

**PLANNING (DEVELOPMENT CONTROL) COMMITTEE – 11<sup>th</sup> December 2014**

**ADDENDUM TO THE AGENDA:**

**ADDITIONAL INFORMATION REPORT (INCLUDING SPEAKERS)**

**1.0 INTRODUCTION**

**1.1** This report summarises information received since the Agenda was compiled including, as appropriate, suggested amendments to recommendations in the light of that information. It also lists those people wishing to address the Committee.

**1.2** Where the Council has received a request to address the Committee, the applications concerned will be considered first in the order indicated in the table below. The remaining applications will then be considered in the order shown on the original agenda unless indicated by the Chairman.

**2.0 ITEM 4 – APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.**

**REVISED ORDER OF AGENDA (SPEAKERS)**

<b>Part 1 Applications for Planning Permission</b>					
<b>Application</b>	<b>Site Address/Location of Development</b>	<b>Ward</b>	<b>Page</b>	<b>Speakers</b>	
				<b>Against</b>	<b>For</b>
<a href="#"><u>82106</u></a>	Exeter House Rest Home, 36 Skaife Road, Sale, M33 2FZ	Sale Moor	1		
<a href="#"><u>82686</u></a>	Land north west of Groby Road, Bowdon, WA14 2AS	Bowdon	10		✓
<a href="#"><u>82815</u></a>	44 Skaife Road, Sale, M33 2FZ	Sale Moor	23	✓	✓
<a href="#"><u>83807</u></a>	Land Off Neary Way, Trafford Retail Park, Urmston, M41 7FN	Davyhulme West	35		✓
<a href="#"><u>83818</u></a>	872 Chester Road, Stretford, M32 0PA	Gorse Hill	49		
<a href="#"><u>83959</u></a>	Firs County Primary School, Firs Road, Sale, M33 5EL	St. Mary's	56		
<b>Agenda Item 5</b>	Land at Sinderland Road, Broadheath	Broadheath			✓
<b>Agenda Item 6</b>	Land at Sinderland Road, Broadheath	Broadheath			✓

## **PART 1**

**Page 1 82106/FULL/2014: Exeter House Rest Home, 36 Skaife Road, Sale**

### **CONSULTATIONS**

**LHA:** The LHA has confirmed that they have no objections to the development, following a series of alterations to the property frontages. Each driveway now achieves a minimum length of 10m and allows clear pedestrian access to the main entrance into the house. The alignment of the driveway to Plot 1 has been altered to improve the visibility splay for vehicles reversing out of it.

### **REPRESENTATIONS**

A letter of objection has been received from the occupants of 91 Old Hall Road in response to the amended scheme for six houses. This representation includes a summary of their concerns, which are as follows:

- The development is too high;
- It will result in a loss of light and loss of privacy;
- More open-space is needed within the development;
- The scheme represents overdevelopment and is out of keeping with the character of the area;
- The development will generate noise and nuisance;

### **OBSERVATIONS**

#### **DEVELOPER CONTRIBUTIONS**

15. On 28<sup>th</sup> November 2014 the National Planning Policy Guidance was revised to introduce a national minimum threshold for when affordable housing could be sought for new residential development. More specifically, it states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor-space of no more than 1,000sqm. Therefore, it is no longer appropriate to seek a commuted sum towards the provision of affordable housing for this six unit scheme. Consequently a s106 legal agreement would not be required either. It is worth noting though that the development's obligations under CIL would continue to apply as previously reported.

### **RECOMMENDATION: GRANT**

Add the following condition:

14. Notwithstanding the plans hereby approved and prior to the commencement of above-ground works, a scheme identifying a porous material to be used in the hard standing (for the site frontages) or a scheme directing run-off water from that hard standing to a permeable or porous area or surface within the curtilage of the dwellinghouse to which it relates, 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 L5 & L7 of the Trafford Core Strategy.

**Page 10 82686/FULL/2014: Land north west of Groby Road, Bowdon**

**SPEAKER(S) AGAINST:**

**FOR: Jason Kennedy  
(Applicant's Heritage Consultant)**

**Applicant's Submission**

Further comments have been received from the applicant:

1) The description of the proposal fails to fully recognise the comprehensive package of supporting information that has been provided to show the scheme in its true light and demonstrate the positive contribution which the scheme will make.

2) The comment made in paragraph 2 of the observations section of the report relating to Policy L1.7 is misleading. This policy specifically allows for the development of sustainable urban greenfield land whilst establishing the Council's objective of securing 80% of new homes on brownfield sites which by definition allows for an element of the additional housing numbers (20%) to be on greenfield land. The reference to Policy L1.10 and 'domestic gardens' is also misleading as the site does not form any part of a garden area.

3) The extensive issues relating to conservation in paragraphs 4 to 16 of the committee report observations have already been robustly assessed within the Heritage Statement and it has been demonstrated that no detriment will occur with the scheme preserving or indeed enhancing the character of the area.

4) The reliance upon the appeal decision for Eversley on Dunham Road is fundamentally wrong as this proposed a wholly unsatisfactory form of development of an inappropriate scale and siting within an exposed plot and is completely different to the proposed development.

**Consultations**

**Local Highway Authority**

The Local Highway Authority have advised that visibility splays would have to be considered carefully and be provided. This would result in a substantial removal of planting on the frontage. Unlikely that a reason for refusal based on the displacement of parking resulting from the new access would stand up on appeal.

## **Observations**

1. The applicant has not demonstrated that the dwelling will help the Council achieve its target of 80% of development on brownfield Land. This is in line with Policy L.1.8 that advises: "Until such time as monitoring evidence indicates that the previously developed land use under-performance has been reduced to an acceptable level by the measures taken, the Council may reject applications for the development of greenfield sites where the overall delivery of new housing is not jeopardised." The current split is 65%:35%.
2. The Council is not "relying" on the appeal decision for Eversley on Dunham Road. There are however certain similarities in respect of the design and materials. The comments made by the Inspector regarding these are relevant to this application.

### **Page 23 82815/FULL/2014: 44 Skaife Road, Sale**

<b>SPEAKER(S)</b>	<b>AGAINST:</b>	<b>Nicola Nasri (Neighbour)</b>
	<b>FOR:</b>	<b>John Lingard (Agent)</b>

## **REPRESENTATIONS**

A further e-mail has been received from a local resident who has previously made a representation which has been reported in the main officer's report. This email reiterates their objections to the proposal. The reasons for objection include a general dislike of the proposal, inadequate parking and public transport provisions, increase in traffic, the need for more open space and that the proposal is out of character with the area. Furthermore the objection states the proposal represents overdevelopment of the site and the dwelling should remain as a single unit and the outbuilding does not require a pitched roof.

## **OBSERVATIONS**

On 28<sup>th</sup> November 2014 the National Planning Policy Guidance was revised to introduce a national minimum threshold for when affordable housing could be sought for new residential development. More specifically, it states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor-space of no more than 1,000sqm. Therefore, notwithstanding the submitted information in relation to viability issues set out in the main report, it would no longer be appropriate to seek a commuted sum towards the provision of affordable housing for this six unit scheme in any case.

**SPEAKER(S) AGAINST:**

**FOR: Catherine Johns  
(Applicant)**

### **PROPOSAL**

A typing error has occurred in the proposals description in regards to the location of the proposed units within site. The proposed discount food store and non-food retail store would be located to the western side of the site and the proposed drive-through food and drink unit is proposed to the eastern side of the site.

### **CONSULTATIONS**

**Highways Agency:** No objections, conditions relating to highway works are requested.

**LHA:**

#### Parking

The LHA states that there is adequate car parking to support the development, but has noted that there are no trolley bays proposed for the discount foodstore and that the cycle and motorcycle parking proposed falls short in number of the required standards and are located too far away from the buildings. They should be sited in well overlooked and secure positions with good lighting and surveillance. The motorcycle parking spaces need to be increased in size also. In terms of the cycle parking, some should be short stay and some long stay for staff as set out in SPD3. The disabled parking spaces are acceptable. The numbers of cycle spaces required are as follows: -

Discount foodstore: 12 spaces

2323 sq m non food retail warehouse with 465 sq m garden centre: 14 spaces

Drive through food and drink unit 204 sq m (no internal detail of public floor area submitted): 4 spaces

3066 sq m non food retail warehouse units: 15 spaces

#### Servicing

It is noted that a swept path is submitted for the outline retail warehousing units and that this area will be controlled by drop down bollards as shown on the submitted plans. However, the LHA is concerned that large vehicles will have to

pass parking spaces to access and egress the site. The LHA would request a servicing management strategy to outline which units will be serviced using this rear access, for instance will the food and drink drive through be serviced here also. The LHA would also request a condition to restrict the hours of servicing to out of store opening hours to ensure that safety is not compromised. Further information and detail is required to demonstrate how this will operate safely.

### Site layout

Pedestrian footpaths through the site should be provided with dropped kerbs and tactile paving and a continuous unobstructed footpath should be provided through the site that passes all units on the site to ensure that pedestrians have safe passage at all times.

The plans seem to show an extensive number of bollards in front of the discount foodstore and retail warehousing unit (15) the LHA would request that those in front of pedestrian paths are removed as they are a trip hazard for the blind and partially sighted.

### Trip Generation and modelling

Following the LHA's request for updated TRICS analysis for the discount foodstore further data was submitted. As there would be no condition or restriction on the proposed A1 unit, it could be used as a standard foodstore and therefore the LHA requested that revised data was submitted from 2004 onwards to glean an adequate resource of data. New data was gleaned from just two foodstores, one in Cumbria and one in Devon, neither of which offer a good comparison to the proposed site in Trafford. Despite this, the LHA does not believe that the increase in traffic that would result from a more robust TRICS analysis would be more than the previously approved Trips associated with the extant foodstore.

### Off site highway works

As part of the extant planning permission the following works were agreed with Trafford Borough Council and the Highways Agency:

The report states that the applicant is still willing to fund the widening of the Neary Way entry into the roundabout access off Barton Road, and the lining improvements proposed at Junction 10 of the M60 but makes no mention of the puffin crossing that is required on Barton Road south of the Neary Way roundabout.

The LHA would request that all of these schemes are required to be implemented at the developers cost.

## **Pollution and Licensing:**

The applicant has submitted an air quality assessment on 10 December 2014 which has been briefly reviewed. The report concludes that the development will not have significant impact on Nitrogen Dioxide levels but does contain some inaccuracies.

In view of concern on air quality in the Davyhulme area the Council had commissioned Trafford's independent air quality consultants to produce an air quality study of the area, which is nearing completion. This will reveal that Nitrogen Dioxide levels are projected to increase in 2016, at all receptor points in the Davyhulme area. This is as a result of transport related emissions, and the greater increase will be at those receptors closest to the M60. The application site lies within Trafford's Air Quality Management Area, which is set at precautionary level of 35mg/m<sup>3</sup>, and many of the receptor points are above the 40mg/m<sup>3</sup> objective standard.

However, planning permission has previously been granted for a retail store on this site that would generate a higher number of vehicular movements (vehicle movements are the primary reason for poor air quality in the area). On that basis it is not considered reasonable to refuse the application on air quality grounds, notwithstanding the likely projected increase in the area to 2016.

As a requirement of the extant planning permission for the retail supermarket on the site, the applicant entered into a Section106 agreement to provide the Council with a financial contribution towards an Air Quality Monitoring Station. It is recommended that the Council should require an appropriate financial contribution towards an air quality monitoring station, as per the previous Section106, on a pro rata basis, based on air quality impacts compared to the extant permission.

Concerning odours from Davyhulme Wastewater Treatment Work's, there have been a recent increase in the number of complaints in respect of this plant due to serious incidents that have occurred over recent months. However, if the major investment proposed by United Utilities (due for confirmation in January 2015) is realised, it will result in an improved odour climate in the medium to long term.

## **OBSERVATIONS**

### **RESIDENTIAL AMENITY**

The applicant has requested opening hours of 0500 to 2300 daily in respect of the Costa Coffee unit (Unit 17) at the front of the site. The Council's Pollution and Licensing Section has not raised an objection in respect of these hours and, taking into account that there is an extant planning permission for a 24 hour petrol filling station on this site, it is considered that these hours are acceptable.

## **TRAFFIC IMPACT, HIGHWAY SAFETY AND PARKING PROVISION**

As noted above, the LHA has raised a number of outstanding issues. Conditions have already been recommended in respect of cycle and motor cycle parking, servicing management plan, trolley bays and Travel Plan. It is recommended that further conditions are attached requiring details of the provision of dropped kerbs and tactile paving and clear pedestrian routing through the site and off-site highway works.

It is considered that the requested condition requiring that servicing be carried out outside store opening hours cannot be attached because there is a need to restrict this to daytime hours to minimize noise impacts on nearby residents.

## **AIR QUALITY**

The Council's Pollution and Licensing Section has recommended that there is a requirement for an appropriate financial contribution towards an air quality monitoring station, as per the previous Section106, on a pro rata basis, based on air quality impacts compared to the extant permission. It is therefore considered that the Recommendation should be Minded to Grant subject to a legal agreement to secure this.

## **RECOMMENDATION**

### **MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT AND SUBJECT TO CONDITIONS**

- (A) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure an appropriate financial contribution towards an air quality monitoring station, to be calculated on a pro rata basis, based on the requirement at the time of the supermarket permission, H/OUT/71053 and the air quality impacts of the current proposal compared to that extant permission; and
- (B) In the circumstances where the legal agreement has not been completed within three months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Head of Planning Services; and
- (C) That upon satisfactory completion of the above legal agreement, planning permission be GRANTED, subject to the conditions in the main report as amended by the following alterations and additional condition: -

Condition 18 to be amended as follows: -

A typing error has occurred in line 6 of condition 18; it should state:

- Food, other than, from a maximum of up to 275 sq.m,

Condition 20 to be amended to state: -



20. Restriction of hours of Unit 17 (drive-through unit) to between 0500 to 2300 on any day

An additional condition should be added as follows: -

25. Details of provision of dropped kerbs and tactile paving and clear pedestrian routing through the site.

26. Development shall not begin until full details of the following highway works have been submitted to and approved in writing by the Local Planning Authority:

The Barton Road approach and circulatory section of the roundabout adjacent to the M60 at Junction 10 (works to be completed including alterations to lane markings)

A puffin crossing at Barton Road in the vicinity of the site and

Improvements to the roundabout junction of Barton Road and Neary Way.

None of the retail units hereby permitted shall be brought into use before the works have been implemented in accordance with the approved details.

**Item 5 83212/FULL/2014: Land at Sinderland Road, Broadheath**

**SPEAKER(S)**

**AGAINST:**

**FOR:**

**Brenda Houraghan  
(Broadheath Partnership)**

**REPRESENTATIONS**

1 no. additional letter of support has been received raising points already addressed in the Committee Report.

1 no. additional letter of objection has been received raising points already addressed in the Committee Report.

**OBSERVATIONS**

Section 106 Agreement

The applicants have advised that the existing S106 requires amendments for this scheme to go ahead however full details of this have not been provided.

**RECOMMENDATION**

Add a further condition requiring a car park management strategy to be submitted to cover the use of the car park for pub/restaurant overflow.

**Item 6 83214/FULL/2014: Land at Sinderland Road, Broadheath**

**SPEAKER(S) AGAINST:**

**FOR: Brenda Houraghan  
(Broadheath Partnership)**

**REPRESENTATIONS**

2 no. additional letters of support have been received raising points already addressed in the Committee Report.

2 no. additional letters of objection have been received raising the following additional points:

- Concerns regarding the proposed opening hours of the public house/restaurant;
- Concerns regarding the increased use of the unlit public footpath from Sinderland Road to Turnbull Road with potential to generate nuisance and anti-social behavior.

**OBSERVATIONS**

**Section 106 Agreement**

The applicants have advised that the existing S106 requires amendments for this scheme to go ahead however full details of this have not been provided.

**RECOMMENDATION:**

Condition 7 – Replace with condition requiring a car park management strategy to be submitted to cover the use of the car park for nursery/community centre overflow.

**HELEN JONES  
CORPORATE DIRECTOR  
ECONOMIC GROWTH, ENVIRONMENT AND INFRASTRUCTURE**

**FOR FURTHER INFORMATION PLEASE CONTACT:**

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