9 May 2022.

107345/HHA/22 - 299 Ashley Road, Hale - Erection of a detached open sided carport with integrated green wall to the rear (part retrospective application) - Approved with Conditions
18 May 2022

106614/CND/21 - 299 Ashley Road, Hale - Application for approval of details reserved by conditions of grant of planning permission 102088/VAR/20. Condition number 5 - (Landscape full details), Condition 10 - (Landscape and Ecological Management Plan).

105651/NMA/21 - 299 Ashley Road, Hale - Application for non material amendment to 102088/VAR/20 for minor amendments to northern courtyard. Approved with Conditions 18 January 2022

106062/NMA/21 - 299 Ashley Road, Hale - Application for non material amendment to 102088/VAR/20 to minor amendment to the north elevation materials. Approved with Conditions 30 November 2021

102088/VAR/20 - 299 Ashley Road, Hale - Application for variation of condition 2 (amended plans) and 9 (levels) of planning permission 97561/FUL/19 (Erection of dwelling class C3) with basement parking and access and landscaping works following demolition of existing dwelling/annex/outbuildings. Provision of Construction Access Route). To allow for amendments to landscaping, site levels, minor alterations to the replacement dwelling including front door design to the west elevation and overhang to the east elevation. Approved with Conditions 6 May 2021

101479/CND/20 - 299 Ashley Road, Hale -Application for approval of details reserved by conditions of grant of planning permission 97561/FUL/19. Condition numbers: 4 (materials) and 5 (details). Full discharge of conditions 22 October 2020

101478/NMA/20 - 299 Ashley Road, Hale - Application for non material amendment to 97561/FUL/19 for landscaping, levelling and associated engineering works. Application Withdrawn 15 September 2020

100375/NMA/20 - 299 Ashley Road, Hale - Application for non-material amendment to planning permission 97561/FUL/19 for elevation and minor site changes including: repositioning of windows, a new door, new rooflights, reduction in footprint and increase of the driveway. Approved with Conditions 11 June 2020

98943/CND/19 -299 Ashley Road, Hale - Application for approval of details reserved by conditions of grant of planning permission. Condition number 97561/FUL/19 - 9 (Levels - Topographical Survey, Landscaping Plan). Full discharge of conditions 5 November 2019

97561/FUL/19 - 299 Ashley Road, Hale - Erection of dwelling (class C3) with basement parking and access and landscaping works following demolition of existing dwelling/ annex/ outbuildings. Provision of Construction Access Route. - Approved with Conditions 16 July 2019

96278/CPL/18 – Beechfields, Ashley Road, Hale Barns - Certificate of proposed lawful development for single storey side/rear extension to the dwelling including rendering and erection of leisure and garage buildings within the grounds. Approved 11 February 2019

H/48731 - (Amendment to planning permission H/46972) - Land South Of 295, 297 & 299 Ashley Road, Hale - Construction of a new access road, with a new access to Ashley Road; closure of existing access to Ashley Road. (amendment to planning permission H/468972). - Approved with Conditions 7 March 2000

H46972 - 295, 297 & 299 Ashley Road - And Land To The South – Hale - CONSTRUCTION OF A NEW ACCESS ROAD WITH A NEW ACCESS TO ASHLEY ROAD TO SERVE NOS; 295, 297 & 299 ASHLEY ROAD; CLOSURE OF EXISTING ACCES TO ASHLEY ROAD - Approved with Conditions 8 April 1999

APPLICANT'S SUBMISSION

Planning / Design and Access Statement

CONSULTATIONS

Highways - No objection

Tree Officer – No objection to the proposal subject to tree protection conditions. Generally in support of reduction of traffic across the root protection areas of veteran trees.

GMEU – awaiting comments

REPRESENTATIONS

10no. objections have been received from local residents on the following grounds:

- Path is unnecessary – there is already an access track to the property
- The proposed track would damage the appearance of the landscape / would encroach on the green belt / countryside and have a negative impact on views / openness.
- Concerns that the simple farm track style road proposed may, over time, be developed into a more substantial / prominent track more in keeping with the style of the house.
- Application could set a dangerous precedent for other such applications in the future
- The driveway would have no benefit to the locality
- Proposed track could have a negative impact on highway safety
- Insufficient information has been submitted on the proposal
- The application should not be submitted as a householder application as it is considered the land is not within the residential curtilage.
- The proposal would have no benefit for the mature veteran trees

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. It remains broadly compliant with much of the policy in the 2021 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. Policies relating to Green Belt, as well as those relating to the proposal's design and amenity impacts are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11

5. The proposed works are located within Green Belt. The NPPF, paragraph 137 - 138 states:

“137. The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

138. Green Belt serves 5 purposes:

- a. to check the unrestricted sprawl of large built-up areas;*
- b. to prevent neighbouring towns merging into one another;*
- c. to assist in safeguarding the countryside from encroachment;*
- d. to preserve the setting and special character of historic towns; and*
- e. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*

6. Paragraph 147 – 148 of the NPPF states that:

“147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

148. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”

7. Paragraph 149 and 150 then set out the types of development which would be inappropriate and those which would likely not be inappropriate. Paragraph 149 refers to the construction of new buildings within the greenbelt along with a list of exceptions. As the proposal does not include any buildings, Paragraph 150 is of relevance which states:

“Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.”

8. This includes “engineering operations”, which it is considered the access track falls under.
9. The acceptability of the principle of the development therefore depends on whether it would preserve the openness of the Green Belt and whether it would conflict with the purposes of including land within it.

10. The proposed track, replacement fencing and new gates would be used for access to and from the residential property only. The proposed track would be level and constructed using a geotextile base layer and crushed aggregate or similar. The excess soil currently on site will be used where possible and the grass verge implemented with any soil left over being removed. The existing and proposed materials are wholly permeable. The level track and central grass verge and would give the appearance of a rural farm track. The level track and the 1.1m high fencing and gates would only be visible from limited vantage points and are not considered to in any way dominate the landscape. The fencing and track are of a type typically found in a rural area / paddock and would not appear out of keeping with the rural feel of the southern part of the house's curtilage.
11. In summary, it is considered that the track would not impact on the openness of the Green Belt as it would be sited at existing ground level and would include a central grass strip. The installation of the new sections of fencing would be of limited height and length and would retain visibility through and as such would have no impact on the openness of the Green Belt either. Neither the track nor fencing conflict with any of the 5 purposes of the green belt listed above either.
12. The proposal can be considered an appropriate form of development in Green Belt. It remains to assess the impact of the proposal in terms of its design, including impact on visual and residential amenity and on ecology and highway safety.

IMPACT ON DESIGN AND APPEARANCE

13. The promotion of high standards of design is a central narrative within the NPPF, and with this message strengthened and reinforced in the July 2021 update. The overarching social objective, which is one of three objectives critical to the achievement of sustainable development, is reliant upon the planning system fostering a well-designed, beautiful and safe built environment, according to paragraph 8. It continues at paragraph 126 that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 134 urges local planning authorities to refuse development that is not well-designed, especially where it fails to reflect any local design policies and government guidance on design. Paragraph 134 continues – significant weight should be given to development which has taken into account local and national design guidance, and/or to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design in an area (provided that they fit in with the overall form and layout of their surroundings).
14. The publication of the National Design Guide (NDG) in October 2019 emphasises the Government's commitment to achieving high quality places and buildings. The document outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics. These are identified as:

context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources, and lifespan. These characteristics can be applied to proposals of all sizes, the document sets out, including new buildings, infill developments, major proposals and larger scale developments such as urban extensions. In a well-designed place an integrated design process would bring the ten characteristics together to create an overall character of place.

15. The Core Strategy also attaches importance to the design and quality of the Borough's built environment. The text supporting Policy L7 (Design) advises that high quality design is a key factor in improving the quality of places and in delivering environmentally sustainable developments. Design solutions must: be appropriate to their context; and enhance the street scene by appropriately addressing scale, density, height, massing, layout, elevational treatment, materials, hard and soft landscaping, and boundary treatments
16. SPD 4 includes guidance on the design of boundary treatments and fencing within residential curtilages in section 3 stating:
'3.12.4. The type, height, length, design and siting of a boundary treatment are all important considerations as to whether it would be acceptable. Good quality characteristic materials help to reinforce local character, particularly in areas of historic interest with distinctive qualities.'
17. The proposed track would be level and constructed of sustainable, permeable materials with a central grass verge, to blend into the landscape. It is considered the farm-track style appearance would be in keeping with the rural, open character of the southern part of the property's curtilage and would not impact on the openness of the site or views across the area and is considered appropriate in the site context.
18. With regard to the proposed alterations to the fencing and the addition of 2 new gates; a 1.2 metre high timber fencing is proposed at the Ashley Road entrance where the timber fencing was removed before construction took place (as shown on landscaping plan M3028-PA-11-V1. A small section of Cheshire estate railings are proposed to be added from the entrance and timber fence, leading into the site to the entrance of the proposed track and estate railing gates are proposed across the track entrance. The rest of the estate railings (1.1m high) are to be retained and a small section of additional estate railing fencing and gate added at the eastern end of the existing access track, which would block off access to 299 Ashley Road.
19. The proposed new timber and estate railing gates and fencing are considered to replicate the existing / previous fencing on site and remain in keeping with the rural character of the area. At a maximum of 1.2m high, the fencing / gates are high enough to prevent unauthorised vehicle access, but low enough to appear as any paddock / farmland fencing and so as not to appear incongruous.

20. It is considered that the addition of these minor structures would be in keeping with the character of the countryside setting and would have no impact detrimental impact on views or on the openness of the Green Belt or on the character of the property curtilage.
21. Finally with regard to the replacement of the cattle grid with cobbles, while the cattle grid provides an indication of the past use of the site as a paddock, it is no longer required and due to the maintenance requirements and safety issues sited in the Planning Statement, it is considered that its replacement with cobbled sets as a continuation of those at the site entrance would be appropriate and remain in keeping with the character of the site.
22. Overall, it is considered that the design and materials of the proposal are considered to be in keeping with the open rural character of the property curtilage and are appropriate in the site context and would have no detrimental impact on visual amenity, in line with Core Strategy Policy L7, SPD 4 guidance, the National Design Code and the NPPF.

RESIDENTIAL AMENITY

23. The proposed track and fencing alterations would have no impact on the light, outlook or privacy of the closest residential properties.
24. During the construction of the application property, a track was installed for construction traffic, to allow construction traffic ample access while limiting disturbance to neighbouring properties and avoiding damage to the mature / veteran trees along the northern boundary of the site. The proposal would utilise the line of this track as the main access for number 299 Ashley Road. This would reduce vehicle and pedestrian use of the track and in turn should reduce any levels of noise and disturbance caused by comings and goings to no. 299, to the closest residential properties of 295 and 297 Ashley Road.
25. Overall, the proposal is considered to be acceptable in terms of its impact on residential amenity in line with policy L7.

TREES

26. There are several mature and veteran trees running along the existing access track. The proposal would result in the reduction in the use of the existing track and with the closing off of the eastern end of the access track would prevent vehicle access across a large part of the root protection areas of two of the three veteran trees (T1 and T2 as indicated on the submitted tree survey).
27. It is considered therefore that the proposals would overall have a positive impact on trees through the reduction of impact on / disturbance to the root protection areas of mature and veteran trees identified.

28. The tree officer requires that a condition is added to ensure that the installation of the fencing close to the veteran trees at the eastern end of the existing track, is carried out in line with the submitted Tree Method Statement, to ensure no damage to the trees' root protection areas.

HIGHWAYS AND PARKING

29. The proposed development would not result in any change to the site access from Ashley Road or to parking provision. Highways have no objection to the proposal on the grounds of highway safety or parking provision and as such the proposal is considered acceptable in this respect.

DEVELOPER CONTRIBUTIONS

30. The proposal does not include the creation of any new buildings / floorspace and as such is not liable for CIL charging.

PLANNING BALANCE AND CONCLUSION

31. It considered that the proposed access track would constitute a minor engineering operation and the fencing would have no harmful impact on the openness of the Green Belt and would not impact on any of the 5 purposes of the Green Belt in line with NPPF policy (paragraphs 149-150) and as such is, in principle, acceptable development within the Green Belt.
32. Furthermore the proposed track retains a rural character, in keeping with the context of the site and the open countryside feel of the southern part of the property curtilage. The additional fencing / gates and new section of estate railings are also considered in keeping with the character of the site. As such the proposal is in line with relevant design policy Core Strategy L7, SPD4, National Design Code and the NPPF.
33. The proposal is also considered acceptable with regard to its impact on residential amenity, having no impact on the light, outlook or privacy of neighbouring properties in line with Policy L7 and SPD4. Indeed it is considered that relocating the main access for 299 Ashley Road away from the nearest residential properties would reduce comings and goings close to these properties resulting in less disturbance generally.
34. The proposal is also considered acceptable in terms of its impacts on highway and pedestrian safety and with regard to the impact on trees on site.
35. On balance, the proposal is therefore considered acceptable and in line with Core Strategy Policy L7, SPD 4 guidance and the NPPF and as there is no reason for refusing the development under NPPF paragraph 11 d i), the application should be approved 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:
 - Landscape Masterplan Ref. M3028-PA-02-V9 received 21st February 2023
 - Enlarged section of proposed Landscape Masterplan showing details of proposed track and fence changes – ref. M3028-PA-11-V1 received 21st February 2023
 - Proposed site plan 17237 (PL) 038 R received 13th December 2022
 - Proposed track cross section 17237 (PL) 400 * Received 13th December 2022

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 / or full specification of materials to be used in the construction of the proposed track and in all the new sections of fencing and gates proposed 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.

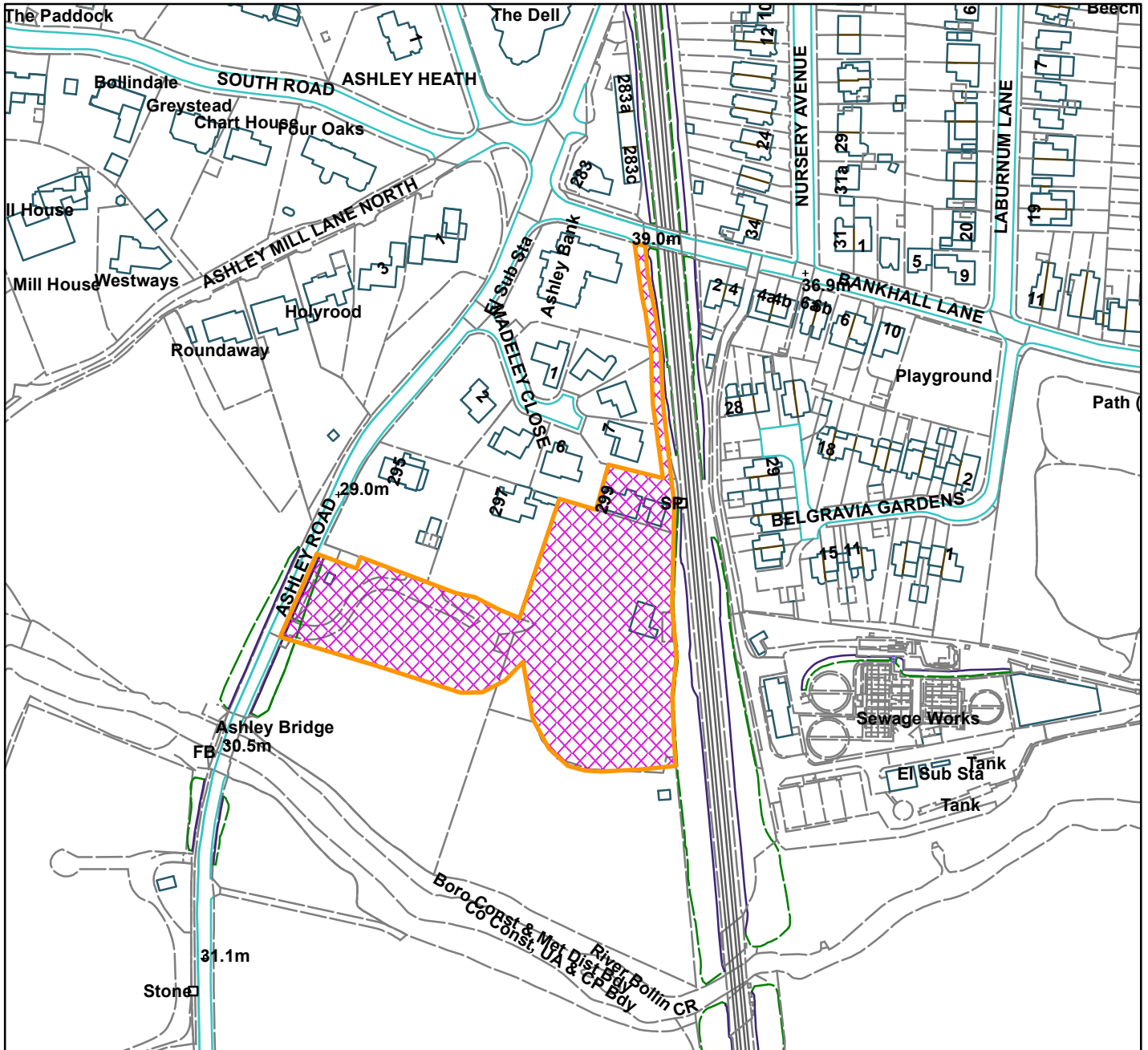
4. The development, including the installation of the fencing and gate at the eastern end of the existing access track, close to the veteran trees T1 and T2, shall be carried out in line with the Arboricultural Method Statement for Fence & Gate Installation Doc. Ref: TRE/BF/Rev A and corresponding plan ref: BH/MS/01, received 22nd February 2023.

Reason: To secure, the protection of the root systems of the veteran trees T1 and T2 as shown on the plan ref: BH/MS/01, received 22nd February 2023, having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

JM



299 Ashley Road, Hale Barns WA14 3NH



Scale: 1:2,500

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	21/02/2023
MSA Number	100023172 (2022)

WARD: Altrincham

110068/VAR/23

DEPARTURE: No

Application for variation of conditions 2 (approved plans) and 5 (use classes) of planning permission 106198/FUL/21 (Application for the refurbishment and remodelling of the former Rackhams and Bentleys buildings to create offices, retail/food and beverage/leisure floorspace. Works to include two storey upwards extension and creation of external terraces, selective demolition including bridge links to Sunningdale and Kingfisher buildings, associated plant and infrastructure, landscaping and works to public realm and access) To allow for use of lower ground floor unit as a bowling alley with ancillary uses comprising a bar, restaurant, amusement centre and any other leisure or entertainment uses within Use Class E(d) including but not limited to pool, arcade games and mini golf (sui generis use) and various internal layout and elevational alterations including facade reconstruction.

2 George Street, Altrincham, WA14 1SG

APPLICANT: Trafford Bruntwood (Stamford Quarter) LLP

AGENT: Avison Young

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee as the Council has a financial interest in the site and is joint applicant, together with Bruntwood as joint venture partner.

EXECUTIVE SUMMARY

The application relates to the site of the former Rackhams Department Store and Bentleys Fish and Chip Shop at the junction of George Street, Stamford New Road and Stamford Way, within the Stamford Quarter Shopping Centre in Altrincham.

The site lies within the setting of three Conservation Areas - George Street, to the southwest, Stamford New Road, to the east and Old Market Place to the northwest. The site also lies within the setting of a number of Grade II listed buildings.

The application seeks to make various amendments to the internal layout and elevations as approved under 106198/FUL/21 in January 2022 and also to expand the permitted uses to include a bowling alley with ancillary uses.

The development proposed is considered to result in less than substantial harm (minor harm) to the significance of Stamford New Road Conservation Area and Stamford House, the Clock Tower on Station Forecourt and Station Hotel/42 Stamford New Road (all Grade II listed buildings) and negligible harm to the setting of Old Market Place Conservation Area and 2-8 Kingsway (also Grade II listed). The level of harm identified is unchanged from the original planning permission and again it is considered that the public benefits of the scheme would outweigh the harm identified. As such, the proposed development would comply with the heritage policies of the NPPF and Policies L7 and R1 of the Core Strategy. In terms of paragraph 11 d) i), there would therefore be no clear reason for refusal of permission.

Consideration is given in this report to the impact of the changes on the town centre, design and heritage assets, amenity, highways and parking, landscaping and ecology and other relevant matters.

The proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning condition, and the proposal complies with the development plan and guidance in the NPPF in relation to these matters.

When taking into account the overall basket of policies, it is considered that the scheme complies with the development plan as a whole. When a straightforward balancing exercise of the benefits and harms of the proposals is undertaken, the benefits of the scheme significantly outweigh any harm which would arise. The application is therefore recommended for approval, subject to appropriate conditions.

SITE

The application relates to a site in Altrincham Town Centre comprising a large 1970s commercial unit over three floors above ground level on Stamford New Road, with roof top car parking. The existing development on the site comprises two buildings. The larger building was formerly occupied by the Rackhams department store but has now been vacant for approximately three years. The smaller of the two buildings is the former Bentleys Fish and Chip Shop at the eastern corner of the site. Whilst they are physically attached, these two buildings have historically operated independently of each other and the floor levels of the buildings do not align with each other. The site is approximately 0.6 ha in area and includes areas of adjacent public realm.

The lower ground floor is accessed from Stamford New Road to the southeast, the ground floor from George Street / Stamford Square to the southwest reflecting the changing levels across the site. Stamford Way runs along the north-eastern extent of the building and is currently used as a service road. At the north-western end the building is attached to existing commercial units fronting Stamford Square.

The site forms part of the Stamford Quarter Shopping Centre and is in a prominent location on one of the main transport routes through the town centre and opposite Altrincham Interchange.

While not within a Conservation Area itself, the site lies within the setting of three Conservation Areas - George Street, to the southwest, Stamford New Road, to the east and Old Market Place to the northwest. The site also lies within the setting of a number of Grade II listed buildings; 2-8 Kingsway, the Clock Tower on Station Forecourt, Station Hotel / 42 Stamford New Road and Stamford House.

Construction work is underway at the site pursuant to planning permission 106198/FUL/21.

PROPOSAL

Planning permission 106198/FUL/21 was granted by the Planning and Development Management Committee in January 2022 for the refurbishment and remodelling of the former Rackhams and Bentleys buildings to create offices, retail/food and beverage/leisure floorspace. The works included a two storey upwards extension and creation of external terraces, selective demolition including bridge links to Sunningdale and Kingfisher buildings, associated plant and infrastructure, landscaping and works to public realm and access

The applicant is now applying to vary the approved plans (under condition 2 of the previous approval) and also the use classes permitted within the development as set out under condition 5, to include use of a unit at lower ground floor level as a bowling alley with ancillary uses comprising a bar, restaurant, amusement centre and any other leisure or entertainment uses within Use Class E(d) including but not limited to pool, arcade games and mini golf (sui generis use) in. The main design changes are as set out below and this is elaborated on with accompanying images, under the 'Design' section of the report.

- Facade reconstruction using a blend of reclaimed and new brick
- Revised external plant enclosure and equipment dimensions at roof level
- Reduction in shower and cycle storage (following the removal of the proposed Kingfisher and Sunningdale redevelopment area provision)
- Introduction of louvre band to curtain-walling within living wall
- Adjustment to brick piers to George Street elevation
- Adjustment of retail frontage at ground floor to George Street to reflect revised tenant splits and exchange fixed curtain walling for bi-fold doors to retail unit on George Street at lower ground floor.
- Exchange bi-fold doors and associated balustrades for fixed curtain walling to retail unit on Stamford New Road at lower ground floor. Revised door configuration to main entrance to align fire escape strategy from main entrance
- Exchange bi-fold doors and associated balustrades for fixed curtain walling to multifunctional space on Stamford Way at lower ground floor. Omission of curtain walling section to multifunctional space

- New incoming HV room (including louvred door) added to area of former beer drop and ventilation louvres added to rear of ground floor unit adjacent to loading platform on Stamford Way

Use Class

Planning permission 106198/FUL/21 permitted the following uses within the development:

- Class E(a) (shops),
- Class E(b) (restaurants and cafes),
- Class E(c) (financial and professional) and
- Class E(g)(i) 'Offices to carry out any operational or administrative functions'

This application seeks to expand the use of a lower ground floor unit of the approved development, previously identified for a 'Food & Beverage' use, to allow for use as a bowling alley with ancillary features (Use Class E(d)/ Sui Generis). The expansion of the use class is therefore sought to allow for flexibility of use as the marketing for the development has seen interest in the unit for the provision of a boutique bowling alley with ancillary uses.

The total floorspace of the proposed development would be approximately **8719 m2** as per the floorspace figure for GIA for 106198/FUL/21.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Altrincham Town Centre Neighbourhood Business Plan** (ANBP), adopted 29 November 2017. The plan includes a number of policies, a town centre boundary, primary shopping frontages, mixed use areas and 6 allocations.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

W1 – Economy

W2 – Town Centre and Retail

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

Town and District Shopping Centre
Main Office Development Areas

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

S6 – Development in Altrincham Town Centre

Supplementary Planning Documents

Revised SPD1: Planning Obligations (2014)
SPD3 – Parking Standards and Design (2012)
SPD5.1 - George Street Conservation Area Appraisal (2014)
SPD5.1a - George Street Conservation Area Management Plan (2016)
SPD5.3 Old Market Place Conservation Area Appraisal (2014)
SPD5.3a Old Market Place Conservation Area Management Plan (2016)
SPD5.4 Stamford New Road Conservation Area Appraisal (2014)
SPD5.4a Stamford New Road Conservation Area Management Plan (2016)
Draft Trafford Design Guide

Other Relevant Legislation

Planning (Listed Buildings and Conservation Areas) Act 1990

PLACES FOR EVERYONE

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan and the hearings began in November 2022 and are timetabled to continue until at least March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DLUHC published the latest version of the National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DLUHC published the National Planning Practice Guidance on 6 March 2014, and was last updated on 25th August 2022. 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 and will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

There have been a number of applications relating to the site. Selective records are listed below.

110256/CND/23 – Application for approval of details reserved by conditions of grant of planning permission 106198/FUL/21. Condition numbers: 9 (Travel Plan), 16 (Waste Management) and 17 (Energy Efficiency) – Under consideration

109600/CND/22 - Application for approval of details reserved by conditions of grant of planning permission 106198/FUL/21. Condition number: 3 (Materials) - Under consideration

109448/CND/22 – Application for approval of details reserved by conditions of grant of planning permission 106198/FUL/21. Condition numbers: 10 (relocation of spaces), 12 (CEMP) and 14 (Biodiversity) – Full Discharge of Conditions February 2023

108310/NMA/22 - Application for a non-material amendment to planning permission 106198/FUL/21 to amend the wording of Condition 3 to allow for a staggered approach for the submission of materials and samples over the course of the construction programme in line with an agreed schedule submitted upfront – Approved July 2022

106198/FUL/21 - Application for the refurbishment and remodelling of the former Rackhams and Bentleys buildings to create offices, retail/food and beverage/leisure floorspace. Works to include two storey upwards extension and creation of external terraces, selective demolition including bridge links to Sunningdale and Kingfisher buildings, associated plant and infrastructure, landscaping and works to public realm and access – Approved Jan 2022

97241/FUL/19 – Application for alterations and 4-6 storey extensions to existing building to create a mixed use development comprising; flexible retail/commercial to lower ground and ground floor levels (Use Classes A1, A2, A3, A4), offices to first floor (Use Class B1),

61 no. dwellings across floors two - seven, associated car parking and communal gardens and alterations to public realm - Withdrawn 2019

H/68093 – Change of use of premises from public house to fish and chip restaurant and takeaway – Approved 2007

H/15484 - Change of use from offices to retail use to form extension to Rackhams department store – Approved 1981

H00817 - Town centre redevelopment with shops, offices and public house after demolition of properties – Approved 1974

APPLICANT'S SUBMISSION

A 'proposed amendments' document setting out all the changes and providing a comparison to the approved scheme has been submitted in support of the application. The agent for the application has also submitted a detailed covering letter providing a planning assessment of the application proposals with accompanying appendices relating to Heritage, Transport and Noise. These documents are referred to as appropriate in the report.

CONSULTATIONS

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

Altrincham and Bowdon Civic Society - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

Altrincham Neighbourhood Business Plan (Design Group) – No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

GM Ecology Unit (GMEU) - No objection in principle. Comments are discussed in more detail in the Observations section of the report.

GM Police (Design for Security) - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

Local Highway Authority (LHA) – No objection in principle. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Arboriculturist – No objection.

Trafford Council, Heritage and Urban Design Manager - Considers that the proposed works will cause minor harm to the significance of Stamford New Road Conservation Area and Stamford House (GII), Clock Tower on Station Forecourt (GII) & Station Hotel/42

Stamford New Road (GII). The proposal will also result in negligible harm to the setting of 2-8 Kingsway (GII) and Old Market Place Conservation Area. This harm will require a clear and convincing justification and should be weighed against the public benefits of the scheme as required by the NPPF. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Inclusive Economy and Communities Officer – No objection in principle. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Pollution & Housing (Nuisance) - No objection in principle. Comments are discussed in more detail in the Observations section of the report.

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

REPRESENTATIONS

None

OBSERVATIONS

BACKGROUND

1. Planning application Ref. 106198/FUL/21 was previously considered by the Planning and Development Management Committee in January 2022. The application was for the refurbishment and remodelling of the former Rackhams and Bentleys buildings to create offices, retail/food and beverage/leisure floorspace, including two storey upwards extension, creation of external terraces, selective demolition including bridge links to Sunningdale and Kingfisher buildings, associated plant and infrastructure, landscaping and works to public realm and access. Committee resolved to grant planning permission, in accordance with officer recommendation.
2. Work has commenced on site in relation to that permission which is therefore extant.
3. The current application proposes changes to the approved plans and also the proposed uses allowed within the development, specifically relating to a lower ground floor and its potential use as a bowling alley with ancillary features (Use Class E(d)/Sui Generis).

THE DECISION MAKING FRAMEWORK

4. This application seeks approval under Section 73 of the Town and Country Planning Act (1990) (as amended) for minor-material amendments following a grant of planning permission and if approved grants a new planning permission in its own right. In terms of decision taking, regard should be had to any changes to national and development plan policies and other material considerations which may have changed significantly

since the original grant of permission. The NPPG states “in deciding an application under Section 73, the local planning authority must only consider the disputed condition/s that are the subject of the application – it is not a complete re-consideration of the application’ (paragraph 031)

5. In the period since planning permission was originally granted (January 2022), it is not considered that there have been any material changes in planning policy which would justify a different approach being taken in respect of any planning matter relevant to this development. In addition, there has been no significant change to the site or surrounding area other than construction work commencing at the site.
6. This report will only assess the acceptability of the proposed amendments to the scheme. There is no requirement to revisit other issues through the determination of this application and this report will only assess the acceptability of the amendments as proposed.
7. When assessing section 73 applications the LPA does not only have the option of either approving or refusing the proposed varied condition wording, but also has the power to impose an amended condition, the wording of which has not been requested by the applicant, as well as the option of imposing additional conditions or removing them should this be deemed appropriate.
8. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.
9. Policy W2.2 of the Core Strategy states that Altrincham will be the principal focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential. Policy W2.11 states that within all town centres, sustainable design will be priority with emphasis on encouraging a mix of uses, active frontages and high quality in the design and finish of the public realm.
10. The proposed site is within the boundary of the adopted Altrincham Town Centre Neighbourhood Business Plan (ANBP). The site is along a ‘Main Shopping Frontage’ on Stamford Square and Stamford New Road as defined by Policy S Main (Primary) Shopping and Mixed Use with Ground Floor Active Frontages of the ANBP. Policy S states that proposals along a Main Shopping Frontage which seek to maintain and enhance a continuous ground floor active retail frontage will be encouraged and supported. Proposals which would result in non-retail use(s) in these frontages will be resisted unless appropriate evidence is provided to demonstrate that the proposal would result in a positive impact on the attraction of the retail core to shoppers and visitors and thus the experience will be enhanced.

11. The previously approved scheme (under 106198/FUL/21) included retail use on the lower ground floor and the ground floor of the 'Main Shopping Frontage' of Stamford Square and Stamford New Road but also non-retail uses of food and drink uses and offices within these frontages. However, the view was taken that the proposals as a whole and the combination of uses, would have a positive impact on the frontages by attracting visitors to the retail core and enhancing the experience of the area. Therefore the mixed uses on the 'Main Shopping Frontage' were considered acceptable.
12. The use now proposed in the lower ground floor unit is as a bowling alley with ancillary uses comprising a bar, restaurant, amusement centre with the potential for other leisure or entertainment uses within Use Class E(d) including but not limited to pool, arcade games and mini golf. These are uses that are appropriate to a town centre location and it is considered that this type of leisure/entertainment use would have a similar impact on the frontage and wider town centre as the previously approved scheme for a food & beverage use in this unit. The Council's Inclusive Economy and Communities Officer has confirmed support for the proposal from a town centre perspective, the proposal would create a focal point for the weekend and evening economy, and would animate this part of the town centre. This would have the effect of dispersing people out across the town rather than having high concentrations of people around the Market area or Goose Green. The activity is not purely alcohol based and so has an opportunity to attract a mixed clientele.
13. The proposals as a whole are therefore still considered to have a positive impact on maintaining activity to this frontage by attracting visitors to the retail core and enhancing the experience of the area. Therefore, the proposed mix of uses on the Main Shopping Frontage is still considered acceptable.

Conclusion on Principle of Proposed Class E(d)/ Sui Generis Use

14. As set out above the site is in a prominent location within Altrincham Town Centre. The proposal would permit the use of the lower ground floor unit as a bowling alley with ancillary features in the unit identified on the submitted plans. The proposed Class E(d)/ *Sui Generis* use constitutes a town centre use and it is considered likely that the proposals would enhance the shopper and visitor experience and maintain an active frontage. The overall mix of uses within the development as a result of this application would be appropriate to this sustainable town centre location in accordance with the NPPF and would contribute to the continued regeneration of the town centre.

HERITAGE IMPACT

15. In determining this application there is a statutory duty under section 66(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

16. In addition to this is the statutory duty under section 72 (1) of the Planning (Listed Building & Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
17. The Government has set out its planning policies for design and the historic environment in the NPPF and the accompanying National Planning Practice Guidance. Both the NPPF and the NPPG are material considerations relevant to this application and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
18. In relation to Heritage assets, Para 194 states that "*local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance*"
19. Also of relevance to the determination of this application is paragraph 195 of the NPPF: "*local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal*".
20. Paragraph 197 of the NPPF states that "*In determining applications, local planning authorities should take account of..... c) the desirability of new development making a positive contribution to local character and distinctiveness*".
21. Paragraph 199 states that '*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (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.*'
22. Paragraph 200 states that '*Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification*'
23. Paragraph 202 of the NPPF states 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. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness (R1.1) 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. Whilst R1 is inconsistent with the NPPF it is not considered to be out of date for the purposes of the determination of this planning application.

Significance of the affected Heritage Assets

25. The application site lies adjacent to the Stamford New Road Conservation Area to the east, Old Market Place Conservation Area to the west and within the setting of a number of listed buildings.

Old Market Place Conservation Area

26. The boundary to Character Zone C runs along the southern side of Stamford Street adjacent to the Stamford Quarter Shopping Centre.

27. The majority of buildings within OMP Conservation Area are 19th century or earlier and retain a variety of historic architectural detailing which gives the area a high level of aesthetic value and a sense of historic character.

28. Key views within the Conservation Area are identified within the accompanying SPD 5.3. Due to the gently sloping topography views out of the Conservation Area are possible towards the application site. These include streets leading from the Old Market Place such as Post Office Street, Kingsway and Victoria Street. There are a number of positive contributors identified along Stamford Street and Kingsway.

Stamford New Road Conservation Area

29. The boundary to the Conservation Area runs along the southern side of Stamford New Road opposite the application site and incorporating the Station.

30. The significance of this Conservation Area derives from early 19th century development along Railway Street with a cohesive group of good quality late 19th and early 20th century buildings along Stamford New Road and adjoining streets. Building elevations fronting the street display a variety of good quality architectural styles, detailing and expression, which contribute a high level of aesthetic and historic value to the Conservation Area.

31. Key views within the Conservation Area Appraisal are identified within the accompanying SPD 5.4 and include looking southwards along Stamford New Road adjacent to the clock tower. A number of landmark buildings are identified in the vicinity of the application site and include the Station, clock tower and Stanford House. As with the Old Market Place Conservation Area there are views of the application site and Stamford New Road.

32. The majority of buildings in the Conservation Area are identified as positive contributors including the Station.
33. The application site lies within the setting of the following Grade II listed buildings which are significant for their high architectural and historic values;
- 2-8 Kingsway
 - Clock Tower on Station Forecourt
 - Stamford House
 - Station Hotel / 42 Stamford New Road

George Street Conservation Area

34. The application site also lies within the setting of George Street Conservation Area although it is some distance from the northern boundary. The enclosed nature of George Street is such that it is unlikely views out of the Conservation Area to the north will be impacted on by the development.

IMPACT ON HERITAGE ASSETS

35. At the time of the consideration of the original application the Heritage Development Officer concluded that *'the proposed works will cause minor harm to the significance of Stamford New Road Conservation Area and Stamford House GII, Clock Tower on Station Forecourt GII & Station Hotel/42 Stamford New Road GII. The proposal will also result in negligible harm to the setting of 2-8 Kingsway GII and Old Market Place Conservation Area. This harm will require a clear and convincing justification and should be weighed against the public benefits of the scheme as required by 199, 200 and 202 of the NPPF.'*
36. This level of harm equates to 'less than substantial harm' in NPPF terms, at the lower end. The report set out that the conclusion of less than substantial harm related to the form, appearance and materiality of the upwards extension to the building.
37. As harm was identified, a clear and convincing justification needed to be provided and a balancing exercise was undertaken of the harm against the public benefits of the scheme as required by the NPPF. It was concluded that the numerous public benefits of the scheme clearly and demonstrably outweighed the minor harm to the heritage assets.
38. The Council's Heritage and Urban Design Manager has been consulted on the current application and has requested some minor amendments to the design changes proposed. Consideration of this and the response from the agent for the application is set out in more detail under the 'Design' section of the report. However the conclusion of the Heritage and Urban Design Manager in Heritage terms is that overall the scale of the proposed amendments is such that it would not alter the heritage conclusion reached in relation to 106198/FUL/21, that the development, as a result of the roof

extension, would result in minor harm to the significance of Stamford New Road Conservation Area and Stamford House GII, Clock Tower on Station Forecourt GII & Station Hotel/42 Stamford New Road GII and negligible harm to the setting of 2-8 Kingsway GII and Old Market Place Conservation Area.

Heritage Conclusion

39. As harm has been identified, a clear and convincing justification needs to be provided and a balancing exercise undertaken of the harm against the public benefits of the scheme as required by 199, 200 and 202 of the NPPF. It is considered that the redevelopment of this site has a significant number of public benefits, primarily as follows:

- Regeneration of vacant building on a brownfield site
- Significantly improved design of building and public realm including removal of concrete bridges and opening up views into the wider Stamford Quarter
- Increased green infrastructure, landscaping and biodiversity
- The development would act as a catalyst for wider regeneration of Stamford Quarter and has the potential to attract inward investment to Altrincham
- Would result in significant employment generation
- Improved shopper / user experience
- Assist in meeting climate change objectives through sustainable building design, in particular through reuse and repurposing of large amounts of the existing structure to create an energy efficient development that represents an improvement on the Core Strategy and Building Regulations targets in relation to CO2 reduction.
- Increased opportunities for sustainable travel through provision of over 100 cycle parking spaces and associated facilities
- Improved accessible links through the site from Stamford New Road to Stamford Square and opening up of Stamford Way.

40. In conclusion it is considered that in undertaking the balancing exercise required by the NPPF, that the benefits of the scheme outweigh the less than substantial harm identified to heritage assets and in heritage terms the development is considered to be acceptable. In respect of paragraph 11 (d) i. of the NPPF the development does not provide a clear reason for refusal in this respect.

DESIGN

41. Paragraph 126 of the NPPF states: *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”*

42. 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 together with associated SPDs, and design guidance. It can therefore be given full weight in the decision making process.

Proposed Changes to Approved Plans

43. The supporting documents state that the majority of the changes proposed are to assist with the buildability and delivery of the scheme and the requirements of potential tenants. The changes are detailed below:

Item One

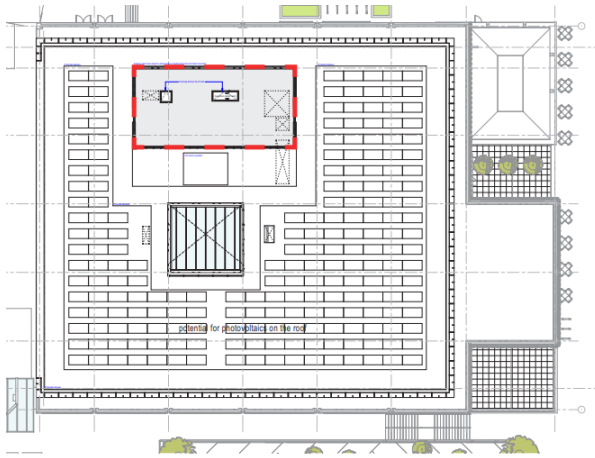
44. Revised external plant enclosure and equipment dimensions at rooftop level, responding to design development of M&E provision. This includes:

- Increase in the enclosure area to accommodate M&E equipment.
- Change to the Air Handling Unit position (AHU). The position of the AHU is limited to an area above new structural elements (the lift overrun) due to its size, weight and limitations of the existing structural framing.
- Increase in acoustic screen height. The height will be raised in response to the acoustic modelling of the plant enclosure equipment (as required by the acoustic report for the project)

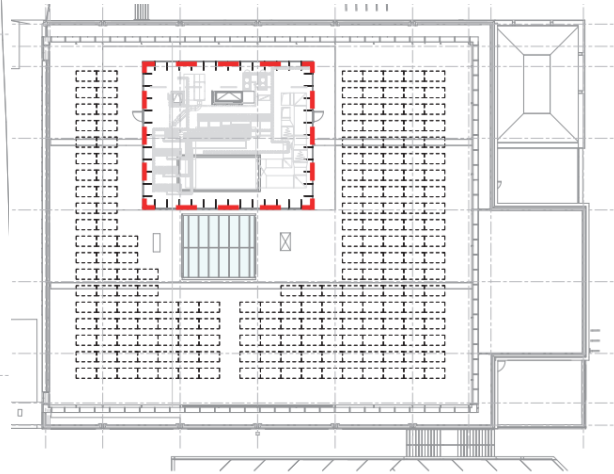
45. This would result in an increase in the area of the rooftop plant from 8.4m x 16.6m to 14.4m x 16.6m (as shown in the images below). However there would only be a very minor increase in the height of the previously approved plant screen of 0.1 metre (2.2m to 2.3m). The exception to this is a smaller section of the AHU which is 2.8m in height but only 3m x 6m wide. The enclosure panels would be finished in a bronze steel to match the curtain walling.

46. Various viewpoints from the surrounding area have been submitted to demonstrate the effect of the change to the rooftop plant enclosure. These indicate that the majority of views of the development would be largely unaffected by the proposed change, the views down Kingsway from Old Market Place would be slightly affected and the view from the rooftop car parks to the southwest would be the most affected by the change to the size of the enclosure due to the elevated vantage point which means that the plant enclosure will be visible. However the roof plant was also clearly visible from his elevated vantage point in the originally approval scheme.

Approved



Proposed



47. The impact of the changes at roof level is very limited from the majority of viewpoints at street level as the area of roof where the plant would extend is towards the centre of the roof area, set away from the roof edges. Therefore subject to the submission of an acceptable sample of the proposed enclosure material as required by condition, it is considered that the impact of this change on the streetscene is acceptable.

Item Two

48. Reduction in shower and cycle storage following the removal of the proposed Kingfisher and Sunningdale redevelopment area provision (provision to be provided within these developments separately).
49. The impact of this change in terms of external design is negligible. Consideration is given in more detail to the revised shower and cycling provision under the 'Highways, Parking and Servicing' section of this report.

Item Three

50. Adjustment of retail frontage at ground floor to George Street to reflect revised tenant splits, including number and location of doors.
51. This change is considered to be slightly positive as it would result in improved symmetry in the elevation.

Items Four and Five

52. These changes would involve:

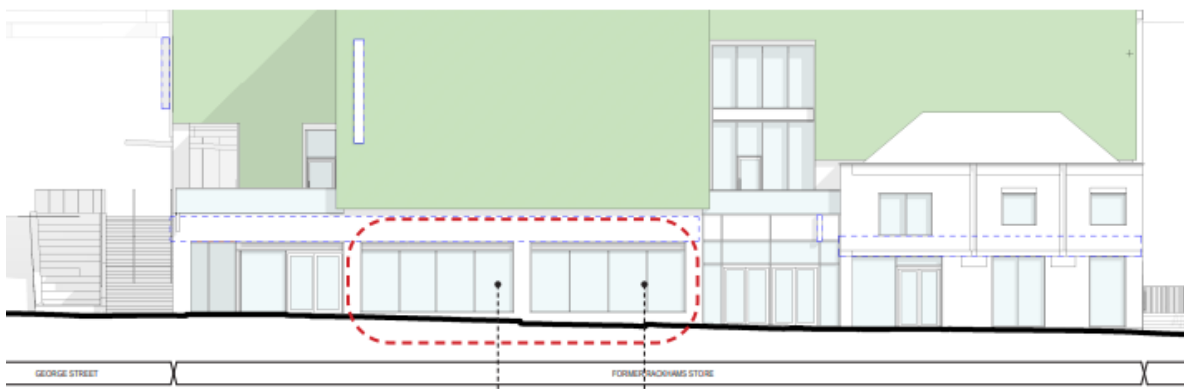
- Exchange bi-fold doors and associated balustrades for fixed curtain walling to retail unit on Stamford New Road at lower ground floor level following development with potential tenants
- Revised door configuration to main entrance on Stamford New Road to align fire escape strategy from main entrance and change from large single door to double door to retail unit/former pub.

53. Following the initial consultation with the Heritage and Urban Design Manager, changes to the proportions of the fixed glazed windows were requested to make them slimmer and more in keeping with the upper floors. However the agent for the application has commented that the glazing at the lower ground floor of Stamford New Road is proud of the elevation at the upper level at ground floor which is set back and also responds to the different uses (leisure at ground floor as opposed to office uses). Therefore the overall setting out differs from the upper levels. The agent has also commented that generally the glazing to Stamford New Road is experienced obliquely and rarely in the same view due to the extent of setback between the elevation at lower ground floor and ground floor level. On the basis of these comments the proposed changes are accepted.

Approved



Proposed



Item Six

54. Replace the fixed curtain walling to the retail unit on George Street at lower ground level for bi-fold doors, following development with potential tenants
55. This change is considered positive due to the increased level of activity that this would bring to this corner of the development.

Item Seven

56. Introduction of louvre band to curtain-walling within living wall, to support the ventilation requirements within unit.
57. This change is also considered positive as the louvre band would be slimmer than originally proposed although the louvre detail will be required to be submitted via condition. Consideration is also given to the impacts of this change on landscaping and ecology under the relevant subsequent section of this report.

Item Eight

58. Proposes the following:
- Exchange bi-fold doors and associated balustrades for fixed curtain walling with louvre band to top of fixed curtain walling to multifunctional space onto Stamford Way at lower ground floor. This is to support ventilation requirements within the unit and assist customer safeguarding.
 - Omission of curtain walling section to multifunctional space (Stamford Way) at lower ground floor, to support room layout and functionality
59. Slimmer proportions for the fixed glazing were requested as per Items four and five. It was also requested that consideration be given to re-instating some glazing on Stamford Way to increase the sense of activity. The agent for the application has responded by stating that the aperture width is restricted by the existing substation enclosure behind and the architect has therefore centred the glazed opening between the vertical brick features which has resulted in differing size panels to those above. In addition they have adjusted the proportions of the glazed areas to respond to the different uses at lower ground floor (leisure / gym as opposed to offices on upper floors).
60. The area of glazing that has been omitted is a response to the function behind as it would offer privacy to part of the room beyond which is a multifunctional space / gym. On the basis of these comments the proposed changes are accepted.

Item Nine

61. Proposes the following:

- New incoming HV room (including louvred door) added to area of former beer drop for Bentleys Fish and Chip shop, following developments with network operator.
- Ventilation louvres added on Stamford Way adjacent to the dock loading platform following development with potential tenant.

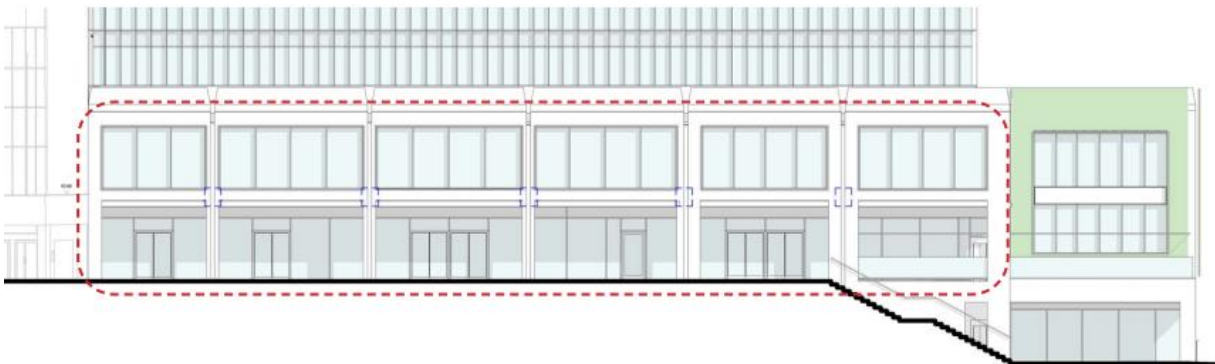
62. These changes are considered acceptable subject to details of louvres being provided and the roller shutter having an integrated, perforated design. Conditions are recommended accordingly.

Item Ten

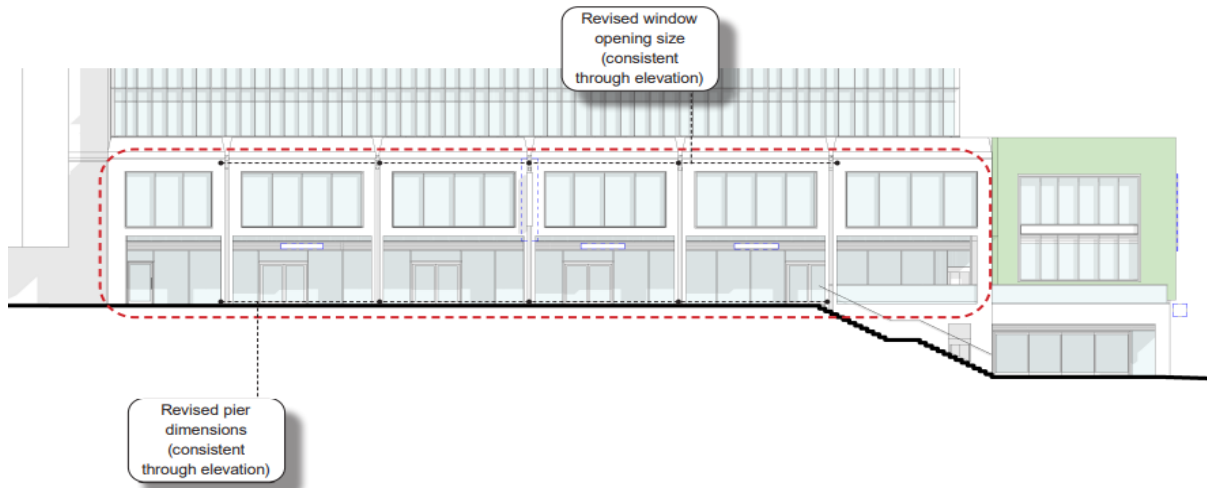
63. Adjustment to brick piers to George Street elevation to provide greater consistency across the elevation and to assist with buildability.

64. This change is considered positive as it would result in the piers being more consistent in size across the elevation.

Approved



Proposed



Item Eleven

65. Facade reconstruction - the construction methodology for the conversion works has resulted in the need to dismantle the facades in order to create the various previously approved openings. This has been necessary as during intrusive investigations it was revealed that the existing cavity ties were sporadic in their location therefore in order to create the openings safely and to ensure the remaining brick and block is sufficiently stable, the contractor has advised that the walls need to be rebuilt with the required brick ties.
66. The initial approach was to reclaim all of the bricks for reuse, however the condition of some of the brick was so poor that it has not been possible to salvage enough to rebuild all the facades in full in reclaimed brick. The facades are therefore proposed to be reconstructed in a blend of two thirds new brick (Park Royal Blend) and one third reclaimed bricks.
67. The existing brown brick elevations of the building do not contribute particularly positively to the streetscene and due to the remodelling of the building, which has involved numerous elevational changes, it is not considered that the use of blended brick would appear particularly evident or out of keeping with the wider area and this approach is therefore considered acceptable.

Accessibility

68. The supporting statement confirms for clarity that the proposals do not seek to alter the access to and from the site in that the building as previously approved and it will still be designed to provide fully inclusive access to all users. The requirements of Approved Document M of the Building Regulations “Access to and use of Buildings” have been adopted.
69. Level access is provided to all entrances and all entrances into the building are also clearly visible from the street. New doors into the demises at ground floor provide access with a clear width comfortably in excess of 1500mm. Internal doors throughout

will achieve a clear opening width of 800mm to allow a wheelchair to pass through. Where corridors are provided, the standard circulation width will be circa 1800mm which provides space for two wheelchairs to pass and a wider area has been provided adjacent to the lift lobbies on all floors.

70. The ramp from the pavement between Stamford New Road to Stamford Square will be retained to provide adequate accessibility across the various access points to the development and this will be enhanced through the provision of steps and a lift to cater for the steep topography in this location.

Conclusion

71. It is considered that the overall design intent of the proposal remains in line with the original planning permission. The scheme would still enliven the ground level frontages and add interest to the upper floors through the inclusion of additional areas of glazing and green wall and planted terraces providing interest to the main elevations. The improvements to the public realm, active frontages and enlivening of Stamford Way are still considered to enhance the appearance of this prominent town centre site and overall the design of the development is considered to remain compliant with Policy L7 and the NPPF.

RESIDENTIAL AMENITY

72. In addition to ensuring that developments are designed to be visually attractive Paragraph 130 of the NPPF advises that planning decisions should ensure that developments:-

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users

73. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. As previously stated, L7 is considered to be up to date for decision making purposes and full weight can be attached to it.

74. The siting of the development and overall massing remains unchanged. Minor changes are proposed to the various elevations and the approved plant and associated enclosure would be more extensive and slightly higher than previously approved, but situated away from the roof edges as set out in detail in the foregoing section.

75. There are commercial properties opposite the proposed development to the northeast and southwest and the Interchange is located across Stamford New Road to the southeast. The nearest residential properties to the application site are on Stamford Street, Kingsway and Police Street to the northwest and north of the application site. No residential units are proposed within the development.

76. In view of the relationships of the proposed development with the nearest residential properties and given the existing character of this town centre area, it is not considered that the proposed elevational and internal layout changes to the approved development, set out in the previous section of the report, would result in loss of light, outlook or privacy for residential occupiers.

Noise, Lighting and Odour

77. The additional uses proposed as part of this application can often be found in town centre locations. The Pollution and Housing section have stated that there are no objections to the proposals in principle. They do note that the proposed bowling/entertainment facility has the potential to utilise additional machinery not envisaged in the original application and therefore the acoustic assessment condition should be updated to reflect this and to require appropriate levels of sound insulation to the neighbouring units / offices. It is also recommended that the update to the acoustic assessment reflects the proposed changes to the layout and elevations.

78. Conditions relating to hours of operation, lighting and ventilation / extraction that were attached to the original permission will be replicated in order to ensure that the proposed mix of uses can co-exist and that any negative environmental impacts are adequately controlled.

Crime Prevention and Security

79. 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.

80. No comments have been received at the time of writing from the GM Police Design for Security. However it is not considered that the proposed amendments would materially impact on their previous recommendations in respect of the security of the development and the condition attached to the original application is replicated on this application.

Conclusion

81. The footprint, massing and height of the development remains largely unchanged and it is considered that the changes proposed to the external appearance of the scheme will have a negligible impact on the amenities of the nearest residential properties in the vicinity. Noise from the proposed bowling use can be addressed through the use of suitable conditions and it is noted that this is an appropriate use for a town centre location. Therefore given the separation from the nearest residential properties and subject to appropriate conditions, it is considered that the amenity impacts could be appropriately mitigated and that the proposal would be compliant with Policies L5 and L7 of the Trafford Core Strategy and the NPPF.

HIGHWAYS, PARKING AND SERVICING

82. 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”*.
83. Paragraph 111 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.
84. Core Strategy Policy L7 states: In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.
85. The LHA have been consulted and have commented on the proposed cycling parking provision and the proposed expansion of the use classes as follows:

Expansion of Use Classes

86. The requested expansion in Use Classes seeks to include Class E(d) ‘Indoor sport, recreation or fitness (not involving motorised vehicles or firearms)’ and Sui Generis use, to allow for the creation of a bowling alley with ancillary uses. The LHA note that the requested change is only applicable to the 1,177 sq. m food and beverage internal floor area as shown on the Lower Ground Floor plan.
87. There is no change to the approved car parking arrangements proposed, and as advised in the LHA response to 106198/FUL/21, the site is located in a highly sustainable town centre location with the Altrincham Transport Interchange and access to buses, trains, trams, and taxis circa a one / two-minute walk away from the main entrance. It is therefore not considered the proposals would have an unacceptable impact on the highway at this location.

Cycle Parking

88. The LHA also note there is an intention to reduce the number of cycle parking spaces albeit the overall provision would continue to exceed the minimum cycle parking standards. The agent for the application has provided further clarification on this aspect of the amended proposals and states that in the original planning application (106198/FUL/21), the calculated bike and shower numbers were based on occupancy for not only the Rackham’s site but also, Sunningdale, Kingfisher and Station House.

This was because when the original application was made it was anticipated that Sunningdale and Kingfisher would be additional workspaces, however this is no longer the case. In addition the applicant has recently installed bike racks and showers into Station House and therefore the demand for these additional facilities in Rackhams has reduced.

89. The agent for the application has confirmed that only the office areas in the new development will benefit from the internal cycle/changing village. Under Trafford's Adopted SPD3 Parking Standards and Design, the applicant is required to provide one cycle space per 300 sq. m. There is 6,019 sq. m of gross office floorspace proposed at the Rackhams site and therefore the applicant is required to provide 20 spaces in accordance with these standards. The applicant is however, still proposing to provide 56 cycle parking spaces within the building, therefore the development will still be delivering well above the Council's policy standards.
90. With regard to shower numbers, there are no adopted policies or guidelines relating specifically to this aspect of the scheme. However the agent comments that BREEAM best practice advises one shower for every 10 cycles. The applicant is installing 7 showers and therefore the development will still exceed BREEAM guidelines.

Conclusion on Highways Issues

91. The LHA have confirmed that they have no objections to the proposed amendments and it is considered that the development would not result in any unacceptable impact on highway safety or amenity and that the development is therefore compliant with the requirements of Core Strategy Policies L4 and L7 and the NPPF.

LANDSCAPING AND ECOLOGY

92. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. Policy R3 seeks to protect and enhance the Borough's green infrastructure network and Policy R5 states that all development will be required to contribute on an appropriate scale to the provision of the green infrastructure network. These policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.
93. The GM Ecology Unit (GMEU) and the Council's Arboriculturist have been consulted on the proposed changes to the original application. The Council's Arboriculturist has commented that in landscaping terms the changes would have very limited impact on the approved green infrastructure and the introduction of a louvre band to the curtain walling in the green wall for ventilation should not have a material impact on the functioning of the green wall.
94. The GMEU have not raised any objection to the proposed louvres within the green wall or other amended plans. They do however recommend that any bird and bat boxes that may be proposed on the affected elevations are located away from the

openings, to prevent accidental disturbance. The bat and bird boxes previously approved under 109448/CND/22 are located on the Stamford New Road frontage. The proposed changes to the louvres to support the ventilation requirements on the upper floors only affect the Stamford Way and George Street elevations and not the Stamford New Road elevation. Therefore it is not considered that this change will have any material impact on the bat or bird boxes and the application is considered to be compliant with the requirements of Policies R2, R3 and R5 of the Trafford Core Strategy,

EQUALITIES

95. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex/gender, and sexual orientation.
96. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
97. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.
98. The agent for the application has provided written confirmation that the proposed changes to the plans do not alter the principles of the originally approved scheme in relation to equalities issues. No persons will be restricted from accessing or occupying the development due to their religion or beliefs, race or culture, sexual orientation, gender or marriage or civic partnership status. They also state that the development will not be subject to any age restrictions and the improvements to accessibility and connectivity will have benefits to pregnant persons and those with children and to persons with disabilities.

99. The measures in place to provide a facility accessible to all, including those with a protected characteristic, are considered to be, on balance, an appropriate, practical and reasonable response to the equalities impacts of the scheme.

DEVELOPER CONTRIBUTIONS

100. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the categories of 'offices' and '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).

101. 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. The proposed landscaping comprising green walls, trees and container planting will be secured via landscaping conditions.

PLANNING BALANCE AND CONCLUSION

102. Paragraph 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

103. The application proposes changes to certain design elements of the building but they are considered to maintain a coherent aesthetic to the overall development. The proposed use of lower ground floor unit as a bowling alley with ancillary uses comprising a bar, restaurant, amusement centre and any other leisure or entertainment uses within Use Class E(d) including but not limited to pool, arcade games and mini golf (sui generis use) to the range of permitted uses is considered appropriate in this town centre location. Overall the changes would not fundamentally change the scale and form of the development as originally approved and would not result in any adverse impact in relation to residential amenity subject to appropriate conditions. The conclusion reached on the original application that '*minor harm to the significance of heritage assets*' would arise is still considered to be the case. However the numerous, significant public benefits identified in the original application assessment were considered to outweigh that harm, and they are still applicable and the balancing exercise it set out below.

Adverse Impacts

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

- Minor harm to the significance of Stamford New Road Conservation Area and the following Grade II Listed buildings - Stamford House, Clock Tower on Station Forecourt, and Station Hotel/42 Stamford New Road.

- Negligible harm to the setting of 2-8 Kingsway (also Grade II) and Old Market Place Conservation Area.
- Loss of car parking spaces

105. 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.

Scheme Benefits

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

- Regeneration of vacant building on a brownfield site
- Significantly improved design of building and public realm including removal of concrete bridges and opening up views into the wider Stamford Quarter
- Increased green infrastructure, landscaping and biodiversity
- The development would act as a catalyst for wider regeneration of Stamford Quarter and has the potential to attract inward investment to Altrincham
- Would result in significant employment generation
- Improved shopper / user experience
- Assist in meeting climate change objectives through sustainable building design, in particular through reuse and repurposing of large amounts of the existing structure to create an energy efficient development that represents an improvement on the Core Strategy and Building Regulations targets in relation to CO2 reduction
- Increased opportunities for sustainable travel through provision of over 100 cycle parking spaces and associated facilities
- Improved accessible links through the site from Stamford New Road to Stamford Square and opening up of Stamford Way.

107. The main adverse impacts, relate to the loss of parking spaces and the minor harm identified to the significance of Stamford New Road Conservation Area and three Grade II listed buildings and the negligible harm to the setting of the Old Market Place Conservation Area and a further Grade II listed building for the reasons set out in the relevant sections of the report. However it is still considered to be the case that the benefits arising from the scheme are numerous and a number of them can be given significant weight. Substantial weight is afforded to the regeneration of a vacant building on a sustainable brownfield site that will contribute to the vitality of Altrincham Town Centre and bring economic benefits. Significant weight is also given to the improved design, increased green infrastructure and improved accessible links through the site. Weight is also afforded to the other benefits listed above.

108. Having carried out the balancing exercise and considering the basket of development plan policies as a whole it is concluded that the benefits of granting planning permission outweigh the harms of doing so. The proposal therefore complies

with the development plan as a whole which would indicate that planning permission should be granted. There are no material considerations, either in the NPPF or otherwise which would suggest a different decision should be reached and the application is therefore recommended for approval.

109. Given that permission granted under section 73 takes effect as a new, independent permission, to carry out the same development as previously permitted subject to new or amended conditions, decision notices for the grant of such permissions are required to set out all the conditions required to be imposed on the new permission, and restate any conditions imposed on the original consent that continue to have effect. A section 73 application cannot be used to vary the time limit for implementation, however as work has commenced on site a new time limit condition is not considered necessary.
110. The approved plans condition will need to be updated to reflect the proposed changes and an additional condition is necessary in relation to the additional permitted uses in the lower ground floor unit. The standard time and bird nesting conditions from the original approval are no longer necessary as work has commenced on site. In addition, since the original approval in January 2022, an NMA has been submitted and approved as set out under the 'Planning History' section of this report to make a minor change to the wording of the materials condition and this condition is also amended accordingly. Conditions relating to the relocation of parking spaces, the CEMP and biodiversity measures will also need to be updated to reflect the condition discharge application 109448/CND/22 that has been discharged since the original permission was granted. Finally, various minor changes have been made to other conditions to amend triggers or make minor changes to wording to reflect the proposed changes and the fact that work is ongoing on site.

RECOMMENDATION: GRANT subject to the following conditions

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

Location Plan - Ownership & Project Boundary ZZ-XX-DR-A-00-001 P03
Redline plan ZZ-XX-DR-A-00-002 P02
Site plan ZZ-XX-DR-A-00-003 P02
Proposed - Gross Internal Areas ZZ-XX-DR-A-05-102 P12
Extension Curtain Walling Study ZZ-XX-DR-A-20-400 P01
Proposed – Rackham’s Lower Ground Floor ZZ-00-DR-A-20-101 P33
Proposed – Rackham’s Ground Floor ZZ-01-DR-A-20-101 P33
Proposed – Rackham’s First Floor ZZ-02-DR-A-20-101 P27
Proposed – Rackham’s Second Floor ZZ-03-DR-A-20-101 P26
Proposed – Rackham’s Third Floor ZZ-04-DR-A-20-101 P21
Proposed – Rackham’s Plant Level ZZ-05-DR-A-20-101 P21
Proposed – Rackham’s Roof Level ZZ-06-DR-A-20-101 P15
Proposed - Sections ZZ-XX-DR-A-20-201 P03
Proposed - North & South Elevations ZZ-XX-DR-A-20-302 P11

Proposed - East & West Elevations ZZ-XX-DR-A-20-303 P10
Facade Study - South ZZ-XX-DR-A-20-351 P06
Facade Study - North ZZ-XX-DR-A-20-352 P07
Facade Study - East ZZ-XX-DR-A-20-353 P06
Facade Study - West ZZ-XX-DR-A-20-354 P05

Planting Schedule Stage 3 2422-EX-001-01 02
Clearance Plan 2422-PLA-GF-XX-DR-L-0001 P02
Landscape General Arrangement 2422-PLA-GF-XX-DR-L-1000 P02
Hardworks Plan 2422-PLA-GF-XX-DR-L-1001 P02
Kerbs & Edges Plan 2422-PLA-GF-XX-DR-L-1002 P02
Levels Plan 2422-PLA-GF-XX-DR-L-1003 P02
Site Sections 2422-PLA-GF-XX-DR-L-2000 P02
Softworks Plan 2422-PLA-GF-XX-DR-L-3000 P02
Furniture Plan 2422-PLA-GF-XX-DR-L-4000 P02
Clearance Plan 2422-PLA-LGF-XX-DR-L-0001 P02
Landscape General Arrangement 2422-PLA-LGF-XX-DR-L-1000 P02
Hardworks Plan 2422-PLA-LGF-XX-DR-L-1001 P02
Kerbs & Edges Plan 2422-PLA-LGF-XX-DR-L-1002 P02
Levels Plan 2422-PLA-LGF-XX-DR-L-1003 P02
Site Sections 2422-PLA-LGF-XX-DR-L-2000 P02
Softworks Plan 2422-PLA-LGF-XX-DR-L-3000 P02
Furniture Plan 2422-PLA-LGF-XX-DR-L-4000 P02
Landscape General Arrangement 2422-PLA-XX-XX-DR-L-1004 P02
Hardworks Details 2422-PLA-XX-XX-DR-L-5000 P02
Softworks Details 2422-PLA-XX-XX-DR-L-6000- P02

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

2. Notwithstanding any description of materials in the application, within one month of the date of this decision, a schedule for the issue of samples and specifications of all materials (including the type, colour and texture of the materials) to be used on all external elevations of the building shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include a timetable for the submission of samples and specifications of all materials to be used on all external elevations of the development and shall detail what information / sample will be submitted for each material. All samples and specifications shall then be submitted to and approved in writing by the Local Planning Authority in accordance with the agreed timetable set out in the approved schedule and prior to use on the development. Development shall thereafter 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.

3. Within one month of the date of this decision a detailed façade schedule for all elevations of the building (including sections and details at 1:20) shall be 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) Location of materials and green walls
 - (ii) All fenestration details including projections and recesses
 - (iii) All entrances into the buildings including gates
 - (iv) Elevation details of lift overruns and plant enclosure
 - (v) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (vi) The siting of any external façade structures such as meter boxes
 - (vii) Any external balustrades / walls around terraces
 - (viii) A drawing detailing how the ramp from Stamford New Road to Stamford Square would relate to the proposed elevations and corner design of the building
 - (ix) Details of louvres and perforated roller shutter

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 Policies L7 and R1 and the National Planning Policy Framework

4. The units hereby approved shall be used as Class E(a) (shops), Class E(b) (restaurants and cafes) and Class E(c) (financial and professional) and Class E(g)(i) 'Offices to carry out any operational or administrative functions' as per the approved floorplans and floorspace schedules and for no other purpose, including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In the interests of the vitality and viability of the town centre and to ensure that the local planning authority can apply an appropriate level of control over the future use of the units, having regard to Policies W2 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

5. The unit shaded in blue with a floor area of circa 1177m² on plan ref. RA-BDP-ZZ-00-DR-A-20-101 P33 'Proposed Rackhams Lower Ground Floor' is permitted for use as Class E(a) (shops), Class E(b) (restaurants and cafes) or a bowling alley with ancillary uses comprising a bar, restaurant, amusement centre and any other leisure or entertainment uses within Use Class E(d) of the Schedule to the Town and

Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, including but not limited to pool, arcade games and mini golf (sui generis use).

Reason: In the interests of the vitality and viability of the town centre and to ensure that the local planning authority can apply an appropriate level of control over the future use of the units, having regard to Policies W2 and L7 of the Trafford Core Strategy 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 a full specification for the installation of:-
- Green walls - to include manufacturer, installation details and species and density of planting;
 - Trees planted at podium level – to include species and size of trees, details of containers (method of fixing to the floor, drainage) guying details of trees
 - Pavement trees – to include species and size of tree, details of the raft system including manufacturer, area, soil rooting volume and a plan showing the location of the tree pits and raft system, overlaid with utility drawings to demonstrate that they can be successful installed
 - Details of all other areas of hard surfaced and soft landscaping including materials, any fixed seating, tables and planters, planting plans, specifications and schedules (including planting size, species and numbers/densities)

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 the lifetime of the development has been submitted to

and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

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

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

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

9. The development hereby approved shall not be occupied / 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) 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.

10. The scheme for the relocation of accessible car parking spaces and parent and child parking spaces to be lost as a result of the development hereby approved shall be in accordance with the details on drawing ref. RA-BDP-ZZ-XX-SK-A-20-009 revision P07 as approved under condition discharge application ref. 109448/CND/22. The relocated accessible and parent and child parking spaces shall be implemented in accordance with the approved details before the existing accessible and parent and child spaces to be lost as a result of this development are removed from public use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory accessible parking and parent and child parking provision is retained, 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. Notwithstanding the details shown on the approved plans the development hereby permitted shall not be brought into use until details of the proposed secure cycle parking and storage for the development has 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.

12. All works of demolition or construction shall be carried out in full accordance with the details contained within the Environmental Management Plan (EMP) Issue 02 by Cubic Works submitted on 13th December 2022 as approved under condition discharge ref. 109448/CND/22 and shall be adhered to throughout the demolition / construction period.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within sections 3.3 of the submitted Crime Impact Statement Version B: 17/09/21 Reference: 2019/0387/CIS/02 and the physical security specifications set out in section 4 of that document. Prior to the development being brought into use, a verification report shall be submitted to and approved in writing by the Local Planning Authority which shall confirm that the above recommendations of the Crime Impact Statement have been implemented in full. Thereafter, the development shall be maintained in accordance with the approved details for the lifetime of the development.

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

14. The scheme of Biodiversity Enhancement Measures set out in the Biodiversity Enhancement Measures document Ref. BOW17.1271 by Bowland Ecology, dated 3/10/22 as approved under condition discharge ref. 109448/CND/22 shall be implemented on site prior to first occupation and retained thereafter.

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

15. The development hereby approved shall not be occupied unless and until a Waste Management Strategy has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall detail how the refuse and recycling bins shall be made available for collection on bin day and then how they will be returned to their approved storage area thereafter. The approved strategy shall be implemented for the lifetime of the development.

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

16. The development hereby approved shall not be occupied unless and until details of energy efficiency measures and any low/zero carbon technologies incorporated into the development have been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate how carbon emissions of at least 15 per cent below the 2010 Building Regulations Target Emissions Rate have been achieved. The approved measures 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.

17. The noise rating level (LAeq,T) from any fixed mechanical or electrical plant and equipment, when operating simultaneously, shall not at any time exceed the LA90, T background noise level without such plant operating, when measured at the nearest noise sensitive premises. Noise measurements and assessments shall be carried out in accordance with BS 4142:2014+A1:2019 (or the prevailing guidance of the time).

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

18. Servicing, deliveries or refuse collections to the development hereby approved shall not take place outside the hours of 07:00 and 21:00 hours on Mondays to Saturdays (including Bank Holidays). Deliveries only may take place on a Sunday between the hours of 08:00 and 16:00.

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

19. The lighting provided in the scheme should be erected and directed so as to avoid nuisance to sensitive premises in close proximity, in accordance with the guidance contained in the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01:2020.

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

20. Notwithstanding any details shown on the approved plans, at least 8 weeks prior to the first occupation of each unit, a scheme showing details of the means of extraction and filtration of cooking odours, including details of the finish of any external flue(s), manufacturer's operating instructions and a programme of equipment servicing/maintenance to mitigate odour and noise impacts, shall be submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted first takes place and shall remain operational thereafter.

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

21. A Noise Management Plan (NMP) for the external areas forming part of this application (including public realm and external areas forming part of commercial premises), shall be submitted to and approved in writing by the Local Planning Authority at least 6 weeks prior to any of the external areas associated with this development being brought into use in order to address potential noise impacts. The NMP shall include as a minimum, written details of the following information;

- i. Organisational responsibility for noise control;
- ii. Hours of operation and scope of entertainment provision
- iii. Imposed planning conditions controlling noise/disturbance;
- iv. Physical and managerial noise controls processes and procedures;
- v. proposed hours of external music / entertainment in the Stamford Square / George Street areas of public realm
- vi. Music noise level controls including music noise limiter settings and any external noise limits;
- vii. Details of how compliance with control limits is achieved and procedure to address non-compliance;
- viii. Details of review of NMP;
- ix. Details of community liaison and complaints logging and investigation

The approved development shall be carried out in full accordance with the approved NMP (or any subsequent NMP that is approved in writing by the Local Planning Authority) thereafter.

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

22. The premises hereby approved, which fall within the Use Classes E(a) (shops) and E(b) (restaurants and cafes), or the approved Use Class E(d) / sui generis use in the unit shaded in blue with a floor area of circa 1177m² on plan ref. RA-BDP-ZZ-

00-DR-A-20-101 P33 'Proposed Rackhams Lower Ground Floor' shall not be open for trade or business outside the hours of 0700 - 0100 hours on any day.

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

23. The flexible events spaces in the Stamford Square/George Street area shall not operate as an events space outside the hours of: 08:00 - 18:00 (Monday - Wednesday); 08:00 - 19:00 (Thursday - Saturday); and 10:00 - 16:00 (Sundays).

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

24. No amplified music or other forms of amplified entertainment shall be permitted to any external part of the commercial premises which fall within the Use Classes E(a) (shops), Class E(b) (restaurants and cafes) or the approved Use Class E(d) / sui generis use in the unit shaded in blue with a floor area of circa 1177m² on plan ref. RA-BDP-ZZ-00-DR-A-20-101 P33 'Proposed Rackhams Lower Ground Floor'.

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

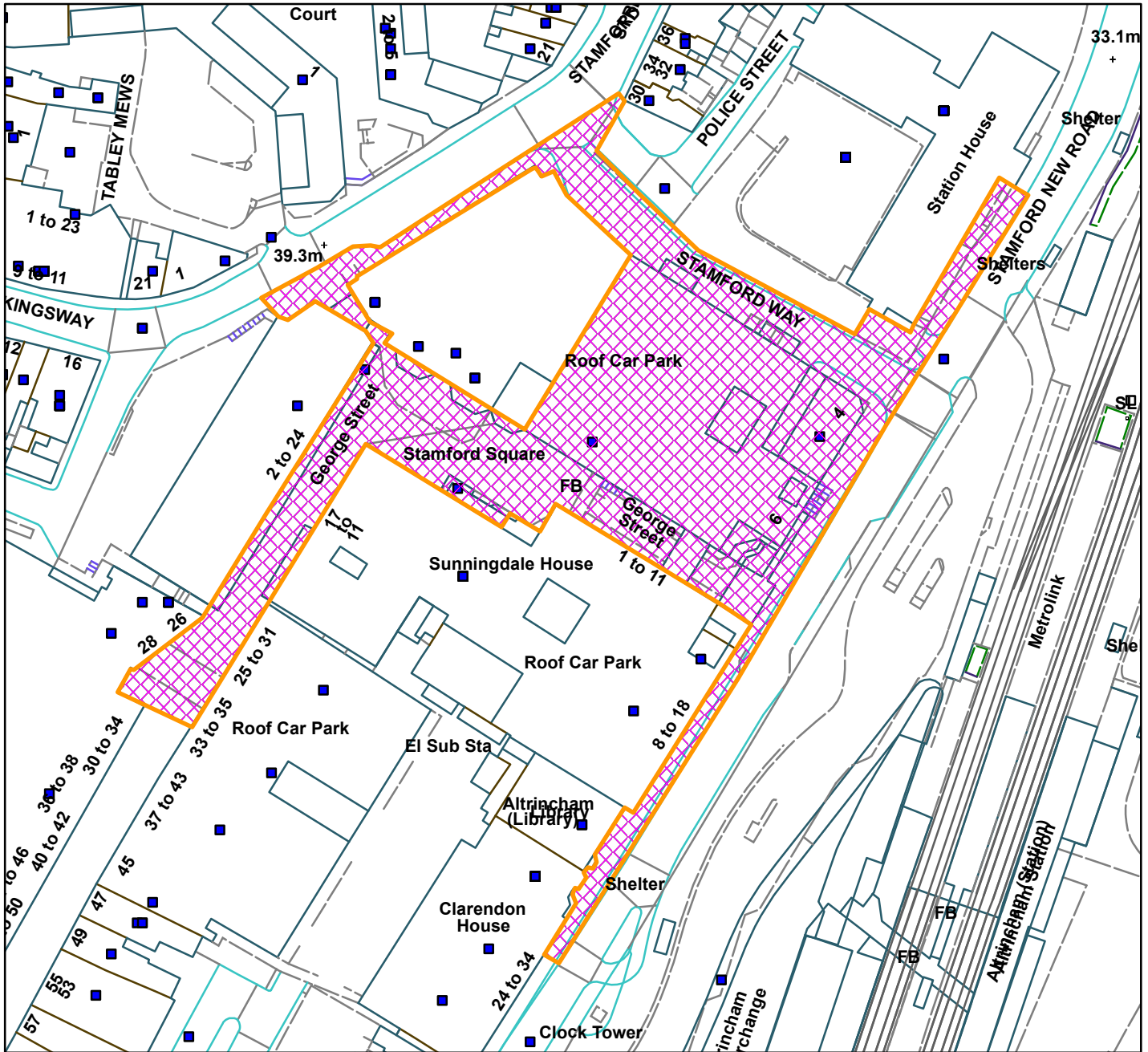
25. Within 6 weeks of the date of this decision an updated acoustic assessment, to include full details of the proposed noise mitigation measures/plant and equipment proposed to demonstrate compliance with the noise criteria identified in the Noise Impact Assessment Report by Hann Tucker Associates ref. 28779/NIA1 dated 7th September 2021, has been submitted to and approved in writing by the Local Planning Authority. The updated acoustic assessment shall include an impact assessment of the noise associated with the proposed bowling alley and associated uses proposed in the unit shaded in blue with a floor area of circa 1177m² on plan ref. RA-BDP-ZZ-00-DR-A-20-101 P33 'Proposed Rackhams Lower Ground Floor', to inform an appropriate sound insulation scheme between the lower ground floor unit and adjacent retail and office uses. Any noise impacts as a result of the elevation and layout changes hereby approved shall also be included in the updated assessment. The development shall thereafter be carried out in full accordance with the recommendations of the approved updated report.

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.

JJ



2, George Street, Altrincham, WA14 1SG



Scale: 1:1,173

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	06/03/2023
MSA Number	100023172 (2022)

Redevelopment works at Longford Park including the redesign of the former Longford Hall footprint; restoration of Long Barn to facilitate use as a volunteering, activity and skills development hub; creation of a pump track; de-culverting of Longford Brook; resurfacing and reconfiguration of car parking, footpaths and tennis courts; new lighting columns, creation of new gateway features into the park; creation of a number of new surfaced footpaths; surface water attenuation; repairs and alterations to the Longford Hall portico, walled garden (including walls), ha-ha and wildlife gardens; redevelopment of Pets Corner; alterations and redevelopment of sports facilities; refurbishment and improvements to both play areas; and habitat creation, including areas of open meadow, tree and shrub planting and other associated development to facilitate the above works.

Longford Park, Stretford

APPLICANT: Trafford Council

AGENT: The Environment Partnership

RECOMMENDATION: GRANT

This is a Council application and is therefore to be determined by Committee. More than 6 objections have also been received contrary to the recommendation to approve.

EXECUTIVE SUMMARY

The application relates to Longford Park in Stretford and the proposal seeks permission for a package of improvement works to be carried out across the park which are subject to a Heritage Lottery Funding bid. Longford Park was designated as a Conservation Area in 1996 in recognition of the area's contribution to Stretford's social and cultural history in the 19th and 20th centuries. Whilst Longford Hall was demolished in 1995 a number of important buildings and features remain within the park which connect to its history.

The park provides a wide range of formal and informal leisure uses including areas of open space, a disc golf course, bowling green, football pitches, tennis and basketball courts, play areas, allotments, Pets Corner and a café.

The park is bound by residential properties to the north, south, east and west with entrances to the park on all sides. There are also residential properties within the park boundary, namely Sunnyside and Longford Cottages.

The proposals relate to all areas of the park including repairs and alterations to the former Longford Hall footprint, Larry Sullivan Gardens, portico and haha; restoration of the Long Barn for community use; restoration and improvements to park entrances,

formal gardens, walled gardens, shelters and wildlife gardens; improvements to existing play areas, disc golf course, sports pitches and courts; provision of cricket pitch and pump track; redevelopment of Pets Corner; de-culverting of Longford Brook; habitat creation and works to the public realm.

The main issues to be considered relate to heritage; residential amenity; impact on the protected open space; highways and parking; and ecology and landscaping.

Some works proposed are considered to result in “minor harm” to the designated heritage asset however when weighed against other substantial heritage and public benefits, the development is considered to be acceptable in NPPF and Trafford Core Strategy policy terms.

Subject to conditions and final design, it is considered that there would be no significant impact on the amenity of neighbouring residents.

The proposal seeks to retain all existing sporting and recreational facilities with the addition of a new cricket pitch and pump track. Whilst the creation of the pump track in particular would result in the loss of an area of open and informal recreational space within the park, it is considered that it would not significantly affect the character of the park and would have wider communal benefits.

A reduction in the number of car parking spaces is proposed across the park car parks. This is part of the planned improvements to reduce the number of vehicles entering the park. Other improvements to pedestrian routes into and through the park together with improvement works to Ryebank Road car park and increased cycle parking provision throughout the park would encourage active travel.

De-culverting of Longford Brook and habitat creation and improvement works seek to enhance biodiversity and wildlife across the site.

The application represents a one-off opportunity for the Council to achieve funding for much needed improvement works across Longford Park. The proposals have been considered against the NPPF and the Council’s Core Strategy and it is considered that the benefits of granting planning permission outweigh any harms doing so. Approval is therefore recommended.

SITE

Longford Park is a mid to late nineteenth century designed park landscape and the remaining built legacy of John and Enriqueta Rylands with much of the park forming the grounds of the now demolished Longford Hall. The land was purchased by Stretford Urban District Council in 1911 from the Rylands Estate and was opened as a public park in 1912.

Longford Hall was demolished in 1995. Though now demolished, the site has tangible reminders of its former use, particularly through the remaining estate buildings and landscape features, such as the ha-ha. The portico from the front façade of Longford Hall has been retained and provides an entrance point to the area known as the Larry Sullivan Gardens. Part of the building's plinth is also retained. The area where the Hall used to stand has been landscaped with paving slabs, steps and low red brick walls forming a garden on the footprint of the demolished building.

A key feature of the park is the area of open green space to the south of the former Longford Hall, an area known as the Grand Lawn, which has a mature parkland character and is a historical green open space associated with the former Longford Hall. The Grand Lawn is separated from the old Hall by the ha-ha, a brick wall marking the change in levels between the upper terrace adjacent to the Hall footprint and Grand Lawn. To the west of the Grand Lawn, remains the mature tree lined South Drive and Edge Lane Lodge of the former Ryland's estate formal entrance.

Remaining buildings within the park include the 19th Century cottages, entrance lodges (in residential use), former stables (known as the Shippon buildings), single storey workshop building (Long Barn) and the Edwardian bungalow (now a café). Later additions include the shelters around the former Rose Garden (now pergolas) and the former Firwood Library in the boundary extension at the northern end of the site are built in Art Deco style.

A number of features have been added since the site became a public park, in addition to the recreation and play areas and pets corner, features such as the Japanese rock garden have also been provided.

Recreational facilities within the park include a younger children's play area to the south and an older children's play area to the north-west. Football pitches are located in the north-east quarter of the park, with a disc golf course in the central portion of the northern half of the park. Tennis and basketball courts are situated within the south eastern corner of the park. Within the historic walled garden are a bowling green and community allotments.

Pets Corner and a café also sit within the central core of the site.

The Longford Brook runs East-West through the northern part of the Park, through the lower section of the disc golf course. The Brook is deemed to be a main river. From 1908 onwards the section of the brook within the park boundary was culverted.

Longford Park was designated as a Conservation Area in 1996, in recognition of the area's contribution to Stretford's social and cultural history in the 19th and 20th centuries.

The administrative boundary between Trafford and Manchester City Council runs along the majority of the length of the eastern boundary. Longford School and Longford

Athletics Stadium have been built on grounds formerly within the park but which sit outside the present Conservation Area and the application site.

The park is bound by residential properties to the north, south, east and west with entrances to the park on all sides. There are also residential properties within the park boundary, namely Sunnyside and Longford Cottages.

PROPOSAL

The Council is seeking to undertake a coordinated package of improvement works within the park. The many elements of the proposal fall broadly into two main categories of works to the built environment and heritage features and leisure/sport use. A description of the full package of works is set out below however this is not exhaustive. It is noted that a large proportion of the works within this application fall within functional permitted development rights of the Local Authority, for this application however this report considers the masterplan as a whole. It is open to any applicant to seek planning permission from the Local Planning Authority for works which would be permitted development, rather than relying on the permission granted by Order.

Redesign of former Longford Hall footprint

As set out within the submitted Heritage Assessment, the application proposes the reconfiguration of the Larry Sullivan Gardens that sit within the footprint of the former Longford Hall and seek “to create a more usable and accessible environment with better surveillance, and to redesign the footprint of the demolished building to respect and better interpret the historical layout and the former internal room functions, also creating a surfaced space to facilitate community events.”

A brief summary of works is included below.

- The Halls historic internal layout is to be interpreted/demarcated with flush natural stone edging, with individual rooms being demarcated with resurfacing or landscaping.
- Repair and reinstate former hall external walls, natural stone terrace and steps
- Restoration of the historic Portico structure and entrance steps
- Existing ramped access to be reconfigured and resurfaced with quality natural stone

Repairs and alterations to the Longford Hall portico and ha-ha

The proposals aim to maintain and protect the formal parkland character of the Grand Lawn, including the retention and management of the mature parkland trees, the restoration of the ha-ha structure and interventions to alleviate surface water flooding and improve drainage, to allow all year round usage.

A brief summary of works is included below.

- Ground to be re-profiled to form an amenity grassland embankment overlooking the Grand Lawn and ha-ha
- Proposed drainage feature to alleviate ponding/flooding on the top lawn and to improve drainage of the upper lawn and along the ha-ha structure and to attenuate surface run off during high rain fall
- Estate railing with double leaf maintenance access gate to provide protection to the veteran Red Oak tree.
- Historic brick and natural stone ha-ha to be retained and restored
- Tarmac asphalt footpath levels to be raised and falls altered to alleviate flooding
- New tarmac asphalt footpath to formalise existing desire line
- Vegetation clearance to the front of the portico aims to reinstate historic views/vistas looking south from the front elevation of the former hall as well as opening up sight lines/visual links north towards the portico

Long Barn and Shippon Buildings

- Restoration of the Long Barn for community benefit including education and volunteering.
- Creation of outdoor spill out spaces to the south west of the building
- Improvements to the public realm around the buildings
- Reconfiguration of the Long Barn to enhance its setting
- Outdoor activity space to the rear of the Shippon Building

Park Entrances

- Improved public realm, circulation and entrance point to the Firwood Community Centre curtilage
- Improvements to Edge Lane entrance and boundary treatment with entrance reconfiguration
- New natural stone gateposts, pier caps and double leaf gates to Cromwell Road entrance
- Footpath connection to Rye Bank Road entrance with two way self-closing lockable gate
- New gates to Longford Road elevation to match Cromwell Road
- Reconfigured car parks, with overall reduction in car parking spaces, although increase in disabled parking bays.

Formal gardens/walled gardens/shelters/wildlife garden

- New pedestrian access route taking inspiration from historic alignments.
- Existing footpath to be widened and surfacing improvements
- Shelters to be resurfaced. repaired and painted
- Former toilet block to be refurbished for public usage during events
- Formal garden structures refurbished

- Modern interpretation of the former rock and water garden
- New ornamental and herbaceous planting
- Improvements to habitat features
- Improvements to footpath surfacing and changes to levels to alleviate flooding
- Drainage reservoir incorporated into the bio-retention system and associated reservoir pump cabinet removed and proposed rain water harvesting system
- Proposed underground irrigation system with above ground irrigation points
- Existing hedgerow to be gap planted where required
- Existing ornamental gates and posts to be retained and refurbished along with repairs to existing boundary treatment
- Timber post and rail fencing to define the wildlife garden boundary
- New picnic benches and existing benches refurbished
- Ornamental access gate to walled gardens.

Play Area South

- New sections of bow top railing to perimeter and self-closing gate, along with resurfacing
- Provision of picnic benches and cycle parking
- New play equipment to be added
- Informal kickabout area to be relocated with new miniature goal posts

Play Area North

- New sections of bow top railing to perimeter and self-closing gate, along with resurfacing
- Provision of picnic benches and cycle parking
- New landscaping and mounding
- New play equipment to be added and existing reconfigured
- Informal kickabout area to be relocated with new miniature goal posts

Disc Golf Course

- Improved signage
- Improvements to perimeter hedgerows and landscaping
- Improvements to land drainage and swales to alleviate areas of waterlogging/ponding
- Wooden bridges to allow pedestrian access over the proposed drainage swales at key points and culverts underneath existing footpaths

Sports Pitches and Pump Track

- Football pitches demarcated
- Senior Recreational Cricket Pitch with artificial cricket wicket
- Pump track modelled from spoil on site

Tennis Courts and Youth Sports

- Proposed new pedestrian link to reconfigured car park
- 22 new Cycle stands
- Resurfacing and improvement to 6 x existing tennis courts including demarcation with white thermoplastic markings, new nets and posts
- Replacement of existing and erect of new chain link perimeter fencing
- New proposed seating
- Proposed 25m length sprints/exercise track with distance markers
- Proposed resurfacing of youth sports area
- 2 x proposed single football wall and single basketball nets
- Proposed basketball court and associated basketball nets

Redevelopment of Pets Corner

- Replacement duck pond and new configuration to the circulation routes within Pets Corner
- Improvements to enclosures and fully covered animal enclosures for smaller species including night boxes and sedum roof.
- Two new entrance points and new fencing
- Volunteer hub with welfare facilities and shipping container storage.

De-culverting of Longford Brook

- Longford Brook to be reintroduced as an open watercourse to allow for greater surface water attenuation
- A series of attenuation features will hold water and then feed into the newly opened up Longford Brook watercourse
- Drainage swales/ditches to link attenuation features and feed into the opened up Longford Brook
- Permanent water and wet grassland seeding to SuDS features will aim to improve biodiversity across the site

Public Realm

- Repairs to existing footpaths and vehicle access routes where necessary and resurfacing to car parks
- Extended area of hard standing and reconfiguration of footpaths to the Central Core
- Reduction in width of carriageway to reduce speed of vehicles
- Creation of a flush pedestrian access between the café, pets corner and play area
- Bollards and metal knee rails to be installed to deter parking
- Cycle parking provision to the Central Core

- Area of footpath at the entrance to the Community Allotments and Bowling Club to create a safer and more welcoming entrance
- Signage and wayfinding, improved seating and litter bin provision
- Proposed new lighting columns to the Central Core to illuminate the key north to south route, pedestrian and vehicle access routes from Ryebank Road and to continue illumination of the footpath adjacent to the Athletics stadium
- New and enhanced gateway features

Habitat Creation

- Planting and management to increase species variety and habitat value
- Grassland, wildflower meadow and wet meadow planting
- Tree and hedgerow planting
- Ornamental planting
- Marginal planting to attenuation SuDS features

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

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Longford Park Conservation Area

Site of Importance for Nature Conservation

Wildlife Corridor

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protected Open Space

SUPPLEMENTARY PLANNING DOCUMENTS

Revised SPD1 – Planning Obligations

SPD3 – Parking Standards and Design

SPD5.19 – Longford Conservation Area Appraisal (October 2016)

SPD5.19a – Longford Conservation Area Management Plan (October 2016)

Draft Trafford Design Guide

OTHER RELEVANT LEGISLATION/POLICY

Planning (Listed Buildings and Conservation Areas) Act 1990

PLACES FOR EVERYONE (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK 2020)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan and the hearings began in November 2022 and are timetabled to continue until at least March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DLUHC published the latest version of the National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DLUHC published the National Planning Practice Guidance on 6 March 2014, and was last updated on 25th August 2022. 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 and will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

There have been numerous planning applications at Longford Park since 1974, the most recent and relevant are as follows:

H/LPA/68480 – Change of use of vacant land and erection of 1.8 metre high vertical bar metal perimeter fencing and 3 metre high ballstop fencing in connection with the development of a sports and recreational facility including the installation of timber planters, provision of wild flower areas and perimeter paths.
Approved with conditions 17.01.2008

The Shippon Building

108193/FUL/22 - Change of use from sui generis (currently not in use) to class F2 to form a new activity hall for the Scout Group and other community groups, together with external alterations including to roof, doors and windows.
Approved with conditions 16.09.2022

Longford Hall

H40537 – Construction and retention of portico and terraced garden on the footprint of the demolished hall
Approved with conditions 26.04.1995

H37606 – Listed Building Consent for demolition of the superstructure of the hall retaining the foundations, basement walls and portico of the original building to be incorporated in a landscaped feature.
Approved with conditions 05.12.1994

1-8 Sunnyside Cottages

H43158 – Redevelopment of existing pets corner including the erection of new compounds fencing and landscaping

Park Building Adjacent to 8 Sunnyside Cottages

76376/FULL/2011 - Change of use of building from office/mess room to café (Use Class A3) with associated external alterations including formation of new doorway on eastern elevation and creation of access ramp to west of building. Formation of new outdoor seating area with surrounding boundary fence to maximum height of 450mm.
Approved with conditions 01.04.2011

Formal Gardens East of Longford Cottages

77898/FULL/2011 - Demolition of two existing Art-Deco shelters and replacement with two new rendered colonnades. Formation of Art-Deco style facade to frontage of existing toilet block.
Approved with conditions 17.07.2012

Café

104443/FUL/21 - Erection of an infill extension with kitchen extraction and other external alterations.

Approved with conditions 29.09.2021

APPLICANT'S SUBMISSION

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

- Heritage Statement
- Outline Conservation Repair Specification
- Design and Access Statement
- Hydraulic Assessment
- Outline Conservation Repair Specification
- Arboricultural Impact Assessment
- Biodiversity Net Gain
- Ecological Assessment

CONSULTATIONS

Public Health England – no concerns from a Health Protection perspective.

Historic England – no advice offered.

Greater Manchester Archaeological Advisory Service – no comments received during the consultation period. Any late comments received will be reported within the Additional Information Report.

Greater Manchester Ecology Unit – no objection raised subject to recommended conditions as set out within the main body of the report.

Greater Manchester Police (Design for Security) - no comments received during the consultation period. Any late comments received will be reported within the Additional Information Report.

Sport England – does not wish to raise an objection to this application as it is considered to meet Exception 4 of its Playing Fields Policy subject to recommended conditions as set out within the main body of this report.

Pollution and Licensing (Nuisance) – no objection to the development on the grounds of nuisance in principle subject to recommended conditions regarding the control of noise associated with the proposed 'youth area' and lighting.

Environment Agency –No objection is raised to the de-culverting of Longford Brook. Whilst an objection has been raised on biodiversity matters, this is as a result of a current lack of information available. The Council considers that these matters can appropriately be addressed by condition and confirmation has been sought by the EA. Full comments will be reported within the Additional Information Report.

Lead Local Flood Authority - acknowledges the historic drainage issues at the site and supports the proposals to use the land more effectively and sustainably to address these issues. As such, the proposed development will only be acceptable if the measures as detailed in the Hydraulic Assessment and the Longford Brook and Drainage plan are implemented and secured by way of a planning condition on any planning permission.

Arboricultural Officer – No objection raised subject to conditions as set out in the main body of the report.

Heritage Development Officer - The scheme offers considerable public benefit including the repair and enhancement of heritage assets and the enhancement of historic park community facilities.

The proposed repair of Conservation Area positive contributors (and non-designated heritage assets) including the Long Barn, the Longford Hall portico, the walled garden (including walls) and the ha-ha and maintenance and enhancement of park infrastructure is welcomed. The scheme addresses many of the development opportunities, pressures and problems identified in the Longford Park Conservation Area Appraisal and Management Plan including fabric condition, re-use and proper interpretation of the Hall.

The Longford Park Conservation Area Management Plan identifies the site to be “visually attractive and important as a green space within a busy urban area” (SPD5.19a 1.2.3). In this respect, the ongoing consideration to a number of potentially harmful elements of the scheme (cricket pitch; surface treatment to tennis and basketball courts) is welcomed.

The proposals are extensive and relate to most elements of the Longford Park Conservation Area. As a result and mindful of the duty at section 72 of the Act, the schematic proposals will require the imposition of conditions to ensure no harm (as envisaged in the submitted documentation) to the designated heritage asset.

The building condition survey is presented as a series of annotated photographs. Further information/details would appear to be required including justification of extensive historic fabric replacement or removal e.g. ‘Wholesale reconstruction’ of the Long Barn is identified at page 7 of the Design and Access Statement and proposals show the removal of the chimney stack and other elements of interior planform e.g. pier replacement within the ha-ha. There is reference to steel work within the walled garden – is this part of wall restraint or a historic heating system? Are there opportunities to turn eroded bricks rather than replace?

The outline conservation repair specification appears to suggest the use of cement in mortars (paragraph 4.3.2). Note the Longford Conservation Area Management Plan concern at use of hard mortars in conservation of Hall fabric (SPD5.19a 2.4.5).

Further consideration is suggested in respect to the number and location of new openings in the barn and use of metal sliding doors. The Longford Conservation Area Management Plan (SPD5.19a 2.5.2; 2.12.3) identifies that rooflines are distinctive and varied and should be preserved and respected.

Conditions are anticipated in respect to the need to resurvey and possibly repair following vegetation removal from walls (e.g. portico).

The cleaning of walls is anticipated at the Edge Lane entrance and more generally in respect to the removal of graffiti – this should be necessary and undertaken carefully so as to minimise damage to historic fabric and prevent the loss of the ‘patina of age’.

Rain water goods are shown to be aluminium – confirmation as to whether cast aluminium or not is suggested.

Detailed drawings of portico repairs and Hall interpretation/fabric repair works will be required.

The like-for-like replacement of cement render to the walled garden is proposed – is this a long-term and sympathetic proposal?

A materials condition is required (including hard landscaping/footpaths/pump track and basketball courts surfacing). The treatment of footpaths and hardstanding should reflect their historic design importance.

Car park alterations (including demarcation of spaces and one-way systems; what are the improvements to access using thermoplastic markings etc indicated at the entrance to the Ryebank car park?) may further formalise areas of the historic park which have significance as mature parkland or tree-lines approaches to the Hall. Can impacts be mitigated with soft landscaping?

The repair/resurfacing of historic routes is welcomed. However, it is suggested that the formalising of modern desire-line pathways be approached with caution.

Firwood entrance – might retention of the existing access (for vehicles) and creation of a new separate pedestrian access in the adjacent walling have less impact on significance and enclosure than widening the existing access and relocating pillars and railings?

Has there been consideration to historic landforms and structure in the siting of flood attenuation/drainage features e.g. the juxtaposition with ha-ha brick walking e.g. the proposed asymmetry of the lawn immediately to the south of the portico? Full details of these engineering operations is required.

Clarification is required in respect to the ground re-profiling immediately to the south of the portico – are the steps to be kept?

Clarification/section drawings required in respect to the ground re-profiling for the pump track. Any boundary treatments proposed?

The intention to upgrade boundary treatments is welcomed mindful of concerns as to the quality and variety of treatments in the Longford Conservation Area Management Plan (SPD5.19a 2.4.8). However, full details are required in this respect. Further justification for the proposed Edge Lane works is required – based on historic precedent?

The Longford Conservation Area Management Plan identified ‘a disjointed public realm’ – a design code/strategy and full details of all new signage, lighting and street furniture is required. The Longford Conservation Area Management Plan (SPD5.19a 2.10.2; 2.11.5; 2.12.3) identifies the need for a coherent scheme of fencing, signage and furniture.

I am content to leave archaeological considerations in respect to the Nico Ditch to GMAAS.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention be given to the desirability of preserving or enhancing the character and appearance of the conservation area.

NPPF 199 requires ‘great weight’ to be given to the conservation of the designated heritage asset. NPPF 195 requires the avoidance or minimisation of any conflict between heritage asset conservation and any aspect of the proposals.

The proposals should be considered in respect to Trafford Local Plan: Core Strategy R1.1, R1,2 and L7,1 and Longford Park Conservation Area Management Plan SPD5.19a Policy 9-15, 20-21, 23-24, 25, 30-32, 34, 35-40, 41, 43 and 45.

Position: The proposed development is supported.

Cadent Gas – No objection

HSE – No comments

REPRESENTATIONS

Letters of support have been received from 11 addresses and objections from 9 addresses. A further 4 letters of representation have been received from residents which neither support nor object to the proposal. However where comments have been made these have been summarised under the support and objection headings above.

The main reasons cited in support and objection to the proposals are summarised below.

Support

- The Heritage Lottery Fund (HLF) bid is an unrepeatable opportunity to secure substantial funding for Longford Park;
- The long running restrictions on Council funding and subsequent cut back of services has resulted in a year on year deterioration of the park environment and facilities;
- Overall support of FOLP as it represents a chance to secure major funding to carry out much needed refurbishments, provide a more attractive environment, add new features and attract a wider visitor profile;
- The proposed developments will serve to benefit the community as a whole;
- The masterplan to improve the visual aesthetic of the park will be of great benefit to local residents;
- Pump track serves as a great community focal point and provides a safe way for families or individuals to exercise and provides an alternative to hanging around the streets;
- Promotion of active travel and make using sustainable transport a more normalised/viable option. In time it would be nice to link up with the cycle network to the south;
- Improvements to pedestrian and cycle routes, including proper surfacing and better lighting are to be welcomed, along with renovation of key buildings and landscaping/ecological projects;
- Support the proposals to deal with the rising water table and to create well-designed water features that will help to alleviate the current debilitating flooding that occurs more and more frequently;
- Pleased to get a cricket pitch;
- Would like to see further facilities including petanque, trim trail, wider paths etc.

Objections

Pump track

- The proposed pump track would increase anti-social behaviour in the park;
- Noise and loss of privacy experienced by neighbouring residents as a result of the proximity of the track to houses on Cromwell Road;
- There are already plenty of cycle options in the area so there is no need for the creation of a pump track to enable people to enjoy cycling off road in the local area;
- Building on existing green area of the park;
- Object to the proposed pump track on land that is much used by the local communities, Scouts and many residents holding family picnics, playing badminton, cricket, football, volley ball etc. and enjoying the tranquillity of the open space;
- Access to the pump track for ambulance services would need to be;
- Cycling provision already exists at Longford Stadium. Simply Cycling already provide cycling activities in Longford Stadium in the park 3 days a week;

- There is ample open space on the field at the rear of the stadium that is not overlooked by any houses that could be used for the pump track;
- Having cycling in 2 separate zones in Longford Park will be confusing for visitors;
- The pump track would be accessible 24 hours a day to off road motorbikes
- The proposed location for the pump track is at the heart of the conservation area and in close proximity to Longford Cottages and the Long Barn;
- Loss of general open space with the area of the park proposed for the pump track being well used by families picnicking, flying kites, playing informal games of rounders and cricket;
- Potential health and safety issues for the runners taking part every Saturday in the parkrun;
- Locating the pump track at a location away from the main park entrance may cause difficulties for access by emergency services;
- BMX track would diminish the status of the conservation area and the heritage of the park;
- The proposed lighting along the path from Firwood Community Centre to Long Barn means that the pump track will be usable at all times of day and night;
- A track in the eastern field wouldn't be a tall structure that would obscure views towards Manchester;
- Light pollution, noise pollution and safety concerns of having EVCPs next to houses;

Highways and parking

- New path to Rye Bank Road would encourage more people to park on this narrow 'cul-de-sac';
- Increased number of cars coming into the park at the Cromwell Road entrance exacerbating existing problems of congestion at the scout hut car park;
- The planned reduction of the size of the scout's car park will also have an impact on residents living in surrounding roads;
- Proposals aren't strong enough to resolve unwanted traffic, particularly around the Cromwell Road entrance;
- Proposals to maximise capacity at Ryebank Road car park would lead to increased traffic, noise and nuisance for neighbouring residents;
- There is capacity for more car parking on East field or adjacent to the Firwood Community Centre;
- Impact of building traffic on adjacent properties at the park entrance;
- Concerned about the effect on neighbouring properties of a seismic 'shake' caused by traffic entering Longford Park and would like the Council to investigate the weight and speed of their refuse vehicle entering Longford Park to collect refuse from the café;
- Would like to see parking lines outside house on East Drive;
- Traffic calming measures only go so far. The people who organise events should limit numbers and man the gates at busy times;

Residential amenity

- Impact on neighbouring residential properties, school and Scout hut through noise from track and traffic using Cromwell Road;
- Increased noise from sprint track;
- Consideration to be given to residents in terms of noise, parking, lighting and opening hours of the regenerated Long Barn;
- Exacerbation of noise nuisance and antisocial behaviour around the Ryebank Road car park impacting neighbouring residents;
- Concern regarding impact of extra lighting on neighbouring residents;
- Seating as a 'meeting point' outside the entrance to Longford Suite and Trafford Athletic track will encourage anti-social behaviour;

Safety

- Clearing scrub behind Long Barn and the Shippon Building would create new open space hidden away from natural surveillance. CCTV should be installed to the rear of the Shippon Building and the cleared area as open as possible;
- Would like to see footpath which runs along the side of the tennis courts from Edge Lane closed as it is dark and unsafe;
- No known safety of EVCPs and would prefer these to stay in their current location;

Consultation process

- Inadequate consultation process and publicity;
- The whole planning process is now inaccessible to people who do not have access to or are unable to use digital means of communication;

Play Areas

- Use of different play equipment by different aged children would need to be monitored to ensure safety and prevent damage;
- Would like to see more seating areas within the playpark areas so that parents can sit and watch their children closely on the apparatus;

Sports Facilities

- Are there proposed security arrangements for the courts to prevent antisocial behaviour?
- Lack of detail regarding the improvements to the sports facilities in the north field. Would not support significant changes to the appearance of the north field, or the addition of further permanent infrastructure that would make the field inaccessible to other users;
- Payment gate system for the tennis courts would prevent their misuse and control noise;
- Would not wish to see the football fields so demarcated that they become exclusive for this use;
- The sports in development are for male dominated sports and would like to see how much consultation had been given to making the space accessible for girls and women;
- Lack of toilet facilities adjacent to football pitches needs to be addressed;

Planting and Landscaping

- Existing trees should be maintained and pruned;
- Object to plant to remove all vegetation from the former 'rock and water gardens' and to fill the old watercourse with gravel as a 'modern interpretation.'
- Careful consideration should be given to types of trees to be planted in proximity to residents boundaries;
- No acknowledgement of the threat posed to the treeline and associated undergrowth on the eastern boundary of the park by the proposed redevelopment of Ryebank Fields;
- The Firswood Community Centre could be 'enhanced' without taking/moving the boundaries into green space;

Flooding and Drainage

- How does the Council plan to keep the deculverted Longford Brook clear of obstruction and desilt it so that water flow remains good and so flood risk is minimised;
- Concern regarding plans to open the watercourse and potential for flooding of neighbouring houses;
- Lack of information regarding water way maintenance;
- Would like assurances that the groundwater monitoring which is mentioned in the hydraulic report is undertaken;
- Need monitoring and remediation budget in place to mitigate against increased flooding to properties on Cromwell Road;

Extent of Development

- Concerns regarding taking open space and replacing with concrete areas;
- Developments will attract more users than the park can sustain, both in terms of traffic and also in toilet facilities;
- Longford Park and its facilities has become vastly over used and increasingly by people not living locally or within Trafford;
- More detail sought regarding enhanced/improved circulation to the southern end of the park;
- Query the use of the eastern field for events space as a new designation;

OBSERVATIONS

BACKGROUND

1. Trafford Council secured 'Development Stage' funding from the National Lottery Heritage Fund (NLHF) in early 2021 with funding to support progression to a 'Delivery Stage' bid in 2022. The submission of this application is a critical stage in the successful delivery of the project any Heritage Lottery Funding (HLF) award will be contingent on Planning consent. The development stage has three distinct components:
 - i) Preparation of detailed costs and designs for the key proposals of the Conservation Area Management Plan (produced by AECOM for the Development Stage)

- ii) Development of a detailed Audience Development Plan and Activity Plan
 - iii) Development of a Management and Maintenance Plan that can sustain the Conservation Management Plan and Audience Development Plan.
2. Consultation has been ongoing since 2001 by Trafford Council, Friends of Longford Park (FoLP) and City of Trees to inform the Longford Park Action Plan and the first Draft Masterplan went out to consultation in 2007.
 3. The Development Stage (term used by the NLHF to describe the process of moving from Concept Design to plans suitable for supporting a Planning Application) commenced in September 2021 with further consultation taking place.
 4. Findings from all consultations are summarised within the Design and Access Statement.

PRINCIPLE OF DEVELOPMENT

5. 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.
6. 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.
7. 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.
8. The NPPF, at paragraph 11, introduces 'the presumption in favour of sustainable development'. For decision-taking purposes, paragraph 11c) explains that 'the presumption in favour' means approving development proposals that accord with an up-to-date development plan without delay.
9. Policies protecting designated heritage assets are considered to be 'most important' for determining this application when considering the application against NPPF Paragraph 11 as they determine the principle of the development. Policy R1 of the Core Strategy, relating to 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. However, its primary focus, which is the protection of heritage assets, is aligned with the NPPF.

10. 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 Building 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.
11. Policy L4 is considered to be largely up to date in that it promotes the development and maintenance of a sustainable integrated transport network that is accessible and offers a choice of modes of travel, including active travel, to all sectors of the local community and visitors to the Borough. It is not considered to be fully up to 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.” Nevertheless it is considered that Policy L4 can be afforded substantial weight.
12. Policies L5, L7 and R5 are considered up to date for the purposes of determining this application.
13. Although inconsistent in some respects, Policy R1 and Policy L4 reflect the overall direction of NPPF policy in heritage and transport terms. When considering the overall basket of relevant policies in the development plan it is considered to be up to date for the purposes of this application. There is no ‘clear reason for refusal’ identified when balancing heritage harm and the benefits of the scheme. The tilted balance is not engaged.

IMPACT ON DESIGNATED HERITAGE ASSET AND VISUAL AMENITY

14. Heritage assets in the Borough contribute to the unique character and quality of the historic built environment. These sites and buildings are an irreplaceable record of the Borough which can contribute to our learning and understanding of the past including its social and economic history, and are also a resource for the future. It is therefore essential that we seek to preserve, protect and where appropriate, enhance these special buildings and sites, in line with national and regional planning policy guidance.

Policy Context

Heritage:

15. Section 71(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.

16. National guidance in the NPPF requires that local planning authorities take into account the particular significance of the heritage asset when considering the impact on a proposal to avoid or minimise conflict between the heritage asset’s conservation and any respect of the proposal (paragraph 195).
17. Paragraph 197 indicates that when local planning authorities are determining planning applications, they should take account of:-
 - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation’
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
18. Paragraph 199 states that “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (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.”
19. Paragraph 200 states that “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction or from development within its setting) should require clear and convincing justification.”
20. Paragraph 202 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.”
21. Trafford Core Strategy Policy R1 Identifies that Trafford’s historic environment makes a major contribution to the attractiveness and local distinctiveness of the Borough and sets out that all new development must take account of surrounding building styles, landscapes and historic distinctiveness.
22. Longford Park is a designated Conservation Area. The proposal is to be considered against the relevant policies of the adopted Longford Conservation Area Appraisal (2016) and the Longford Conservation Area Management Plan (2016).

Design:

23. NPPF, PPG, the National Design Guide (NDG) and the National Model Design Code (NMDC) set out the Government's planning policies and guidance on matters of design. The NDG is considered to be a material consideration in the determination of planning applications and should be attributed significant weight. The current version of the NPPF (20 July 2021), highlights the increased importance given to the consideration of design by the Government.
24. Paragraph 126 of the NPPF states that "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities." Paragraph 134 expands on this and is clear that "Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guides and codes. Conversely, significant weight should be given to:
 - a) Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
 - b) 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.
25. 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."
26. Great emphasis in the PPG and the NDG is placed on the importance of context and identity. This is of course set against the need to support development that makes efficient use of land taking into account inter alia the desirability of maintaining an area's prevailing character and setting.
27. The NDG repeatedly emphasises the importance of context and identity and at C1 and paragraphs 41-43 says that well-designed new development should understand and relate well to the site, its local and wider context, and respond well to the features of the site itself and the surrounding context beyond the site boundary.

28. The importance of preserving the historic environment is reflected in NPPF and supporting NPPG. The Council's Heritage Development Officer has been consulted on the application and their comments are set out in full within the consultation section of the report.

Significance of the Designated Heritage Asset

29. The Historic England document *Conservation Principles*, published in 2008, provides policies and guidance for identifying significance. Four heritage values are assigned through which a site or place can be interpreted; evidential, historical, communal and aesthetic.

30. Longford Park is primarily significant for its history as the core of the Longford Hall estate and for its association with John Rylands, a successful local businessman, who built the last version of Longford Hall and established the grounds in the general arrangement that still exists today. His philanthropic nature is demonstrated in the workers' cottages within the park, which provided a high standard of accommodation for his employees. His keen love of horticulture is demonstrated by the establishment of large walled gardens and the provision of housing for his gardeners.

31. Longford Hall was also significant for its association with John Rylands' widow Enriqueta Rylands, who used Longford Hall to store two extremely valuable library collections which were later transferred to John Rylands Library, built and named in honour of her late husband. Although the Hall has been demolished, the historic estate connections remain in the attractive estate buildings and landscape features, such as the Ha-Ha. Only a small part of the former house remains, with the entrance portico still standing.

32. The key aesthetic value of the site comes from its green spaces, mature trees and planting. The greenery and planting of Longford Park contributes greatly to its visual appearance and the definition of different areas of the park. The layout of the spaces reflects both its historic estate use and changes made during its use as a park.

33. There is an interesting mix of areas within the park creating different atmospheres: more intimate and enclosed spaces, meandering pathways, very open estate parkland and the domestic nature of the central area around the workers' cottages. There are wide open vistas, particularly in the northern part of the park, which give a sense of space within a built up urban area. Good views are also afforded in the southern part of the park, up and down the main avenue of trees.

34. The remaining buildings are fine examples of mid-19th Century cottages, entrance lodges and more practical structures, such as the former stables. The lodges are more decorative in their design, providing a more impressive public

view of the historic estate. The workers' cottages are more vernacular in design, though use attractive detailing, such as tile-hung gables to Longford Cottages and decorative ironwork to the veranda on Sunnyside Cottages.

35. The shelters around the former Rose Garden, as well as the former Firwood Library in the boundary extension, are fine examples of the Art Deco style. They have a sleek modern appearance and reflect the popular styles of the time when the park was in its heyday. The small modern building in the centre of the shelters in the Rose Garden is the site of an Art Deco café of the same era as the shelters. This was lost and was replaced by the toilet block, which has recently been refurbished to complement the style of the shelters.
36. Longford Park opened to the public in 1912 after the Longford Estate was bought by Stretford Council. This marked the point of change from a private estate to a public leisure facility. It has therefore served the local community for over 110 years and has been associated with local events, such as the annual Stretford Pageant and Rose Queen Festival or the visit in 1977 by Queen Elizabeth II on her Silver Jubilee tour.
37. The park continues to be an important community asset, where local people can use the variety of leisure and community facilities within the park. It is also an important place for socialising and is a place of residence for a number of people.
38. The earlier history of the site also has historic interest, dating back to the Anglo-Saxon or Roman periods, when the Nico Ditch, which runs across the park from east to west (now filled in), was built potentially as an administrative boundary. Specific references to the site in residential use come firstly in the 17th Century when the Mosely family held the land. In the 18th Century, the site of the Hall, then likely to have been a farmhouse, was held by Thomas Walker, a prominent local cotton merchant and politician.

Consideration of Impact on the Significance of the Conservation Area

39. In addition to Core Strategy Policies L7 'Design' and R1 'Historic Environment' the Longford Conservation Area Management Plan (CAMP) has a number of relevant policies when considering this proposal, many of which support this type of intervention.
40. The CAMP, at paragraph 2.1.3 identifies that "the main pressures and problems within the Conservation Area relate to the cumulative impact of minor alterations to residential dwellings, the deteriorating fabric of the historic ancillary structures, a disjointed public realm, a poor standard of maintenance of the formal gardens and some problems with anti-social behaviour in certain locations."
41. Any new development should be appropriate for its historic setting and should support the regeneration of the park or enhance the visitor experience."

42. As reported within the Heritage Development Officer's comments in the consultation section of the report above, the scheme offers considerable public benefit including the repair and enhancement of heritage assets and the enhancement of historic park community facilities.
43. Longford Hall was built in 1857, with extensions in 1892 and 1894. The Hall was demolished in 1995. The Greater Manchester Heritage Environment Record lists the site of Longford Hall and Longford Park as monuments. The Hall was a grade II listed building but was delisted on its demolition.
44. All that remains of Longford Hall is the main portico, entrance steps and flanking walls at plinth level.
45. The CAA identifies that *"There is not enough interpretation of the history of the Hall for the visitor to adequately understand how the remaining entrance feature related to the former Hall."* The portico is identified within the CAA as a positive contributor (fair condition) and is included as the main reminder of the former Victorian house within the park. It has potential for enhancement through improvement of its setting and repairs to bring it into good condition.
46. The site of the demolished Hall itself has had surface landscaping but there is the high probability that foundations still remain below ground. It has also been suggested that some of the cellars are still in existence.
47. However, much of this landscaping and the garden area in general is of a poor quality and poor condition and has suffered from vandalism.
48. The surviving fabric from Longford Hall has been re-pointed in an inappropriately hard mortar and the fabric is being damaged. A lack of maintenance is evident through vegetation growing out of gutters and historic stonework.
49. Paragraph 2.12.4 of the CAMP advises that *"There is scope within Longford Park for new development that will have a beneficial impact on the significance of the Conservation Area. For example, the Larry Sullivan gardens are dated and in a poor condition. There is an opportunity to renovate this area and create a garden that increases visitors' understanding of the demolished Hall."*
50. The proposed reconfiguration of the former Longford Hall, including the redesign of the hall footprint, would serve to respect and better interpret the historical layout and the former internal room functions, providing more legibility and understanding of the history of park for its current users and visitors.
51. The original mid-19th century ha-ha feature within the south park is in poor condition and would benefit from the proposed restoration and its preservation would retain the tangible link to the historic use of the park.

52. The Long Barn, built in 1893 is currently considered to be 'at risk.' Some concern is raised regarding the alterations to boundary treatments, increase in hard landscaping, changes to boundary treatment, vehicular access and alterations to the Long Barn. A sensitive approach should be taken to repair and replacement of the historic fabric and the refurbishment should be undertaken using good quality traditional materials. The proposals are considered to result in minor harm to the designated heritage asset although there is potential to mitigate this harm through the submission of further details and samples of materials at conditions discharge stage.
53. It is acknowledged however that the proposed works to the Long Barn would provide wider community and heritage benefit though ensuring the continued use of this building.
54. The Shippon buildings (former stables) are also in poor condition and detract from the aesthetic values of the Conservation Area. The careful repair and conservation of these structures benefit from separate planning permission (108193/FUL/22) with proposals to upgrade the outdoor area forming part of the current proposals which would further enhance the Conservation Area.
55. Improvements are also welcomed to the character and circulation of other areas within the core of the site including the kitchen garden/community allotment; Pets Corner and café as well as enhancements to existing park entrances and boundary features, repair, re-use and enhancement of heritage assets including the Longford Hall portico; reinstatement of historic routes; enhancement of existing hard and soft landscaping; heritage interpretation; cohesive approach to street furniture and wayfinding which would all represent substantial heritage benefits.
56. Those elements of the proposal which have the most potential to affect the significance of the designated heritage asset are the new pump track and sports pitches within the open space of the park. As identified within paragraph 3.3.1 of the CAA, "the greenery and planting of Longford Park contributed greatly to its visual appearance and the definition of different areas of the park. The layout of the spaces reflects both its historic estate use and changes made during its use as a park." Paragraph 3.3.2 continues to identify that "there are wide open vistas, particularly in the northern part of the park, which give a sense of space within a built up urban area."
57. The proposed plans for the pump track have given regard to these views and the layout has been developed to ensure long distance views north from the Long Barn car park are not disturbed. Earthworks have been designed to merge with the new contours created by opening up Longford Brook. It is acknowledged nevertheless that the track would interrupt the views to a degree and would remove some of the open space that is characteristic of the historic estate,

thereby constituting minor harm. Robust conditions are required regarding the final design.

58. Resurfacing of and improvements and enhancement to the tennis courts and basketball courts have the potential to cause minor harm however this can be mitigated with appropriate materials (with muted colours) and fencing/boundary treatment.
59. The need for upgrade of existing tennis courts, ongoing renewal of children's play areas and equipment and upgrade of Pets Corner is also identified within the CAMP together with proposed street furniture, works to the public realm and upgrade of the existing tennis and basketball courts. A co-ordinated approach to public realm improvements is welcome and a condition is recommended requiring a scheme of works to be submitted to ensure that this approach is taken.
60. More information is needed regarding a street furniture strategy which should include signage, way marking, interpretation, lighting, seating & bins which would greatly enhance the appearance of Longford Park and improve visitor experience and this is to be secured by condition.
61. The reinstatement of Longford Brook as an open watercourse will change the character of the open landscape. The edges of the watercourses should be left undeveloped, need to be compatible with local geology and not over engineered.

Archaeology

62. From the period of Roman occupation onwards, the future site of Longford Park lay to the east of the important road between the Roman forts at Chester and Manchester, known respectively as Deva and Mancunium. Part of a substantial linear earthwork, called the Nico Ditch, also runs through the park and possibly denoted an administrative boundary. The ditch is first recorded in the twelfth century as the "Mycelldiche", or Great Ditch, but its origins may either be Roman, and therefore associated with the strategic network of Roman roads noted above, or perhaps even earlier, possibly dating to the Anglo-Saxon period.
63. The precise location, character and date of this ancient linear earthwork is largely unknown however an assumed alignment is based on the contours and landform on either side of the site.
64. A new swale/ditch is proposed which will cross the alignment of the Nico Ditch, providing a good opportunity for an archaeological dig/watching brief to establish the location of the Nico Ditch at this point and also to install some permanent interpretation.

65. Two short sections of the Nico Ditch are afforded statutory protection as a Scheduled Monument although these are outside of Longford Park and indeed within the administrative authorities of Manchester City Council (Platt Fields) and Tameside (Denton Golf Course). There is no such designation in Trafford and therefore it should be classed as a non-designated heritage asset where it crosses through Longford Park.
66. Greater Manchester Archaeological Advisory Service (GMAAS) has been consulted although no comments were received during the consultation period. As a fallback position and subject to the receipt of any late comments, a condition is recommended to secure an archaeological investigation of the ditch. It is considered that this condition would mitigate any potential harm to below ground non-designated heritage assets through intrusive ground works by allowing their recording and future interpretation. This would have an overall neutral impact on the non-designated heritage asset.

Heritage Conclusion

67. In summary, the proposed alteration of existing and the installation of additional sport facilities; introduction of lighting columns; alterations to boundary treatments and vehicular access and alterations to the Long Barn will result in minor harm to the character and appearance of Longford Park Conservation Area (less than substantial harm at the lower end). This harm would be mitigated in part through the submission of further details and samples of materials at conditions discharge stage. The overall level of harm remains minor, at the lower end of 'less than substantial' in NPPF terms.
68. As harm has been identified, a clear and convincing justification needs to be provided and a balancing exercise undertaken of the harm against the public benefits of the scheme as required by 199, 200 and 202 of the NPPF. It is considered that the proposed works have substantial heritage benefits including:
- Repair, re-use and enhancement of heritage assets including the Longford Hall portico;
 - Reinstatement of historic routes;
 - Enhancement of existing hard and soft landscaping;
 - Improved heritage interpretation;
 - A cohesive approach to street furniture and way finding;
 - Major enhancement overall to the character and appearance of the Conservation Area;
69. This application constitutes a one-off opportunity for funding from the HLF that would enable the Council to carry out many of the areas of repair and improvement needed and much of this work is supported by the adopted CAA and CAMP policies.

70. It is also acknowledged throughout other sections of this report that the proposal results in wider community and ecological benefits.
71. In conclusion it is considered that in undertaking the balancing exercise required by the NPPF, that the benefits of the scheme outweigh the less than substantial harm identified to heritage assets and in heritage terms the development is considered to be acceptable. In respect of paragraph 11(d) i of the NPPF the development does not provide a clear reason for refusal in this respect.
72. The application is therefore supported on heritage grounds, subject to conditions.

IMPACT ON PROTECTED OPEN SPACE

73. Policy R5 is generally in compliance with the NPPF and is therefore up to date for the purposes of decision making. Policy R5 'Open Space and Recreation' states that in order to remedy deficiencies in the provision of facilities in identified parts of the Borough and ensure that appropriate facilities are available to meet the needs of its residents across the whole of Trafford, 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. The Council will seek to address key areas of deficiency in quality and quantity of open space and indoor/outdoor leisure provision by protecting existing and securing the provision of areas of open space and outdoor sports facilities.
74. Paragraph 99 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built in 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.
75. Sport England has considered the application in light of the National Planning Policy Framework and Sport England's Playing Fields Policy. 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.'

76. The application indicates how the proposal will affect existing playing field provision as follows:

- Football – repositioning of existing mini, 9v9 and 11v11 pitch to the north of the site;
- Cricket – provision of a new pitch which results in the re-positioning of existing football pitches;
- Tennis – loss of two existing tennis courts to the south of the site

77. In addition, the proposal impacts on other existing sports facilities which form part of the playing field provision as follows:

- Basketball – provision of new full and 3x3 court to national standards which replaces existing hard surface court
- Athletics – provision of a new 25m sprint/exercise track which results in the loss of two tennis courts.

78. The proposal broadly meets Exception E4 of the Playing Field Policy (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).

and paragraph 99 of the NPPF subject to the recommended conditions in relation to amended plans; continuity of use during construction; technical design and construction specifications of the natural turf football pitches; “Natural Turf for Sport” Guidance compliance; appropriate pitch sizes; Management and Maintenance Scheme; technical specifications for non-turf cricket wicket; technical specification for basketball surface; details of basketball ball-stop fencing; technical specification for tennis court resurfacing as the scheme now provides:

- The same quantitative provision of football pitches currently available with a mini pitch; 9v9 and 11v11 pitches, shown as marked out to the north of the proposed cricket pitch.
- The addition of a sprint track; 2 no. 3x3 basketball courts and football wall which appears to be located on an area formerly used for tennis courts. The two tennis courts affected have been disused for that purpose for some time and not identified within the Council’s Playing Pitch Strategy.
- The wheeled sports course and the opening up of the brook which is not on an area of playing field.

79. The proposed pump track provides a different sporting/recreation offer at the site.

80. The proposal thereby accords with Policy R5, relevant sections of the NPPF and Sport England’s Playing Fields Policy.

LONGFORD PARK AS A COMMUNITY FACILITY

81. Paragraph 7 of the NPPF sets out that “The purpose of the planning system is to contribute to the achievement of sustainable development.” The three overarching objectives of the planning system in achieving sustainable development are set out in paragraph 8 as economic, social and environmental. The social objective (8c) is described as follows:
- To support strong, vibrant and healthy communities, by ... fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being.
82. Paragraph 92 of the NPPF sets out that planning policies and decisions should aim to achieve health, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
83. Paragraph 93 of NPPF considers the social, recreational and cultural facilities and services the community needs. As well as planning positively for the provision and use of shared spaces, community facilities (sports venues), planning policies and decisions should guard against the unnecessary loss of valued facilities and services and ensure that established facilities are retained for the benefit of the community.
84. The proposal would enhance existing community facilities within the park and as such is considered to be in accordance with the relevant sections of NPPF.

RESIDENTIAL AMENITY

85. In addition to ensuring that developments are designed to be visually attractive, the NPPF (paragraph 130) also advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
86. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. As previously stated, L7 is considered to be up to date for decision making purposes and full weight can be attached to it.
87. 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 measure can be put in place.
88. The park is bounded to the east, south and west by residential dwellings and there are also residential properties located within the park itself (Sunnyside and Longford Cottages).

89. The primary matter to be considered is the possibility of increased noise and disturbance resulting from the newly created pump track and increased use of other areas of the park for example the new cricket pitch, formalised car parks, improved tennis court facilities etc. Remembering that the majority of these works would constitute permitted development and that they relate to improvements to an existing and well used public park, it is considered that there would be no significant impact on residential amenity to warrant a refusal.
90. Whilst no final design has been provided for the pump track (including height and sections), its location to the western side of the park has been indicated on the masterplan. It is possible that the earth works involved would constitute an engineering operation and therefore full consideration should be given to its wider impact on neighbouring residents. Final details are to be secured by condition. Notwithstanding this, given the separation distance of the track at its closest point to boundaries with neighbouring properties on Cromwell Road, is shown to be approximately 69 metres. At such a distance there would not be any level of overlooking that would be significant or harmful. It is recommended that a condition is attached to planning permission setting out the parameters of the pump track, ensuring that no part of the activity zone of the track is within 30 metres of the boundary with neighbouring residential properties (in accordance with advice contained within 'Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard.'
91. It is acknowledged that creating a new facility in this area of the park may increase noise over existing levels of informal use by families, scout groups etc. Nevertheless, it is an appropriate use for a public park and considered to be an acceptable distance from the boundary. Similarly, increased activity around the Long Barn would be appropriate given the current use of the site. Pollution and Licensing raise concern regarding the potential impact of late night noise from users of the youth sports area with residential properties less than 10m away. A Noise Management Plan is recommended to address the management of this space. It is acknowledged however that this is an existing area of the park where there are laid out tennis and basketball courts on an open area of hardstanding that are currently unrestricted. Any impact also needs to be weighed against the wider community and heritage benefits.
92. Another concern raised by neighbouring residents is a matter of anti-social behaviour. Concern is raised that the pump track and other areas including the area to the west of the Shippon Building, around the Ryebank Road car park and Athletic Stadium and courts would invite anti-social behaviour through lack of natural surveillance, creating areas where people are encouraged to hang around etc. It is unfortunate that anti-social behaviour is an issue in Longford Park as with many other parks in the Borough and nationally. However, this is not an issue that can be adequately addressed through the planning process alone. Indeed, it is considered that proposed improvements within the park including

increased lighting, improvements to existing facilities, creating a variety of useable spaces and providing new facilities as well as general improvements to the heritage and built environment could not only increase use of the park by members of the local community but also provide alternative activities and encourage new user groups such as older children and teenagers that would benefit from this provision. There is no evidence to suggest that the pump track would attract anti-social behaviour based on facilities developed at other similar sites that have been looked at and recommended by NLHF. New site staff and increased natural surveillance through the new uses within the Long Barn will reduce the threat of anti-social behaviour. There is no lighting proposed to the pump track and as such its use would be limited to daylight hours. The application does not include details of any proposed CCTV however a crime statement condition is recommended in relation to the site.

93. New lighting columns are proposed to the Central Core to illuminate the key north to south route and footpath links to Ryebank Road car park. Subject to conditions agreeing positioning of columns, lighting levels and design of the fittings, it is considered that there would be no undue harm to residential amenity. The proposed lighting columns are to improve safety within the park rather than to illuminate and extend the hours of use of sports and recreational facilities into the evenings.

HIGHWAYS AND PARKING

94. The NPPF (paragraph 104) explains that transport issues should be considered from the earliest stages of plan-making and development proposals. Significant development should be focussed on locations which are or which can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, paragraph 105 continues. However, development should only be prevented or refused on transport grounds if there would be an 'unacceptable impact on highway safety', or 'the residual cumulative impacts on the road network would be severe', it advises (paragraph 111).
95. 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."
96. Policy L4 also 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.

97. Policy L4 is considered to be largely up to date in that it promotes the development and maintenance of a sustainable integrated transport network that is accessible and offers a choice of modes of travel, including active travel, to all sectors of the local community and visitors to the Borough. It is not considered to be fully up to 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.” Nevertheless it is considered that Policy L4 can be afforded substantial weight.

98. 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.

99. The LHA has been consulted on the application and their comments are incorporated into this section of the report.

Vehicle Access

100. There are several accesses for Longford Park as detailed below:

The Firswood Gateway

101. This is the main gateway into the park from the north-east off Great Stone Road. It is proposing a metal knee rail and bollards to restrict vehicle access/pavement parking. No severe impact on highway safety.

Ryebank Road

102. This is the main pedestrian and vehicular access into the park from the east and provides the main car parking provision for the park and adjacent Athletic Stadium. It is proposed to improve the pedestrian access and movement incorporating widening of the footpath, formalisation of the current car park through surface improvements and demarcating individual parking bays. The access is within the boundary of Manchester City Council and therefore the applicant must consult with Manchester City Council highways department, but this will take place outside the planning process.

Ryebank Road/Longford Road

103. The second access off Rye Bank Road/Longford Road entrance is a secondary pedestrian access and maintenance events vehicle access. The current layout is dominated with a vehicle swing barrier. The application proposes to formalise the entrance and improve accessibility through new surfacing and entrance signing. It also proposes to install both pedestrian and vehicular gates that will be moved

back to enable vehicles to pull up without blocking Longford Drive. Further consultation with Manchester City Council is required on exact details.

Cromwell Road

104. This entrance is located to the west of the park and serves as one of the main vehicle and pedestrian access points. The entrance is narrow and is dominated by the vehicle access. It is proposing to formalise the entrance creating defined and welcoming pedestrian access at the same time discouraging vehicular movements through the park. This access is not part of the adopted highway.

Longford Avenue/Cromwell Road entrance

105. No changes are proposed to this entrance.

Edge Lane

106. Edge Lane entrance is the southeast corner of the park. It is proposed to improve the pedestrian gateway into the park through widening the entrance. The improved entrance will connect to the proposed new section of the formal footpaths to the east and south of the Grand Lawn and provide connection to Turn Moss playing fields. It is proposing fixed metal bollards to restrict vehicle access. A vehicle management condition is recommended and this should include clarification on which vehicles will be using this access.

107. It shall be noted that planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and ideally, the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Pedestrian/Cycle Access

108. Longford Park is served by an extensive and well used footpath network. Footpaths vary in condition in several locations. The proposals seek to review the conditions of the existing footpath surfaces and drainage, along with resurfacing priority routes/damaged areas and improve overall access and circulation route.

109. Several existing desire lines will be formalised and proposed to include new footpaths to the east and south of the Grand Lawn. The proposals will better link the tennis courts, youth sports area and the pedestrian entrance to Edge Lane. A formal footpath will also meander through the existing tree adjacent to Edge Lane and create an improved link to the South Drive/Edge Lane Lodge entrance. The improvements will also include the formalisation of the desire line to Rye Bank Road, to the south of the proposed cricket pitch. Formalising the existing well-

used route from Rye Bank Road is not considered to create the potential for on street parking in this area.

110. Overall, the proposals aim to improve pedestrian and cyclist accessibility circulation and movement, and at the same time reducing vehicle movements, it will include the re-configuration of the core footpaths to provide a clearer route between all various venues in the park. It is proposing a clearly defined pedestrian route along the narrow lane between the walled garden and the school which aims to improve pedestrian/cyclist connections north to south. The proposed pedestrian and cycle access arrangements are acceptable.

Servicing Arrangements

111. No details have been seen for the proposed storage of refuse and recycling. The LHA requests further clarification from the developer. A Waste Management Strategy shall be submitted to and approved in writing by the LPA.
112. The Waste Management Team should be consulted to ensure that they are satisfied with the proposed development servicing arrangements.

Parking Arrangements

113. The car parking standards are detailed within Supplementary Planning Document 3 'Parking Standards and Design' (SPD£).
114. The reconfigured Long Barn car park provides 10 no. car parking spaces and 4 no. accessibility spaces.
115. There are 14 no. car parking spaces and 1 no. accessible space within the Firwood Gateway car park.
116. The Ryebank Road car park provides 137 no. car parking spaces, 5 of which are accessibility spaces and 4 no. designated electrical charge points. There is also 1 no. accessible space near the café.
117. The proposals result in the loss of a total of 22 no. car parking spaces across all car parking areas within the park. It is however proposed to increase the number of accessible spaces from 7 to 10 and thereby also increasing the overall percentage of accessible spaces. There are no specific disabled parking requirements for public parks within SPD3. Nevertheless, the greatest requirement across all land uses is for 3 no. bays or 6% of the total capacity, whichever is the greatest. The disabled parking spaces would constitute 8.6% of the parking provision and is therefore considered acceptable.
118. The park is embedded in a residential area that is well served by bus routes and tram stops. In addition there is a general principle to encourage active travel and

linked active trips to parks. The reduction in parking spaces is also supported by measures to reduce the overall number of vehicle movements in the park including:

- Refurbishment of Ryebank Road car park, maximising the number of spaces and reinforcing the message that this is the key parking area;
- Two new footpath routes proposed from key entrances into the park, aiming to improve accessibility into the park by foot or bicycle;
- Proposed gateway at Cromwell Road entrance to provide a clear threshold between highway land and the park and signage to warn drivers of the access restrictions and speed limits; inclusion of turning head to ensure vehicles can turn around without entering the park;
- Reduction in the size of the car park adjacent to Long Barn with the possible introduction of a permit system/charging/time limit to serve as a deterrent;
- Increased provision for cycle parking throughout the park, bringing the total to 32 no. spaces, encouraging active travel. A condition is recommended to seek to further increase the provision of cycle parking spaces across the park where acceptable.

119. No information has been seen regarding motorcycle parking and this should be conditioned.

120. Active travel is also encouraged through measures to reduce the conflict between vehicles and pedestrians including:

- Separate footpath from Cromwell Road to the centre of the park;
- Separate pedestrians from the café and hall footprint. The realignment of Pets Corner facilitates the restoration of a pathway that linked the core of the site with the hall;
- Shared surface in front of the café (removing priority for vehicles)

121. It is expected that a large proportion of users of the pump track would arrive by bike. Improvements described above make it easy to travel through the park from Ryebank Road car park.

122. 4 no. EVCPs are to be relocated in Ryebank Road car park.

123. In conclusion, no objections are raised by the LHA and the proposal is considered to be acceptable in terms of highways and parking and the promotion of active travel is to be welcomed.

LANDSCAPING AND ECOLOGY

124. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's diversity. Policy R3 seeks to protect and enhance the Borough's green infrastructure network and Policy R5 states that all development will be required to contribute on an appropriate scale to the

provision of the green infrastructure network. These policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.

125. Under the NPPF, developments should aim to minimise impacts on biodiversity and identify and pursue opportunities for securing measurable net gains for biodiversity. In this regard a Biodiversity Impact Assessment has been undertaken and full details are provided within the Biodiversity Net Gain Report.
126. The application is also supported by a Planting Strategy and Ecological Assessment.
127. Greater Manchester Ecology Unit (GMEU) and the Council's Arboriculturist have been consulted on the proposal.
128. GMEU welcome the overall improvements to the park, which incorporate improvements for wildlife and which overall achieve a Net Gain in Biodiversity for the site (for habitats). In particular the de-culverting of the Brook and the introduction of species-rich grassland to areas of the site is welcomed. Officers are working with the EA to address their concerns regarding biodiversity and ecology of the de-culverted brook.
129. There are no trees protected under a Tree Preservation Order (TPO) within Longford Park, although all are protected within Longford Conservation Area.
130. The submitted Arboricultural Impact Assessment (AIA) recommends that an arboricultural method statement should be submitted for the works within the park, this should include tree protection measures for the retained trees and proposals to reduce harm for works proposed within the Root Protection Areas of retained trees. However, the AIA does not refer to the adjacent protected trees within Manchester. These mature trees, protected within the Manchester City Council (Park View Court, Alderfield Road, Chorlton) TPO, are very likely to be affected by the proposed resurfacing of the tennis courts. Although off site, these trees should be included within the arboricultural method statement to be submitted (conditioned).
131. Minor tree losses will be compensated through new tree and shrub planting and new landscaping with a net increase of trees within the park. There is a lack of details in the landscaping proposals e.g. numbers and sizes of new trees and shrubs to be planted and these details should be required by way of condition, together with details of the management of new features (particularly for grassland establishment).
132. Some concern is raised by GMEU with regard to the proposed new lighting and potential impacts on nocturnal wildlife, particularly bats, although it is noted that the lighting column designs are sympathetic to wildlife, as they are directional and designed to reduce light-spill as far as possible. It is advised that new

lighting added in the park will have nodes fitted to allow them to be connected to the central management system to enable better control of the lighting to reduce consumption by dimming/switching off when not in use and to minimise impacts on residents and wildlife.

133. Although bat surveys carried out did not record evidence of bat roosting, there was bat activity in the park. The recommendation for the installation of artificial bat roost boxes within mature retained trees on site is supported. It is also advised that a precautionary method statement is prepared for works to an existing pond on the site, giving details of measures to be taken during works to avoid any possible harm to aquatic wildlife, and particularly amphibians. These matters can adequately be addressed by condition.

FLOODING AND CLIMATE CHANGE

134. Policy L5 of the Core Strategy relates to Climate Change and states that new development should mitigate and reduce its impact on climate change factors, such as pollution and flooding and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.
135. There are a number of current drainage issues and areas of ponding/waterlogging evident across the park which have an adverse effect on site usage.
136. Areas of ponding/waterlogging are evident to a number of key footpaths, Disc Golf Course, to low level areas within the formal gardens, adjacent to the southern play area, adjacent to the ha-ha and to the low spots to the western field.
137. The formal gardens experience substantial ponding/waterlogging around the vicinity of the historic wall structure. This has an adverse effect on movement and circulation to the formal gardens, as is unsightly when water levels reduce.
138. A Hydraulic Assessment has been submitted as part of the application which has been reviewed by the Lead Local Flood Authority (LLFA) and the Environment Agency (EA). Consultation comments received are incorporated within this section of the report.
139. Site wide drainage proposals aim to address the current drainage issues and waterlogging evident across the park, to improve all year usage. Drainage proposals will ensure that there is sufficient infrastructure/capacity to accommodate the masterplan proposals. Proposals include the introduction of a number of Sustainable Urban Drainage Systems (SuDs) across the park, to alleviate areas of current waterlogging and to reduce the impact of the development on the natural water environment.

140. To the north of the park, improvements include the opening up of Longford Brook.
141. Longford Brook is currently a culvert running east to west through the northern part of the park, through the lower section of the disc golf course. The application proposals include the de-culverting of Longford Brook and opening it up as an open watercourse as well as the introduction of other features (raingardens, BMX pump track, etc.) that have the potential to impact on drainage and flood risk of the site. Reintroducing Longford Brook as an open watercourse would allow for greater surface water attenuation to alleviate ponding/flooding across the park and improved biodiversity. The open ditch alignment would roughly follow the current culverted route, but will meander through the Disc Golf course to respect the current course layout. The drainage feature will include permanent water and wet meadow seeding to the embankments.
142. To the centre of the site, located within the formal gardens, proposals include the installation of a bio-retention system. The raingardens will discharge into the reorientated Longford Brook, via an open ditch SuDS feature located to the western edge of the eastern field.
143. SuDS systems/attenuation basins will be incorporated into each pump track, collecting surface water run-off, with an outlet connection to the proposed Longford Brook swale system.
144. To the south of the park, a series of formalised basins within already existing low points will manage the runoff generated within these areas. Filter drain/soakaway features will provide overflow outlets to attenuation features.
145. The Environment Agency (EA) Flood map for planning indicates that the proposed development site is entirely within a Zone 1 flood risk area (i.e. there is little or no flood risk).
146. The Hydraulic Assessment concludes *that “Following the guidelines contained within the NPPF, and given the nature, scale, and constraints associated with the proposal, it is unlikely that it would adversely affect increase flood risk to the immediate or surrounding area assuming appropriate SuDS design and mitigation (including adequate warning procedures and a flood plan) can be maintained for the lifetime of the development.... The proposed improvement/opening up of Longford Brook, introduction of raingardens in the well area, basins in the BMX pump track, and depression in the southern section of the development enables the runoff generated within the park during the 100 year storm event plus an additional 40% for climate change can be managed through infiltration and a single 750mm dia pipe restriction.”*

147. The LLFA acknowledges the historic drainage issues at the site and supports the proposals to use the land more effectively and sustainably to address these issues. As such, the proposed development will only be acceptable if the measures as detailed in the Hydraulic Assessment and the Longford Brook and Drainage plan are implemented and secured by way of a planning condition on any planning permission.
148. The EA confirm that there does not appear to be any active flood risk arising from this proposal so long as the levels proposed are respected in the development. Care should still be taken to ensure that flood waters pooling outside the culverted section at the edge of the park are directed to open sections of the park rather than towards the nearby residential area. This can be achieved by reviewing the finished levels around the culvert section at the west of the site and ensuring they are high enough to direct flows away from the neighbouring residential areas.
149. At the watercourse crossing points clear span structures should be used where possible. Should sections of culvert remain, the impact of the structure can be minimised by depressing the invert 300mm below the natural bed level and providing a natural bed substrate through the base of the structure. It is recommended that any additional features added to the channel should work with natural processes and avoid interrupting sediment continuity.

OTHER MATTERS

150. Letters of representation received have raised matters that are not material planning considerations such as the impact on house value and do not therefore fall to be considered in the determination of this application.
151. Representations raised state that there are already plenty of cycle options in the area so there is no need for the creation of a pump track. The pump track facility is part of the strategy to engage more young people in the park, provide opportunities to increase levels of activity and health alongside more general cycling opportunities and connections within and around the park. The various cycling opportunities on offer including the all ability cycling sessions (Simply Cycling) at Trafford Athletics Stadium and others such as Longford Park Community Cycling Club form an important part of the activity plan for the project under the sport and physical activity and health and wellbeing themes. The pump track provides a different type of recreational activity to those already on offer.
152. A small number of representations received have also suggested other improvements/facilities that they would wish to see provided within the park. This application is the result of considerable consultation that has taken place with residents, interest groups and users of the park. Whilst more detail is required for many of the proposed improvements, the determination of this application does

not provide a forum for additional elements above and beyond those included within the masterplan to be considered.

153. Concern is raised regarding access for emergency services to the pump track. Access is provided as part of the landscape masterplan design and equally applies to Council maintenance vehicles.
154. The safety of runners attending the weekly parkrun has also been raised. Parkrun are a key stakeholder in the project – all future activities and events across the park will be co-ordinated, enabled through the addition of two new posts working on community engagement and activities to be funded by the HLF.
155. Matters are raised regarding current operations within the park such as the size of the refuse vehicle servicing the café. The issue of Council/Amey waste vehicle impact on nearby properties is separate to this planning application and is being addressed separately by relevant services. However, a detailed construction management plan is to be required by condition which will also cover appropriate access points and routes for construction traffic, which would be unlikely to utilise the Cromwell Road entrance to the park.
156. No further parking restrictions are proposed on East Drive and these are not considered to be necessary or required to make the development acceptable in planning terms.
157. Former toilet blocks within the formal gardens are to be retained and refurbished for public usage during events. Objections regarding the provision of toilets throughout the park has been raised. Given the proposals to increase usage of the park it is considered further details of facilities including accessible facilities need to be explored further and will be condition as such,
158. Event management plans are submitted to and approved by the Council's events team. As the number of events increase, this issue will be co-ordinated and managed by the new site staff working alongside the Council's events team.

EQUALITIES

159. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
160. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty

comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

161. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.

162. The proposals include improved access (including high quality surfacing and a new accessible max 1:21 gradient footpath from the Edge Lane entrance), improved legibility, accessible WC within the Long Barn and an increase in the number of disabled parking spaces across the park.

163. Following extensive consultation, the proposal would provide facilities for a wide age range from young children, older children and teenagers to adults and the elderly.

164. Having regard to these material considerations, it is therefore considered that the proposal is acceptable in this respect. No particular benefits or dis-benefits of the scheme have been identified in relation to any of the other protected characteristics in the Equality Act. As such, it is considered that the proposed development is acceptable with regard to Policy L7 of the Core Strategy.

165. As detailed within the main body of the report there has been extensive consultation with residents and park users. Consultation with residents for the application complies with the Council's adopted Statement of Community Involvement and a number of site notices have displayed within and at entrances to the park.

DEVELOPER CONTRIBUTIONS

166. No planning obligations are required.

PLANNING BALANCE AND CONCLUSION

167. Paragraph 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of this application the development plan is considered to be up to date. There is no

'clear reason to refuse' the application in NPPF Paragraph 11(d)(i) terms and the tilted balance is not engaged.

168. The application proposes a package of works across the park including restoration and repair of the built environment, works to improve understanding and legibility of the history of the park, repair and improvement to existing areas and facilities across the park.

Adverse Impacts

169. The report identifies the following adverse impacts of granting permission:
- Minor harm to designated heritage asset
 - Increased apparatus and hardstanding allocation impacting on open spaces, non-designated areas of open parkland and views across the park;
 - Increased noise and general disturbance from an expected increase in comings and goings.
170. 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.

Scheme Benefits

171. The main benefits that would be delivered by the proposed development are considered to be as follows:-
- Heritage benefits arising from repair, restoration and continuing use of buildings;
 - Formal and informal leisure benefits for all age groups;
 - Improved accessibility and legibility;
 - Provision of community space within the Long Barn;
 - Enhanced biodiversity;
 - Un-culverting of Longford Brook
 - Securing HLF funding to enable the works to be carried out.
172. Having carried out the balancing exercise and considering the basket of development plan policies as a whole it is concluded that the benefits of granting planning permission outweigh the harms of doing so. The proposal complies with the development plan as a whole which would indicate that planning permission should be granted. There are no material considerations, either in the NPPF or otherwise which would suggest a different decision should be reached and the application is therefore recommended for approval. Given there is ongoing dialogue with consultees it is expected that the recommended conditions will be refined. Any updates will be reported in the Additional Information Report.

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. No development shall take place unless and until a phasing plan has been submitted to and agreed in writing by the Local Planning Authority.

Reason: Having regard to the wide range of elements within the approved development and in order that the development may be carried out in a satisfactory manner having regard to Trafford Core Strategy Policies L7 and R1 and relevant sections of the NPPF.

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

Landscape Masterplan – D9220.101 Rev P03
Longford Hall – D9220.102 Rev P01
Grand Lawn – D9220 Rev P01
Grand Lawn Ha-ha Structure – D9220.104 P01
Formal Gardens – D9220.105 P01
Formal Gardens Shelters – D9220.106 P01
Walled Garden – D9220.107 P01
Wildlife Garden – D9220.108 P01
Pets Corner – D9220.109 P01
Pets Corner Animal Enclosures Sheet 1 – D9220.110 P01
Pets Corner Animal Enclosures Sheet 2 – D9220.111 P01
Pets Corner Volunteer Hub Facilities – D9220.112 P01
Play Area South – D9220.113 P01
Shippon Building – External Space – D9220.114 P01
Long Barn – D9220.115 P01
Pump Track – D9220.116 P01
Disc Golf Course – D9220.117 P01
Longford Brook and Drainage – D9220.118 P01
Play Area North – D9220.119 P01
Sports Pitches – D9220.120 P03
Tennis Courts and Youth Sports – D9220.121 P01
Firwood Community Centre and Car Park – D9220.122 P01
Ryebank Road Car Park – D9220.123 P01
Site Wide Footpaths and Road – D9220.124 P01
Core Footpaths and Road – D9220.215 P01
Edge Lane Entrance – D9220.126 P01
Cromwell Road Entrance – D9220.127 P01

Firswood Community Entrance – D9220.128 P01
Rye Bank Road & Kings Road Entrances – D9220.129 P02
Ryebank Road/Longford Road Entrance – D9220.130 P02
Interpretation Strategy – D9220.131 P01
Signage and Wayfinding Strategy D9220.132 P01
Street Furniture Lighting – D9220.133 P01
Street Furniture – D9220.124 P01
Café – D9220.135 P01
Planting Strategy – D9220.136 P01
Existing Ground Floor Plan – LNGBN-BUT-ZZ-GF-DR-A-01001-P01
Proposed Ground General Arrangement – LNGBN-BUT-ZZ-GF-DR-A-04001-P01
Existing Roof Plan – LNGBN-BUT-ZZ-R1-DR-A-01002-P01
Proposed Roof Plan – LNGBN-BUT-ZZ-R1-DR-A-04002-P01
Existing Location and Site Plan – LNGBN-BUT-ZZ-ZZ-DR-A-01000-P01
Existing North Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-02001-P01
Proposed North Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05001-P01
Proposed East Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05002-P01
Proposed South Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05003-P01
Proposed West Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05004-P01
Proposed Section 01 – LNGBN-BUT-ZZ-ZZ-DR-A-06001-P01
Proposed Section 02 – LNGBN-BUT-ZZ-ZZ-DR-A-06002-P01
Proposed Section 03 – LNGBN-BUT-ZZ-ZZ-DR-A-06003-P01
Proposed Site and Location Plan – LNGBN-BUT-ZZ-ZZ-DR-A-04000-P01
Proposed North Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05001-P01
Proposed East Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05002-P01
Proposed South Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05003-P01
Proposed West Elevation – LNGBN-BUT-ZZ-ZZ-DR-A-05004-P01
Proposed Section 01 – LNGBN-BUT-ZZ-ZZ-DR-A-06001-P01
Proposed Section 02 – LNGBN-BUT-ZZ-ZZ-DR-A-06002-P01
Proposed Section 03 – LNGBN-BUT-ZZ-ZZ-DR-A-06003-P01
Existing North Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50001-P01
Existing East Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50002-P01
Existing East Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-5003-P01
Existing South Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50004-P01
Existing West Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50005-P01
Existing West Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50006-P01
Existing West Barn Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50007-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50008-P01

Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50009-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50010-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50011-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50012-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50013-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50014-P01
Existing Park Wall Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50015-P01
Existing Portico Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50016-P01
Existing Portico Elevation – Fabric Repairs – LNGBN-BUT-ZZ-ZZ-DR-A-50017-P01
Existing Site Plan – D9220.137 P01

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

4. Prior to the commencement of any relevant phase of development detailed drawings for any construction / earthwork / moulding of the landscape shall be submitted and approved in writing by the Local Planning Authority. Details shall include plans, elevations, sections and levels along with the details of materials and landscaping.

Reason: To clarify the permission, having regard to Policy L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

5. a) Notwithstanding the details shown on the approved plans, prior to the commencement of any relevant phase of development details of both hard and soft landscaping works and boundary treatment 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.

6. Notwithstanding any description of materials in the application no development phase involving the use of materials to be used in the construction of:
 - a) The repair and restoration of existing buildings and structures including rainwater goods and details of windows and doors;
 - b) Gateway features;
 - c) Boundary treatments and fencing;hereby permitted shall take place until samples and full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour, and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

7. No development shall take place unless and until a schedule of repair works (including appropriate methodologies and drawings, required to all external and internal fabric including roof coverings, rainwater goods, joinery, re-pointing which shall include a historic mortar analysis, brickwork and stonework, windows and doors has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure that special regard is paid to protecting the special architectural and historic interest of the buildings and designated heritage asset, having regard to Policy R1 of the Trafford Core Strategy and the National Planning Policy Framework.

8. No cleaning of masonry shall take place unless and until the details of any cleaning proposals have been submitted to and approved in writing by the Local Planning Authority. Any cleaning shall be carried out in strict accordance with the approved details.

Reason: To ensure that special regard is paid to protecting the special architectural and historic interest of the buildings, having regard to Policy R1 of the Trafford Core Strategy and the National Planning Policy Framework.

9. No external lighting shall be installed within the site unless a scheme for such lighting (including lighting levels and hours of use) has first been submitted to and approved in writing by the Local Planning Authority. The scheme should be compliant with the ILP Guidance Note GN01/21 'The Reduction of Obtrusive Light' for zone E3 (suburban) of Table 2: Environmental zones. Where a lighting installation is close to sensitive receptors, the assessment should include details of light spillage impacting nearby receptors as illuminance in the vertical plane (lux) and also identify the luminous intensity in the field of view (glare) tables 3 and 4 of the guidance. 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.

10. No work shall commencement on the proposed works to the new youth area unless and until a Noise Management Plan has been submitted to and approved in writing by the Local Planning Authority. Development of this facility shall be carried out in strict accordance with the approved details at all times thereafter.

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

11. 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.

12. No work shall be carried out to the existing pond on site, unless and until a precautionary method statement is submitted to and agreed in writing by the Local Planning Authority. The statement shall include details of measures to be taken during works to avoid any possible harm to aquatic wildlife, and particularly amphibians. All works to the pond thereafter shall be carried out in accordance with the approved details.

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

13. No development shall take place unless and until an Arboricultural Method Statement (AMS) has been submitted to and agreed in writing by the Local Planning Authority. The AMS shall include tree protection measures for retained trees and proposals to reduce harm for works proposed within Root Protection Areas (RPAs) of retained trees and shall include adjacent protected trees within the boundary of Manchester City Council. All works shall be carried out in accordance with the approved AMS.

Reason: To secure the protection of existing trees, which are of amenity value to the area generally and the Conservation Area, having regard to Policies L7, R2, R3 and R1 of the Trafford Core Strategy and relevant sections of the NPPF.

14. Prior to the commencement of any relevant phase of development, including any works of demolition, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. deliveries to site
 - iii. loading and unloading of plant and materials
 - iv. storage of plant and materials used in constructing the development
 - 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
 - viii. a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - ix. hours of construction activity.
 - x. contact details of site manager to be advertised at the site in case of issues arising.

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

15. Prior to the commencement of development a package of bio-diversity measures for the park shall be submitted and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In order to enhance bio-diversity having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

16. Prior to the commencement of any relevant phase of development a scheme for secure cycle and motorcycle parking 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 [and motorcycle] 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

17. Notwithstanding the plans hereby approved and prior to the creation of the parking area, a scheme identifying a porous material to be used in the hard standing (for the car parking area) or a scheme directing run-off water from that hard standing to a permeable or porous area or surface, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby approved.

Reason: To prevent localised flooding in accordance with Policies L7, R3 and L5 of the Trafford Core Strategy and the National Planning Policy Framework .

18. Prior to the commencement of development until the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) regarding the Nico Ditch 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.

19. The development hereby permitted shall only be carried out in accordance with the approved Hydraulic Assessment (03/03/22 / EPG-00054-RP-01, Revision: V2.1/ The Environmental Protection Group Ltd) and the following mitigation measures detailed within the Assessment:
- Limiting the surface water run-off generated by the 1 in 100 yr + 45% CC allowance critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site
 - Confirmation of the opening up of the Longford Brook culvert across the site.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding elsewhere by ensuring that storage of flood water is provided; to reduce the risk of flooding from blockages to the existing culvert, having regard to Trafford Core Strategy Policy L5 and L7 and relevant sections of the NPPF.

20. No development shall commence unless and until a scheme to ensure either:
- a) The continuity of the existing sports use of/on the playing fields and sports facilities – mini, 9v9 and 11 v11 football pitches; basketball court; 6 x tennis courts or
 - b) The provision of replacement facilities has been submitted to and approved in writing by the Local Planning Authority. The scheme must set out details of the size, location, type and make-up of the facilities or replacement facilities (as appropriate) together with arrangements for access. The scheme must include a timetable for the provision of the facilities or replacement facilities (as appropriate). The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

Reason: To protect playing fields/sports facilities from damage, loss or availability of use during the construction of the development and to accord with Trafford Core Strategy Policies L5 and L7 of the Trafford Core Strategy and relevant sections of the NPPF.

21. No development shall commence unless and until the following documents have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England:
- i. A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could adversely affect playing field quality; and
 - ii. Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme

shall include a written specification of the proposed soil structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with the approved programme of implementation (or other specified timeframe – e.g. before first occupation of the educational establishment). The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Trafford Core Strategy Policies L7 and R5 and relevant sections of the NPPF.

22. The playing fields and pitches – mini, 9v9 and 11v11 football pitches and cricket pitch shall be constructed and laid out in accordance with the standards and methodologies set out in the guidance note “Natural Turf for Sport” (Sport England, 2011), and shall be made available for use to a specified timeframe to be approved in writing by the Local Planning Authority in conjunction with Sport England.

Reason: To ensure the quality of pitches is satisfactory and they are available for use before development (or agreed timescale) and to accord with Trafford Core Strategy Policies L7 and R5 and relevant sections of the NPPF.

23. Prior to the commencement of any relevant phase of development, specification for the proposed basketball surface has been submitted to and approved by the Local Planning Authority (after consultation with Sport England). The details as approved shall be implemented to an agreed timescale.

Reason: To ensure the quality of pitches is satisfactory and that they are available for use before the development (or agreed timescale) and to accord with Trafford Core Strategy Policies L7 and R5 and relevant sections of the NPPF.

24. Prior to the commencement of any relevant phase of development a technical specification for the retained tennis courts has been submitted to and approved by the Local Planning Authority (after consultation with Sport England). The details as approved shall be implemented to an agreed timescale.

Reason: To ensure the quality of pitches is satisfactory and that they are available for use before development (or agreed timescale) and to accord with Trafford Core Strategy Policies L7 and R5 and relevant sections of the NPPF.

25. Prior to the commencement of any relevant phase of development a technical specification for the proposed non-turf cricket wicket has been submitted to and

approved by the Local Planning Authority (after consultation with Sport England). The details as approved shall be implemented to an agreed timescale.

Reason: To ensure the quality of pitches is satisfactory and that they are available for use before development (or agreed timescale) and to accord with Trafford Core Strategy Policies L7 and R5 and relevant sections of the NPPF.

26. Prior to the commencement of any relevant phase of development a technical specification for the retained tennis courts has been submitted to and approved by the Local Planning Authority (after consultation with Sport England). The details as approved shall be implemented to an agreed timescale.

Reason: To ensure the quality of pitches is satisfactory and that they are available for use before development (or agreed timescale) and to accord with Trafford Core Strategy Policies L7 and R3 and relevant sections of the NPPF.

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

28. Prior any works connected in opening of the culvert commencing a package of information and plans shall be submitted and approved by the LPA detailing the improvement to physical habitats and fluvial processes and must include as a minimum:

- Channel long section
- Channel cross-sections showing all key design proposals (i.e. different morphological features and any engineered sections are captured).
- Water levels for QMED and mean flows marked on the proposed cross-sections.
- Details of proposed planting.
- Details of proposed in channel structures.
- Details of proposed bed substrate and channel lining (if required).
- Details of proposed structures or bed/bank reinforcement.
- Construction methodology
- Proposals for post-construction monitoring

Reason: Such details need to be incorporated into the design of the development to prevent the risk of flooding and demonstrate the development will conserve and enhance the environment through biodiversity net having regard to Policies

R2, R5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

29. No development shall take place in any phase until details of existing and finished site levels for that phase relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of heritage, ecology, design and amenity and in compliance with Policy L7, R1 and R2 of the Trafford Core Strategy and the National Planning Policy Framework.

30. No development shall take place in any phase until details of existing and proposed facilities have been submitted to and approved in writing by the Local Planning Authority. The details shall include plans and cross-sections with details of access and accessibility. The development shall be undertaken in accordance with the approved details.

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

31. Prior to the commencement of any relevant phase of development a Crime Reduction Statement shall be submitted and approved in writing by the Local Planning Authority, providing details of CCTV, boundary treatment and lighting measures. The development shall be undertaken in accordance with the approved details.

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

32. Prior to the commencement of any relevant phase of development a public realm strategy shall be submitted and approved in writing by the Local Planning Authority, detailing Gate-way features, signage, way finding and street furniture. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of design and amenity and in compliance with Policy L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

33. Prior to the commencement of any relevant phase of development a vehicle management strategy shall be submitted and approved in writing by the Local Planning Authority, providing details of accessible routes, type of access (pedestrian / vehicle) and direction of travel restrictions. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of design and public safety having regards to Policy L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

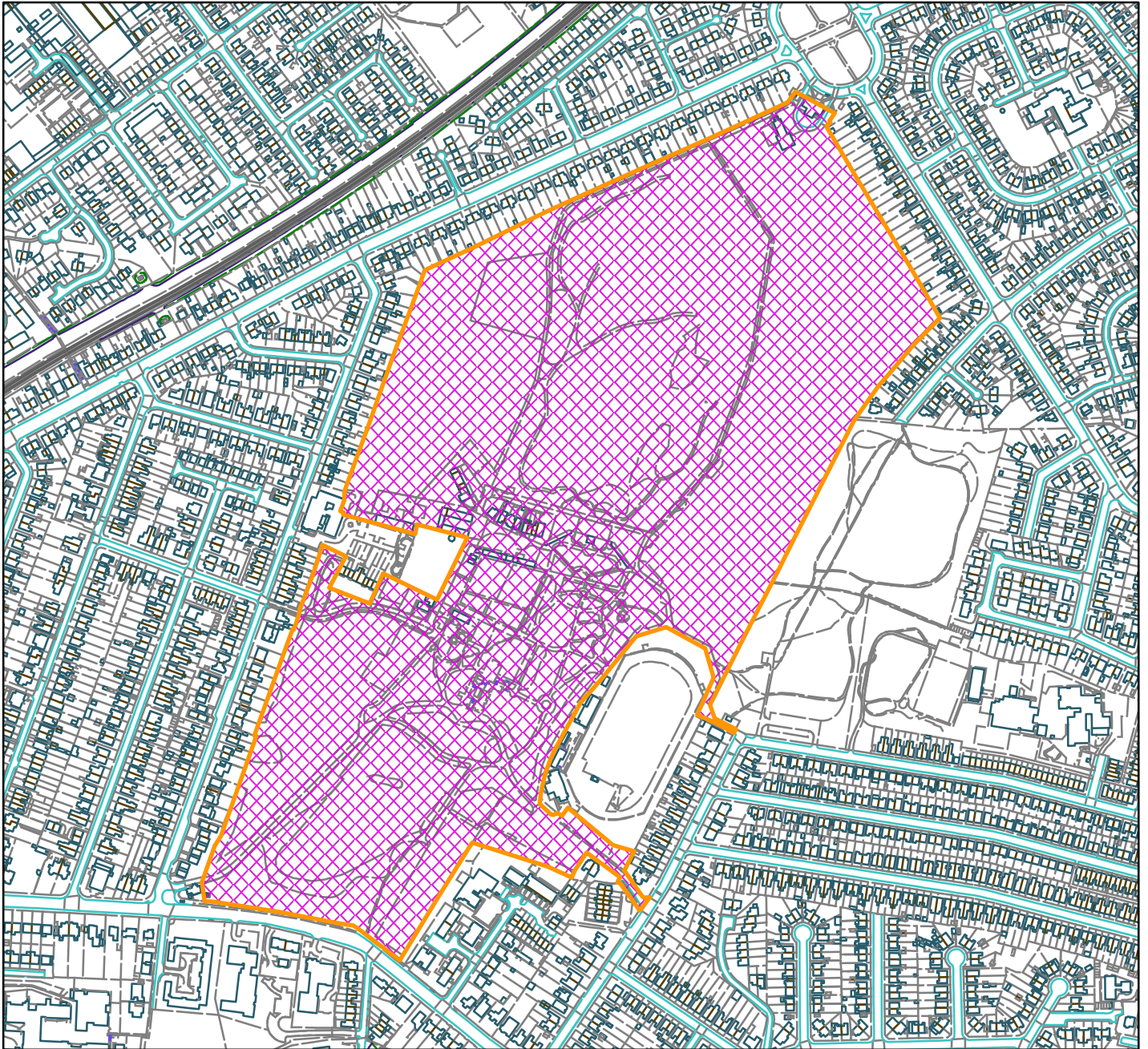
34. Prior to the commencement of any relevant phase of development details of perimeter fencing for designated sports areas shall be submitted and approved in writing by the Local Planning Authority, details shall include, plans, elevations and materials. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of heritage, design and amenity, having regards to Policy L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

JE



Longford Park, Stretford



Scale: 1:5,894

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	21/02/2023
MSA Number	100023172 (2022)

WARD: Stretford

110119/FUL/23

DEPARTURE: No

Change of use of the first and second floors from residential (C3) to use as a dental practice (E(e)) with installation of a platform lift to front of site.

26 Urmston Lane, Stretford, M32 9BP

APPLICANT: RIYO DENTAL

AGENT: Shiels Design Ltd

RECOMMENDATION: GRANT

Referred to Planning and Development Management Committee due to receiving over six objections contrary to officer recommendation.

SITE

The site refers to a two storey terrace property, which also has accommodation within the basement and attic. The site fronts onto Urmston Lane and is set back from the pavement with stepped access to the front entrance with landscaping to either side.

The property is in mixed use, with a dental practice '*Riyo Dental*' to the basement and ground floor and to the 1st and 2nd floor there are two, 2 bedroom flats. Access to both the flats and dental practice is from the front.

The area is generally of mixed use, with residential predominantly to the west, a further dental practice adjoining (24 Urmston Lane), former public house to the opposing side of the road, with more commercial uses and Stretford Town Centre to the east.

PROPOSAL

The proposal seeks permission for the change the use of the residential units on the first and second floors to a dental practice to be used in conjunction with the existing ground floor use.

It would provide space for 2no new consulting rooms in addition to staff room, office, storage an auxiliary space for the operation of the practice. There are currently eight members of staff employed on site and this is anticipated to increase to eleven.

Value Added

At an early stage the officer worked with the applicant to improve the access to the practice. As a result of this a platform lift was added to the plans.

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

In relation to paragraph 11 of the NPPF Policy L7 of the Core Strategy is considered up to date and full weight should be given to this policy. Policy L4 is not considered up to date and the provision of maximum parking standards is inconsistent with the NPPF, less weight can be afforded to this policy.

PROPOSALS MAP NOTATION

None.

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DLUHC published the latest version of the National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DLUHC published the National Planning Practice Guidance on 6 March 2014, and was last updated on 25th August 2022. The NPPG will be referred to as appropriate in the report.

PLACES FOR EVERYONE (FORMERLY GREATER MANCHESTER SPATIAL FRAMEWORK 2020)

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors have been appointed to undertake an Examination in Public of the PfE Submission Plan and the hearings have been ongoing since November 2022 and are timetabled to continue until at least the end March 2023. Whilst PfE is at an advanced stage of the plan making process, for the purposes of this application it is not yet advanced enough to be given any meaningful weight, such that it needs consideration in this report.

RELEVANT PLANNING HISTORY

24-26 Urmston Lane

99846/FUL/20 - Change of use of basement and ground floor from A1 (shop) to D1 (dental surgery) and construction of a disabled access ramp - *Approved with Conditions 01 April 2020*

26 Urmston Lane

H/68866 - Change of use of basement and ground floor from shop (Class A1) to estate agency (Class A2); alterations to the external appearance of the property including new external staircase and metal access deck to main entrance and alterations to the front forecourt – *Approved with Conditions 07 July 2008*

H34961 - Change of use of first and second floors from offices to two self-contained flats. – *Approved 29 April 1992*

Various other change of uses to 26 Urmston Lane, including to Hairdressers, Bridal Outfitting and Private Taxi Hire officers.

APPLICANT'S SUBMISSION

Planning Statement

CONSULTATIONS

Local Highways Agency – 06.03.2022

No objections subject to conditions involving the submission of a Travel Plan and Cycle Storage.

Cadent Gas – 07.02.2022

No Objection, informative note with reference to the medium and low pressure assets.

REPRESENTATIONS

A total of seven objections have been received from residents to the west of the site, along Urmston Lane.

- Further loss of on-street parking which will impact on parking available for residents, particularly those with restricted mobility.
- Since the original extension of the business, residents have been subjected to an intolerable level of increased parking.
- On-street parking spaces are rarely available for residents during the day or early evening.
- Dental practice customers regularly park outside residents' houses.
- Increased chance of dangerous/inconsiderate parking (across driveways/accesses)
- There is no parking permit zone in the area.
- No off-street parking provision is proposed.
- Cumulative impact caused by Stretford Mall redevelopment
- Question legality of commercial business with no parking
- Inadequate consultation/notification procedure.

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. It remains broadly compliant with much of the policy in the 2021 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 (c) of the NPPF states that development proposals that accord with an up-to-date development plan should be approved without delay. Policies relating to design and amenity are considered to be 'most important' for determining this

application when considering the application against NPPF paragraph 11, as they are most relevant to the likely impacts of the proposed development on the surrounding area.

5. 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.
6. The policies which are most important for determining the application are therefore up-to-date. For reasons set out elsewhere in this report, the development proposals are considered to accord with the development plan and should be approved without delay; the 'tilted balance' referred to in NPPF paragraph 11(d)(ii) is not engaged.

Loss of residential use

7. The area immediately adjacent to the application site is predominantly residential, although with some commercial uses nearby and Streford Town Centre within walking distance.
8. The proposal would result in the loss of two residential units. Whilst the loss of two units would in itself, have no significant harmful impact on the Council's ability to achieve its housing land target, it should be noted that cumulatively, with other similar applications involving small losses of units / housing land could in future become an issue and could begin to impact more significantly on the Council's housing land targets.
9. Notwithstanding the above, it is considered in this instance, the relatively small loss of residential plots is not considered to be significant or harmful to the Council's ability to achieve its housing land target. Moreover, the Council does not have any policies protecting the retention of its existing housing stock.

Change of Use to E(e) use.

10. The proposal seeks the change of use from the residential floorspace to commercial. The proposed use, Dental Practice, comes under Class E(e) of the Use Class Order 1987 (as amended).
11. The application site is located within a predominantly residential area, however there are some commercial uses within the vicinity and given the proposed use, the proposed change of use is not considered to be out of keeping with the character of the area.
12. Non-residential use in this location is established with the approval for the upper floors being converted to residential use in 1992. The site is adjacent to another dental practice to the east and is on the periphery of the main town centre.

13. The property is on a trunk road through the borough and close to a busy junction. There are further commercial uses along Barton Road to the northeast of the site.
14. To the rear of the site are commercial car and vehicle repair workshops.
15. Class E is a broad definition and some uses which fall under this use class may not be appropriate because of the impacts they may have. For this reason, should planning permission be granted, it would be appropriate to limit the use Class to E(e) by condition, which would limiting the use to the provision of medical or health services. This would cover the dental use proposed.
16. The change of use to a dental practice is therefore considered to be acceptable in principle. The main considerations for this application relate to design and impact on the street scene/character of the surrounding area, residential amenity and parking and highways.

DESIGN, ACCESS AND VISUAL AMENITY

17. Paragraph 126 of NPPF states *'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.'*
18. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
19. Further to this, with reference to accessibility, L7.5 states development must; be fully accessible and usable by all sections of the community; provide good connections to the site and to adjoining areas.
20. Access into the existing dental practice (and residential units) is via steps to the front of the site, due to the change in land levels between property and street. Given the proposed intensification of the use the installation of a platform lift to the front is now proposed. No further extensions or alterations are proposed, however the existing planting and bin store would be rearranged to accommodate the lift.
21. The proposed design and scale of the platform lift it is considered to have an

acceptable impact on the appearance of the building and streetscene without detrimental harm to visual amenity. In this regard the development is considered to be in accordance with policy L7 of the Core Strategy and the NPPF.

RESIDENTIAL AMENITY

22. The impact on of the living conditions of neighbouring residents has been considered in line with Policy L7.
23. The proposal would intensify the existing use, doubling the capacity of the premises and thus resulting in a notable increase in additional comings and goings to the site. Urmston Lane is a relative busy road, with traffic movement throughout the day.
24. There are currently no restrictions on the hours of use for the existing dental practice. The advertised hours of use are 9am-6pm Monday to Friday and 10am-2pm on Saturday. Within these hours of use it is not considered there would not be such an increase in noise and disturbance that would warrant a refusal of planning permission on the grounds of noise or disturbance. The provision of emergency care, out of hours care would also be acceptable providing it is limited to the ground floor consultancy room which does not adjoin any existing residential properties.
25. There are no external alterations/extensions which would give rise to a loss of amenity. Additional plant equipment to service the new consultant rooms is not included on the proposed plans and therefore if proposed separate planning permission would be required when officers could assess such equipment is appropriately sited and within the acceptable noise levels.
26. Subject to conditions relating to hours of use, 9am-6pm Monday-Friday and 10am-2pm on Saturdays the proposal is considered acceptable with regards to residential amenity and would be in accordance with Policy L7 of the Core Strategy and the NPPF.

PARKING, DISABLED PARKING, CYCLE PARKING, HIGHWAYS AND SERVICING

27. The Local Highway Authority (LHA) have confirmed that proposal would not result in any highway safety issues.
28. Objections have been received from nearby residential properties highlighting an existing problem caused by customers parking on Urmston Lane, limiting the availability of parking for residents and also blocking driveways.
29. The Council's maximum parking standards set out in SPD3, indicate that for clinics and health centres, the proposed use would carry a maximum car parking requirement of 20 or 21 spaces, that is one per two members of staff (ie 5 or 6 spaces), and four spaces per consulting room (ie 16 spaces).

30. The application site currently provides no off-street parking for any vehicles for the existing dental practice or the residential units, against a maximum requirement for 16 spaces set out in SPD 3 (ie 4 spaces for the 2No, two bed apartments, 8 spaces for the two consulting rooms, and 4 spaces for the eight members of staff). The proposed use would therefore create a requirement for a maximum of 4 or 5 additional off-street parking spaces when compared to the existing operation of the site.
31. It is noted there are restrictions on-street including a disabled bay in front of the neighbouring dental practice, double yellow lines on the opposite side of the road and between the disabled bay and the junction with Barton Road. To the west of the site there are no formal restrictions, albeit there are some H-Bar markings advising of dropped kerbs for driveways.
32. The site is considered to be in a sustainable location, being within walking distance from Stretford Metrolink, along with numerous bus routes in close proximity to the site. Further to this there is significant off-street parking provided at Stretford Mall which allows for two hours free parking. The LHA therefore advise that they do not object to the proposal and that a Travel Plan condition is required to encourage those attending/working at the dentist to use car-free transport and make use of the parking within the town centre.
33. The shortfall in spaces would also provide some incentive to use public transport given the sustainability of the location.
34. It is noted further demand for on-street parking spaces would cause some further inconvenience to residents in the area. The proposed mid-week hours of use would limit the impact on residential parking to day time only when some of the residents may have driven to work in their cars, although the demand for on-street spaces is likely to be greater on Saturday mornings and into the early afternoon given the proposed Saturday closing time of 2pm. However, given the proposed use and scale of intensification (a maximum 4 or 5 additional car parking spaces required) it is not considered that this increased demand for parking would be so significant and have such a significant impact on local residents as to warrant a reason for refusal. Additionally, the LHA have concluded that the proposed shortfall in car parking spaces would not have an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe (with reference to Paragraph 111 of the NPPF).
35. The proposed use would require the provision of three disabled parking spaces. There is one disabled parking space available on the road outside the dental practice at 24 Urmston Lane, albeit as it is on-street it would be available for any eligible driver to use and so could not be considered to be a dedicated space for this or the adjoining dental business. Given that no parking is available at all on site, the LHA have not raised an objection on this basis because it would be highly unlikely any objection on highway grounds for the matter of disabled parking could be sustained at appeal.

36. Whilst there is no off-street parking, including disabled parking, provided. The site is considered to be in a highly sustainable location, just outside Stretford town centre boundary. There is a bus stop around 50 metres to the west and directly opposite to the south of the site on Urmston Lane.
37. Whilst no details of cycle parking have been provided, the applicant has stated that cycle parking provision could be provided within the hard-surfaced area to the adjacent site (Poppies dental) which is owned and operated by the same organisation. A condition can be included to provide the eight spaces which SPD3 requires.
38. The proposal includes a bin store to the front which is considered adequate for the extension of the commercial activity. A condition can ensure that this is appropriately screened.
39. Subject to conditions, the proposal is considered acceptable with regards to parking, servicing and highways and is considered to be in accordance with Policy L4 of the Core Strategy and the NPPF.

EQUALITIES STATEMENT

40. Policy L7.5 of the Core Strategy requires that development should be fully accessible and usable by all sections of the community and Paragraph 127 of the NPPF reinforces this requirement by requiring planning decisions to ensure that developments create places that are safe, inclusive and accessible.
41. Under the provisions of the Equality Act 2010, specifically Section 149 Public Sector Equality Duty (PSED), all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. The relevant protected characteristics of the PSED include age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation. The PSED applies to Local Planning Authorities in exercising their decision making duties with regards planning applications.
42. The expanded dental surgery would facilitate a greater number of customers, with a wider range of physical needs. The existing site restricts access due to the change in levels from the pavement to the entrance. Whilst there is no lift proposed to the upper floors, to improve the existing arrangements a platform lift would be installed at pavement level, which would provide access to the ground floor of the dental practice. The ground floor surgery will have level access throughout, which would represent a significant improvement on the existing situation and should mean that those patients

unable to access the upper floors can see their dentist on the ground floor.

43. The absence of off-street dedicated disabled parking could limit accessibility to the premises for some patients, with only one disabled car parking space available in close proximity to the site. However, given there is no option to provide any off-street car parking because of the confines of the site, it is considered that the applicant has done as much as they reasonable can to facilitate disabled access to the practice.
44. No other benefits or dis-benefits have been identified to persons with any other protected characteristic.
45. Overall taking into account the existing use, the constraints of the site and the scale of the development, it is considered that the measures proposed to provide a facility accessible to all (including those required through the Building Regulations application), would on balance provide appropriate and practical access to the site.

DEVELOPER CONTRIBUTIONS

46. This proposal is not subject to the Community Infrastructure Levy (CIL) as it would create less than 100m² and so it below the threshold for CIL.
47. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

48. The scheme has been assessed against the development plan, the NPPF and national guidance and it is considered that the proposed development will result in an acceptable form of development with regard to the amenity of neighbouring residents, and the impact on the street scene and the surrounding area more generally.
49. The change of use has been found to be acceptable in principle, given the commercial history of the property and general mix of uses within the vicinity, albeit there would be some adverse impacts, specifically in relation to on-street parking pressures and the provision of off-street disabled parking. On balance the benefits of providing improved health facilities and supporting the existing business/employment within a sustainable location are considered to outweigh any potential harm caused.
50. All relevant planning issues have been considered and representations taken into consideration in concluding that the proposal comprises an appropriate form of development for the site. The application is therefore recommended for approval.

RECOMMENDATION: GRANT subject to the following conditions

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete Accordance with the details shown on plan numbers:
A.01.1; A.02.1 Rev A; A.02.2; A.02.3 and A.02.4 Rev A

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 Dental Surgery Use Class E(e) (Provision of medical or health services except the use of premises attached to the residence of the consultant or practitioner) with no more than 4 consulting rooms as shown on the approved floorplans, and for no other purposes within Class [E] of the above Order.

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

4. The premises shall only be open for non-emergency purposes between the hours of: 09:00 - 18:00 Monday to Friday and 10:00-14:00 On Saturdays, and at no time on Sundays, bank holidays or public holidays.

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

5. Emergency care outside of the hours listed in condition 5 must only be provided using the ground floor surgery room.

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

6. Prior to the use of the 1st and 2nd floor as a dental practice, the platform lift as shown on A.02.1 Rev A and A.02.4 Rev A must be installed and thereafter retained in working order.

Reason: In the interests of ensuring the use is accessible by all sections of the community, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

7. The consultancy rooms hereby approved shall not be occupied unless and until a scheme for secure cycle storage has first been submitted to and approved in writing

by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

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

8. A full Travel Plan (TP) shall be submitted to the Local Planning Authority within three months of the opening of the consultation rooms on the first or second floor of the building. The TP shall include:
 - A commitment and methodology for setting, reviewing, and monitoring targets to encourage the use of non-car modes of travel against baseline data established using travel surveys undertaken for existing staff and patients (and the latest available census data for the area in the event of a low number of responses).
 - Employee and patient travel surveys which shall be completed every 12 (twelve) months from the date of first operation of the site for a period of not less than 5 (five) years.

The TP shall be implemented and continue to be implemented for a period of not less than 10 (ten) years from the date of first operation of the site.

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.

9. Prior to the use of the 1st and 2nd floor as a dental practice, details of the bin stores and screening 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 1st and 2nd floor 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.

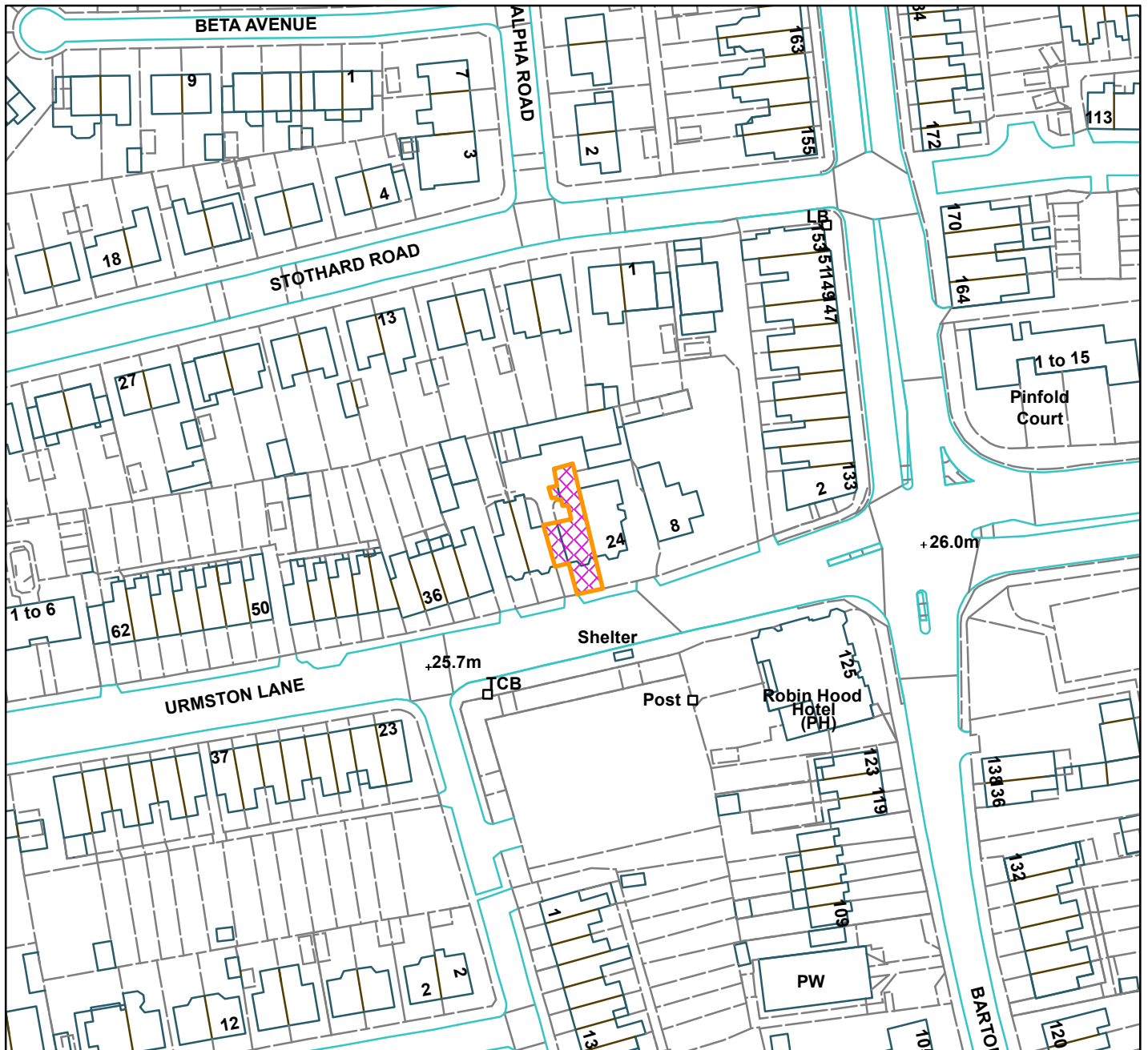
NB

110119/FUL/23



TRAFFORD COUNCIL

26 Urmston Lane, Stretford, M32 9BP



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 16/03/2023
Date	21/02/2023
MSA Number	100023172 (2022)