

AGENDA ITEM 3

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 13th October 2016

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)

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	✓	✓

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: Sheila Wright (Applicant)
Guy Pearson (Architect)
Annabel Partridge (Agent)
James Whittaker (Applicant)

8.0 SUMMARY OF CONSULTATION RESPONSES

8.1 Summary of consultation Responses

8.1.1 Education Funding Agency

The EFA would advise that the following minimum floor-space of school building and site areas are secured in order to deliver a fit for purpose education offer as part of the wider Masterplan.

- 1FE – 1,211sqm for school and 8,094sqm for site area
- 2FE – 2,072sqm for school and 10,100sqm for site area

The EFA is of the opinion that this is not a 'constrained site' in view of the location and existing parameters plan. The EFA consider that provision should be made to ensure that the areas as set out in BB103 Guidance, as best practice, are promoted as far as reasonably possible as part of the Outline application.

9.0 PUBLIC CONSULTATION

9.1 Summary of Responses

9.1.1 Objections

A further letter of objection has been received from a resident of Urmston. Those points raised within it, which have not already been referenced in the main report, are as follows:

- The development would adversely affect highway safety as a result of the number of additional cars that would be placed onto an already excessively busy and congested network.
- No consideration has been made to secondary schooling.
- The proposed development is over-bearing, out-of-scale or out of character in terms of its appearance compared with existing development in the surrounding area.

OFFICER ASSESSMENT

10.0 PRINCIPLE OF PROPOSED LAND USES AND QUANTUM OF DEVELOPMENT

10.1 Proposed uses:-

10.1.1 Residential

10.1.1.1 Based on current housing need, the Local Planning Authority (LPA) have identified less than a four year supply of housing land. Paragraph 47 of the NPPF requires LPA's to identify a supply of specific deliverable sites

sufficient to provide five years worth of housing against their housing requirements.

Of the current housing land supply that has been identified (4,488 units), 250 units were expected to come forward at Trafford Waters based on the delivery rates set out the Trafford Core Strategy and the Committee resolution for application 75931/FUL/2010. From the applicant's Design and Access Statement (DAS), it would be reasonable to assume that 437 units would come forward over the next five years, representing an increase of some 200 over that previously anticipated in both the Strategic Housing Land Availability Assessment (SHLAA) and Core Strategy.

Previous delivery assumptions for this site anticipated 250 units would come forward in years 6-10, however similar to the first five years', the DAS indicates that the delivery rate would be significantly increased over this period to 661 units.

In addition to these units, the scheme would also deliver a further 1900 units, which would represent a significant increase in terms of the site's contribution to meeting the borough's housing land target beyond the Core Strategy Plan Period.

21.0 URBAN DESIGN

21.1 Officer Comment

21.1.1 Access and Legibility

21.1.1.1 'Path Urmston 5', a Public Right of Way (PROW) runs adjacent to the Bridgewater Canal on its western side. A short section of it has been incorporated within the red-line boundary of this application, as part of the applicant's plans for improved` linkages between the site and the canal. The Illustrative Masterplan does not show any development in this area and the applicant has provided a letter stating that they have no intentions of closing the footpath. Notwithstanding this, the impact of any structures or development in this area, on Path Urmston 5', would be considered at the Reserved Matters Stage.

26.0 HIGHWAYS AND TRANSPORTATION

26.1. Weekday Analysis

26.1.1. The table below is taken from the applicant's Transport Assessment (TA) and provides information on the split between the local approach routes that are available to TW drivers. The applicant has stated that it shows that, in the inbound direction (into the site), the TW traffic is broadly spread equally between the approach routes, whilst routing heavily via Bridgewater Circle in the outbound direction. It also provides an indication of the level of trip generation associated with the development, although these are figures which have informed the applicant's DS1 Scenario and it

should be borne in mind that Highways England's Alternative, DS2 Scenario, forecasts that TW will generate a slightly higher level of car trips.

Peak Hour / Direction		Local Approach Route							
		Via Bridgewater Circle		Via WGIS				Via Old Barton Lane	
				Via M60J10		Via M60J11			
		Vehicles	%	Vehicles	%	Vehicles	%	Vehicles	%
AM	Inbound	173	25	149	21	174	25	198	29
	Outbound	364	86	23	5	35	8	0	0
	2-way	537	48	172	15	209	19	198	18
PM	Inbound	136	30	90	20	95	21	136	30
	Outbound	461	68	71	10	146	22	0	0
	2-way	597	53	161	14	241	21	136	12

27.0 AIR QUALITY

27.1. Officer Comment

27.1.1. Appropriate mitigation can be employed by the contractor during construction works in order to prevent any adverse impact on air quality during this phase. Whilst this will continue to be controlled as part of a 'Construction Environment Management Plan' condition, it is not necessary to specifically reference the IAQM guidance within the condition as it may be superseded by more up to date guidance.

27.1.2. Condition 42 shall be updated to ensure that future air Quality Assessments, submitted with Reserved Matters applications, are undertaken in accordance with the recommendation set out in the applicant's Environmental Statement (ES) and any Addendum's.

27.1.3. This paragraph is no longer relevant and should be removed. It is not appropriate for future Reserved Matters applications to revisit the cumulative impacts of the TW development on air quality for receptors outside of the application site, when they have already been assessed, and considered to be acceptable, at the Outline application stage.

27.2. Summary

27.2.1. The Construction Environmental Management Plan should contain measures to mitigate against dust from construction, however it is not necessary to specifically reference the IAQM guidance in the wording of the condition, as this may be superseded by more up-to-date guidance during the lifetime of the build-out.

36.0 RECOMMENDATION AND CONDITIONS

36.1 Conditions

Amend the following condition

33. 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 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 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).

Add the following condition:

57. Notwithstanding the requirements set out in Condition 42, any reserved matters applications for development falling within an Air Quality Management Area (AQMA) shall provide details of mitigation measures to improve air quality for users of the relevant buildings. Thereafter development shall proceed in accordance with the approved mitigation measures and timescales and shall be retained and maintained thereafter.

Reason: In the interests of protecting human health for the proposed users of the site, and having regard to the NPPF and Policy SL4 of the Trafford Core Strategy.

**HELEN JONES, DEPUTY CHIEF EXECUTIVE AND CORPORATE DIRECTOR,
ECONOMIC GROWTH, ENVIRONMENT AND INFRASTRUCTURE**

FOR FURTHER INFORMATION PLEASE CONTACT:

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