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**TRAFFORD
COUNCIL**

AGENDA PAPERS FOR PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE MEETING

Date: Thursday, 22 November 2018

Time: 6.30 pm

**Place: Committee Suite, Trafford Town Hall, Talbot Road, Stretford, Manchester
M32 0TH**

AGENDA

ITEM

3. ADDITIONAL INFORMATION REPORT

To consider the attached report of the Head of Planning and Development, tabled at the meeting.

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JIM TAYLOR

Interim Chief Executive

Membership of the Committee

Councillors L. Walsh (Chair), A.J. Williams (Vice-Chair), Dr. K. Barclay, D. Bunting, T. Carey, G. Coggins, N. Evans, D. Hopps, S. Longden, E. Malik, E. Patel, E.W. Stennett and M. Whetton

Further Information

For help, advice and information about this meeting please contact:

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Agenda Item 3

AGENDA ITEM 3

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 22nd November 2018

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 Chair.

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

REVISED ORDER OF AGENDA (SPEAKERS)

| Part 1 Applications for Planning Permission | | | | | |
|---|---|----------------|------|------------------------|----------|
| Application | Site Address/Location of Development | Ward | Page | Speakers | |
| | | | | Against RECOMMENDATION | For REC. |
| 85282 | Trafford Waters, Land Between Manchester Ship Canal & Trafford Boulevard/Old Barton Road, Urmston | Davyhulme East | 1 | ✓ | ✓ |
| 94806 | 33 Gaddum Road, Bowdon | Bowdon | 217 | | |

Page 1 85282/OUT/15: Trafford Waters, Land Between Manchester Ship Canal & Trafford Boulevard/Old Barton Road, Urmston

SPEAKER(S)

AGAINST:

James Crowley
(Neighbour)

FOR:

Nick Lee
(Agent)

REPRESENTATIONS

A further representation has been received from the speaker against the application which it is understood is also being sent directly to Members. This illustrates the changes to the boundary of the Barton upon Irwell Conservation Area over time and raises concerns about assertions made by the applicant on their website advertising the site as a development opportunity.

Response: The position in respect of the nature of the proposals subject of this planning application and current / previous use or status of the land is accurately described in the main officer report. Historic reductions in the extent of the Barton upon Irwell Conservation Area are not relevant to the consideration of this planning application which should be determined in accordance with up-to-date material considerations i.e. the current conservation area boundary.

ANALYSIS

Pages 7 & 131 / Paragraph 26.11.3

The applicant has requested it be clarified that they consider there was no reticence to open the WGIS Bridge and they were awaiting practical completion.

References to highway conditions

There are various references in the report to the highways phasing conditions agreed with Highways England being Conditions 18 and 19. For the avoidance of doubt these have been updated and renumbered and are now **Conditions 17 and 18**. The Grampian condition controlling the adoption, among other things, of Part WGIS has occasionally been incorrectly referenced as Condition 25. For the avoidance of doubt this is **Condition 26**.

Highways Modelling

For the avoidance of doubt the Do Minimum (DM) scenario was modelled including Part WGIS; TW1050 was modelled including Part WGIS; and both Do Something (DS) scenarios were modelled with Full WGIS. Committed developments were included in all modelling. The reference to Full WGIS being included in the DM scenario in Paragraph 26.6.1 is incorrect. This should be **Part WGIS**.

Paragraph 26.16.5

An alternative bus route has not been agreed between the applicant, TfGM, the LHA and the LPA as further discussions have not taken place whilst the application was stalled. However, a requirement for the WG1 route or a suitable alternative is satisfactorily secured by Condition 17 and it is considered that the details of that bus route can be agreed in good time for that infrastructure trigger to be reached (531 residential units; 27,871sqm of B1 office floorspace; 2001sqm of ancillary commercial uses).

RECOMMENDATION

The following conditions are to be updated in order to improve precision and enforceability. The purpose of the conditions is unchanged. The alterations from the main report are shown in track changes for clarity. The recommendation is otherwise unchanged.

11. Prior to the submission of each reserved matters for layout which includes residential units, a strategy for the provision of community facilities shall be

submitted to, and approved in writing by, the Local Planning Authority. The strategy shall provide an assessment of need for a range of community facilities to serve the development's population. The community facilities to be assessed shall include convenience retail space, health facilities, meeting spaces and Early Years' school provision. The assessment shall take account of existing provision on site and the potential to utilise existing/proposed provision within a safe walking distance. The strategy shall also include details of the consultations undertaken with relevant stakeholders and the Council, and shall demonstrate how any identified needs are expected to be met along with the timescales for delivery. Thereafter the provision shall be implemented in accordance with the approved strategy and continued access to members of the public will be granted for the use of each provision.

Reason: To provide community facilities on a scale appropriate to the needs of the new community, having regard to Core Strategy Policies SL4 and Paragraph 70 of the NPPF.

21. Full design and construction details for the pedestrian island crossing across Redclyffe Road shall be submitted to, and approved in writing by, the Local Planning Authority prior to the timescales for implementation set out in the Schedule to Condition 17 of this permission. The development shall be implemented in accordance with the approved scheme and shall be retained and maintained thereafter in perpetuity to the satisfaction of the Local Highway Authority and shall enable continued access by members of the public.

Reason: In the interests of highway safety and the efficient operation of the highway network, having regard to the NPPF and Policies SL4, L4 and L7 of the Trafford Core Strategy.

24. Notwithstanding the details approved under the 'Access and Constraints' Parameter Plan (ref: 6398_SP(90)32 Rev: E), any Reserved Matters application seeking consent for 'Layout' on land situated within the hatched area on Drwg No. MMD-327551-DWG-500-033-02 (West Salford Extension Trafford Waters Development Metrolink Safeguarded Area), as provided by TfGM, shall set out how the development has reasonably allowed for and will enable the safe and operationally efficient delivery of an extended Metrolink Trafford Park Line through the application site. For the avoidance of doubt the restrictions imposed by the Access and Constraints Parameter Plan (ref 6398_SP(90)32 Rev: E) continue to apply.

Reason: To ensure that the development hereby approved does not prejudice the delivery of any extension of the Metrolink Trafford Park Line, having regard to Policy L4 of the Trafford Core Strategy.

25. No development shall take place until the highway, bridge and ancillary works comprising the entirety of Part WGIS (as shown on Drg Ref M12073-A-055 at Figure 3 of the Transport Assessment Appendices and Figures, which accompanied the planning application) have been implemented; are operational; have been brought into use; and have been dedicated and adopted by the relevant public highway authority, with evidence of such submitted to and approved in writing by the Local Planning Authority. The entirety of Part WGIS shall remain operational and open to vehicular traffic thereafter, other than where

routine maintenance by or on behalf of a public highway authority necessitates temporary closure of any part.

Reason: To ensure that the trunk road network shall continue to fulfil its purpose as a national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road and to ensure the free –flow of traffic on the local road network also, having regard to the NPPF and Policies SL4, L4 and L7 of the Trafford Core Strategy.

28. Prior to first use of the primary school, a community use agreement prepared in consultation with Sport England (or any successor body) shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to all sports facilities forming part of the school and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The sports facilities shall be made available for community use in strict accordance with the approved agreement thereafter.

Reason: To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport in accordance with NPPF and Policies SL4 and R5 of the Core Strategy.

29. The development hereby permitted will provide and make available for public use in perpetuity thereafter the following minimum quantum of open space prior to the occupation of the 2,501st residential unit:

- 8 hectares of public open space in total, including a consolidated area of not less than 0.91 hectares;
- 0.6 hectares of children’s equipped play space; and
- 4 Multi Use Games Areas.

Reason: To ensure the provision of adequate open space to meet the needs of the development in accordance with NPPF and Policies SL4 and R5 of the Core Strategy

30. No more than 250 dwellings within the development hereby approved shall be brought into occupation until a Local Area for Play (LAP) and a Locally Equipped Area of Play (LEAP) have been constructed in appropriate positions within the application site and made available for public use in accordance with schemes that shall have first been granted the appropriate consents by the Local Planning Authority. They shall remain in public use in perpetuity thereafter.

Reason: To ensure that children within the development have reasonable access to good quality play space, in accordance with Policy R5 of the Trafford Core Strategy and SPD1: Planning Obligations.

31. No more than 456 dwellings within the development hereby approved shall be brought into occupation until a Neighbourhood Equipped Area of Play (NEAP) has been constructed in an appropriate position within the application site and made available for public use in accordance with a scheme that shall have first been granted the appropriate consents by the Local Planning Authority. It shall remain in public use in perpetuity thereafter.

Reason: To ensure that children within the development have reasonable access to good quality play space, in accordance with Policy R5 of the Trafford Core Strategy and SPD1: Planning Obligations.

32. The consolidated area of Informal Recreation Space, measuring 0.91ha, as shown on the amended Parameter Plan references: Use – 6398_SP(90)30 Rev: G; Landscape – 6398_SP(90)31 Rev: F shall be constructed, laid out and made available for public use in accordance with details that shall have first been granted the appropriate consents before the 1,051st residential unit has been occupied. The principal purpose of the consolidated area of Informal Recreation Space shall be to provide areas suitable for sitting out, ball games and for wheeled play. Once delivered, this area shall be retained and maintained in public use in perpetuity thereafter.

Reason: In the interests of creating a sustainable form of development that provides adequate open amenity space for future residents and in accordance with the NPPF; Policy R5 of the Trafford Core Strategy; and SPD1: Planning Obligations (2014).

Page 217 94806/HHA/18: 33 Gaddum Road, Bowdon

PROPOSAL

The officer report states that the boundary wall has been erected to a height of 0.9m. In fact, the plans show an indicative section of the wall erected to a height of **0.99m**, with pillars to a height of 1.93m and then coping stones on top. However, ground levels vary on site and as such although the top of the wall is at a constant level, the height from ground level alters. This is apparent from the use of between two and four courses of engineering brick at the base of the wall along its entire length. Measurements on site demonstrate that the height of the wall varies from 0.93m at its lowest point, to 1.32m at its highest.

OBSERVATIONS

Design and Street Scene

The varying height of the wall does not alter officers' conclusions in respect of its acceptability. It nevertheless presents a particularly solid appearance in the parts which are of greater height, which would be exacerbated once railings were installed between the pillars.

Fallback position

The erection of a means of enclosure (gate, wall, fence) adjacent to a highway requires planning permission where that means of enclosure exceeds 1.0m in height. Parts of the wall are therefore, in themselves, permitted development. It should be noted that as most of the wall exceeds 1.0m in height, when measured from ground level, the overall height of the majority of the wall would need to be reduced for permitted development rights to be exercised.

FROM THIS POINT ON REFER TO ORIGINAL AGENDA ORDER UNLESS INDICATED BY THE CHAIR

RICHARD ROE, CORPORATE DIRECTOR, PLACE

FOR FURTHER INFORMATION PLEASE CONTACT:

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