

AGENDA ITEM 5

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 15th February 24

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	For
107465	Regent Road Car Park Altrincham	Altrincham	1		
111866	Trafford General Hospital Moorside Road, Flixton, M41 5SL	Davyhulme	28		✓
111870	Donnington, 32 Grange Road, Bowdon, WA14 3EE	Bowdon	47		✓
112142	93 Stockport Road Timperley, WA15 7LH	Timperley Central	69		✓
112242	Former 1-3, Old Crofts Bank, Davyhulme, M41 7AA	Urmston	82	✓	✓
112327	Land Adjacent To 24 Erlington Avenue, Old Trafford, M16 0FW	Longford	124	✓	Cllr Jarman
112334	203 Woodhouse Lane East Timperley, WA15 6AS	Timperley North	145		

RECOMMENDATION

(Amended wording to Condition 18) – The development hereby approved shall be carried out in accordance with the details as approved under discharge of condition reference 109673/CND/22 with regards external plant. The rating level (LAeq,T) from all fixed plant and machinery introduced on site, when operating simultaneously, shall be 10dB below the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises. Noise measurements and assessments should be compliant with BS 4142:2014+A1:2019 “Methods for rating and assessing industrial and commercial sound”.

Reason: In the interests of residential and visual amenity having regard to Policies L5, L7 and R1 of the Trafford Core Strategy and the National Planning Policy Framework.

(Amended wording to Condition 12) – The development hereby approved shall be carried out in accordance with the external lighting scheme approved under discharge of condition reference 109542/CND/22 and 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.

Page 28 **111866/FUL/23: Trafford General Hospital, Moorside Road, Flixton**

SPEAKER(S) **AGAINST:**

FOR:

**Glen Bilsborrow
(B/h of Applicant)
Written Statement**

CONSULTEES

Greater Manchester Design for Security Team – The proposed extension is located within a well-managed estate. Support the proposals and recommend a planning condition is attached requiring the development to achieve Secured by Design accreditation pre-occupation, ensuring the external doors meet PAS24 or LPS1175 certification.

OBSERVATIONS

CRIME PREVENTION

GM Police Design for Security have confirmed that they have no objections subject to a planning condition to ensure the development achieves Secured by Design accreditation. Notwithstanding this, it is considered that, given that the discharge of this condition would be wholly dependent on the outcome of a separate application process and relates to matters of detail (the design of doors), this would be more appropriate as an Informative.

RECOMMENDATION

The recommendation to approve is unchanged.

Informative: -

It is recommended by GM Police Design for Security that the developer should seek to achieve Secured by Design accreditation (ensuring the external doors meet PAS24 or LPS1175 certification).

Page 47 111870/HHA/23: Donnington, 32 Grange Road, Bowdon

SPEAKER(S) AGAINST:

**FOR: Cllr Phil Eckersley
(Applicant)**

APPLICANTS SUBMISSION

Further amended plans have been submitted to correct discrepancies in relation to the design of the windows on the rear elevation. The proposed plans have been accepted and are those under consideration but the 'existing' plans still contain inaccuracies so have not been accepted by officers.

The agent has also reiterated that they consider that the windows should not form part of the description and has stated that they consider them to be permitted development. The agent has also stated that the description does not give a true reflection of what was applied for and that the report is misleading.

ADDITIONAL INFORMATION

As noted above, amended plans have been received to seek to resolve discrepancies between the plans and the work that has been carried out on site. It is however noted that the proposed elevations still fail to show the installed replacement windows filling the space below the cambered headers of the windows (as seen on site). It is also noted that the proposed rear elevation is

annotated as South Elevation (West Facing). For the avoidance of doubt, this is the west elevation.

As reported in the main committee report the agent has requested that the window alterations be taken out of the application description as they believe them to be permitted development. However, in order to do so, an annotation needs to be added to the plan to specifically state that the alterations to the existing windows are not to form part of the application. This has been requested by officers but the applicant has not been willing to make this amendment. Case law and appeal decisions have concluded that if an alteration is shown on a plan it is deemed to be part of the application unless specifically identified otherwise, even if it not included within the description of development. Consequently, officers cannot disregard the inclusion of the new windows on the amended plans. Officers should discuss an amended description with the applicant or their agent but do have discretion to describe the proposal in the way they feel most appropriate.

Officers consider that the window materials are not similar in appearance to the previous windows and as such, the replacement windows are not permitted development and require planning permission.

The agent has additionally informed officers that that they consider the committee report to be misleading. Officers have subsequently requested the agent to identify which specific parts of the report they consider to be misleading but no further clarification has been received in relation to this.

RECOMMENDATION

The recommendation to refuse is unchanged. The reason for refusal is slightly updated for clarity and as follows:-

The proposed development, by reason of the demolition of the original stone gate posts and the widening of the vehicular access and the alterations to the windows on the front (east) elevation including the design and materials of the new windows and the loss of historic fabric, would result in an incongruous and unsympathetic form of development that would harm the character of the positive contributor, the street scene and the surrounding area. The development would therefore cause “less than substantial” harm to the character and appearance and the significance of the Non-Designated Heritage Asset and the Bowdon Conservation Area. There are no public benefits that would **be sufficient to** outweigh the identified harm. As such, the proposed development would be contrary to Policies L7 and R1 of the Trafford Core Strategy, Policies JP-P1 and JP-P2 of the emerging Places for Everyone Plan, guidance in SPD5.9 and SPD5.9a – Bowdon Conservation Area Appraisal and Management Plan, the Council’s adopted SPD4: A Guide for Designing House Extensions and Alterations and the policies of the National Planning Policy Framework.

[Emphasis added to identify amendment only].

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112142/HHA/23: 93 Stockport Road, Timperley

SPEAKER(S) AGAINST:

**FOR: Jeff Atkins
(Agent)**

The reason given for reporting the application to the Planning and Development Management Committee is stated as the application “has received a total of six neighbour objections”, it should read “has received more than six neighbour objections”.

As reported within the representation section a total of seven objections have been received, rather than six.

Recommendation

The recommendation to approve with the conditions given remains unchanged.

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112242/FUL/23: Former 1-3 Old Crofts Bank, Davyhulme

**SPEAKER(S) AGAINST: Alan Cowell
(Neighbour)**

**FOR: Gareth Salthouse
(B/h of Agent)**

COMMITTEE REPORT

An error has been noted in paragraph 121 of the Committee Report. The report states that ‘six of the units could therefore achieve compliance with Building Regulations ... M4(2)’. This is incorrect.

Eight of the units would achieve compliance with Building Regulations M4(2). The recommended Condition 8, which seeks to ensure that these eight units are delivered as such, is unchanged.

An error is also noted in the Executive Summary, which refers to the provision of fifteen parking spaces being proposed. This is incorrect. Thirty car parking spaces are proposed.

ADDITIONAL REPRESENTATION

A further representation has been provided from no. 4 Broad Lea. The main points raised are as follows:

- Residents request that Old Crofts Bank be made into a 'one-way' road in the direction from Crofts Bank Road to the junction of Canterbury Road with a 20mph speed restriction. This would be advantageous to those constructing the development, those visiting the Care Home and to all the residents of Broad Lea and Old Crofts Bank.
- Residents request that 'double yellow' parking restrictions should be placed on both sides of the road from the junction of Crofts Bank Road / Old Crofts Bank for approximately 50 meters, and also 35 metres into the entrance of Broad Lea.

This has been reviewed and considered by the Local Highway Authority and the Officer Response is as follows:

The measures proposed through this representation would require a Traffic Regulation Order (TRO) to be completed. These would need to be fully justified and prioritised against other TRO requests. At this time, there are no TROs currently proposed for Old Crofts Bank. However, it can be noted that the Councils Traffic and Transportation Team have commenced work on the phased introduction of 20mph speed limits across the Trafford Borough.

A developer funded TRO for either a one-way system or 20mph limit is not required to mitigate any harm from the development as there is no harm identified. The impact on highway safety is acceptable and the cumulative impact on the road network would not be severe. It is also noted that the site is appropriately serviced with regards to parking as confirmed by the Local Highway Authority. Consideration of the highway impacts of this proposal against the Development Plan is set out within the Committee Report at paragraphs 73 – 85.

Members can note that a condition (no. 14) is recommended regarding a Construction and Environmental Management Plan (CEMP) which must be approved and in place prior to the commencement of any works on site. This CEMP is sought to ensure that the highway impact is acceptable for the duration of any temporary construction works.

AMENDED PLANS

Both the Drainage Layout and Tree Protection Plan (as part of the Drainage Statement and Arboricultural Reports respectively) have been updated by the applicant to reflect the most recent layout (Drawing No. 4138/101 rev.J). An update to Conditions 12 and 20 are therefore recommended to reference the latest reports/layouts.

RECOMMENDATION

The recommendation of approval subject to conditions is unchanged, with updates to Conditions 12 and 20:

12. The development shall only be carried out in strict accordance with Section 6.0 (Method Statement) of the submitted Arboricultural Report

(ref.PM/FULL/12/02/24), received by the Local Planning Authority on 13th February 2024.

Reason: In the interests of the amenity of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

20. The development hereby approved shall be carried out in strict accordance with the submitted Drainage Strategy (ref.7558/02 rev.A), and the Microdrainage calculation (ref. 7558 SW03.MDX, Network 2020.1.3). For the avoidance of doubt, surface water shall drain at the restricted rate of 5 l/s.

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.

Page 124 **112327/FUL/23: Land Adjacent To 24 Erlington Avenue
Old Trafford**

SPEAKER(S) **AGAINST:** **Matt Holker
(Neighbour)**

FOR: **Cllr Jarman**

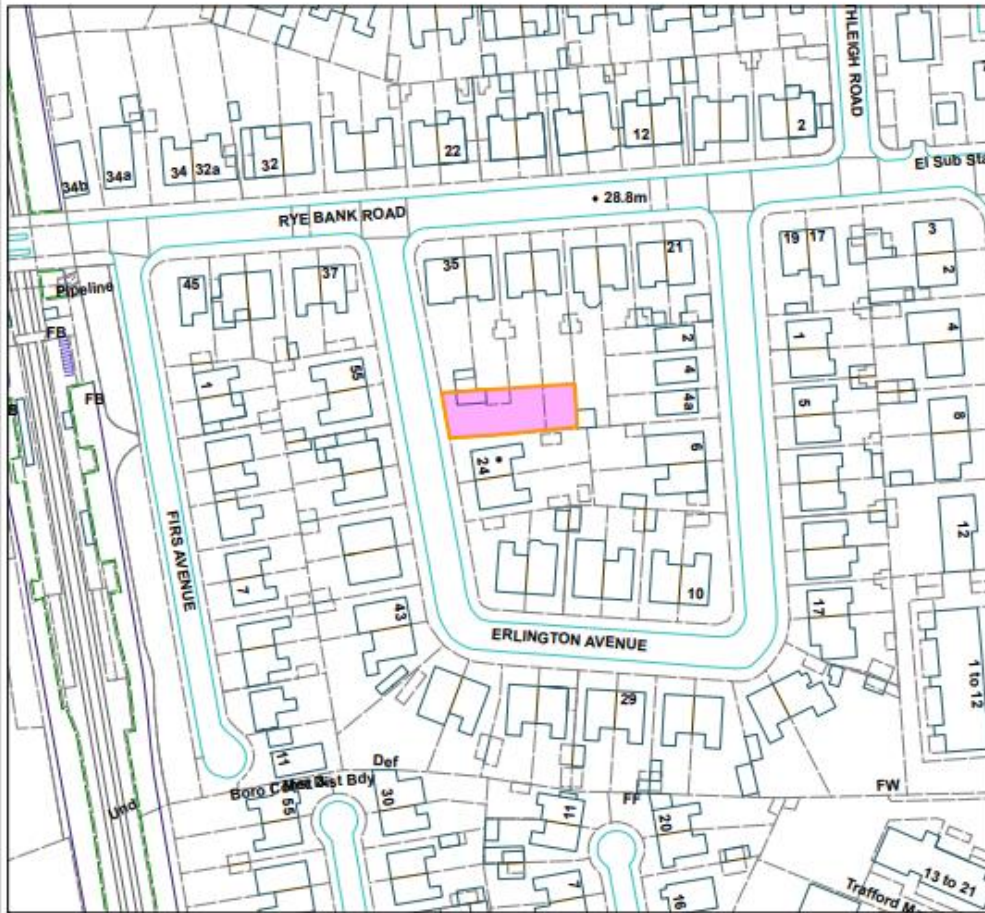
The application site had been plotted incorrectly on the Council's database and as such the site location plan produced in the Committee Agenda is incorrect. This should be replaced with the following site plan.

112327/FUL/23



TRAFFORD
COUNCIL

Land Adj to 24 Erlington Avenue, Old Trafford



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 15/02/2024
Date	12/02/2024
MSA Number	AC0000809316 (2022)

Observations

Design and Appearance

Paragraph 10 of the committee report states “It is acknowledged that the building is part of a wider terrace row, with all the terraces containing white UPVC windows/doors. The grey UPVC would differ from the surrounding window materials, but it is not considered that it would result in sufficient harm to the appearance of the terrace row, or the wider setting to warrant a refusal, so is therefore considered acceptable”.

The applicant has clarified that the upper floor windows of the building would remain as white UPVC, and only the windows/doors at the ground floor level would be grey UPVC. It is noted that many of the terrace buildings contain different materials at the ground floor level to the front. Therefore, it is considered that the use of grey UPVC at ground floor would not appear uncharacteristic along this terrace row, and would be appropriate.

Recommendation

The recommendation to approve with the conditions given remains unchanged.

AGENDA ITEM 7 – INFRASTRUCTURE AND DEVELOPMENT IN NEW CARRINGTON – DEVELOPER CONTRIBUTIONS

REPRESENTATIONS

Following the publication of the report two representations have been received from Friends of Carrington Moss and Partington Parish Council respectively. Both representations have been already been shared with Members in full but are summarised as follows:-

Friends of Carrington Moss:-

Fully support the New Carrington Masterplan initiative, which is engaging communities, and agree with the interim approach to determining developer contributions, but wholly disagree with the prioritisation of the Carrington Relief Road, which will not benefit the residents of Partington, Sale West or Warburton (and will only marginally benefit those that live in Carrington itself). Want it made clear that the developer contributions should be for a wide range of transport infrastructure requirements in New Carrington, including public transport and active travel initiatives.

Concerned that the Council has approved an Outline Transport Strategy for New Carrington with no community engagement (following a Route Options decision

that was not subject to consultation and which ignored the advice of Natural England).

As a consequence, the "strategy" does not address key issues for communities, including:

- The numbers of HGVs on local roads – exacerbated by development approved without requiring any sustainable freight transport options, or initiatives set out in the Core Strategy, including the Manchester Ship Canal Bridge
- How significant volumes of induced traffic can be minimised and/or mitigated
- How the specific requirements of horse riders around Carrington Moss will be considered

GM's Transport Strategy 2040 aims to significantly reduce motor vehicle traffic by 2040 which, along with the requirement for zero net growth in motor vehicle traffic, means there can be no business case for public money to be invested in a new road. The new road will impact carbon neutral and climate mitigation ambitions and generate huge levels of air, noise, light, vibration and water pollution, adding significant costs to the public purse in relation to health services alone.

In relation to the officer report:

- Paragraph 6.9 states that "The cost of all the interventions in Appendix D is estimated at c. £60m. This is not possible given the Carrington Relief Road alone is now costed at £76.5. Our very conservative estimate of the costs of Appendix D is £400m.
- Paragraph 10.3 refers to costs but whilst adjustments have been made for inflation it should be noted that the estimated cost of the CRR in the PfE Viability Assessment was £33m, with an apportioned £15m included in the Viability Assessment. It is highly likely that other costs were also underestimated and have increased by much more than the inflationary amount.
- The Education costs are likely to significantly exceed the £13m (indexed) in Appendix 2.

Point out that further information in relation to the Friends of Carrington Moss' assessment of the New Carrington Outline Transport Strategy can be found on their website.

Partington Parish Council:-

Do not object to the principle of raising funds from developers, but astounded given the Council's Carbon Neutral Action Plan, and the ambition to be carbon neutral by 2038, that the funding strategy set out in the report is focussed only on a new road when alternatives such as upgrading the existing road and the active travel routes across Carrington Moss would bring greater benefits, including to Partington residents.

Partington has a much lower rate of car ownership than the rest of Trafford, so the road is likely to induce additional traffic, including HGV traffic, into Partington, rather than relieve the current traffic misery for residents.

Partington residents really need the re-opening of the former railway line between Timperley and Irlam, which would enable more sustainable passenger and freight transport to be considered. Whilst the new road may provide short term benefits, the volume of additional and induced traffic will quickly eliminate those benefits.

It will not be pleasant, safe or healthy to cycle, walk or horse ride next to a major road carrying huge numbers of HGV and other traffic.

The GM Transport Strategy aims to reduce motor vehicle traffic by 2040, and increase sustainable transport options. On this basis how can the business case for the road be justified? Costs are likely to increase further as current proposals do not include input from residents about their priorities for junctions, crossings and traffic calming measures.

Although Partington residents will suffer as a result of the level of development proposed in the area, the Parish Council will not receive any CIL funding to ameliorate the situation, to fund for example free community transport for residents. Such a scheme could deliver huge benefits, particularly to the more deprived residents, who endure transport poverty (given the cost and the infrequency of services), along with other issues.

Wish the Council would work with the Parish Council to consider the alternatives raised, particularly given the cancellation of HS2 and the government promise to commit funding for the re-opening of much needed rail network.

RESPONSE

The concerns of Friends of Carrington Moss and Partington Parish Council are acknowledged. PfE Policy JPA33 requires the New Carrington Masterplan to be '*developed in consultation with the local community*'. Stakeholder meetings on the Masterplan have already been held, and substantive consultation and engagement with the community will continue to take place as the Masterplan progresses. The Masterplan consultation is the appropriate mechanism by which detailed concerns can be aired.

It is also important to note that this interim calculation is necessary ahead of the Masterplan but can only take into account what is known at the current time. The Places for Everyone evidence base is considered to be the most reliable source, particularly as it has been examined by independent Inspectors. A significant (30%) contingency is included in the calculation to take account of the current uncertainty in respect of the cost of infrastructure beyond the Carrington Relief Road. The Masterplan is the mechanism for a full appraisal of the necessary supporting infrastructure for New Carrington of all types, together with its detailed costs and location. It is acknowledged in the main report that the necessary proportionate contribution will likely change as a result of this work.

The interim calculation is necessary to ensure that all infrastructure required for the New Carrington allocation is deliverable. It does not prioritise the Carrington Relief Road but includes costs for all types of infrastructure, including public transport and active travel, but also social infrastructure such as schools and open space. It is true that a much more detailed understanding of the cost of the Carrington Relief Road is available, but this is because it is a project which is much more advanced as the identified need for it pre-dates PfE.

Finally, the interim calculation is necessary if the concerns of the community are to be addressed. It is vital that the delivery of all infrastructure required for New Carrington is not prejudiced by a period in which proportionate contributions are not sought from development. Decisions will of course need to be made about prioritisation as the allocation progresses, but again this is the role of the Masterplan, and with the overall outcome that the allocation is delivered in a sustainable way, with all necessary infrastructure.

AGENDA ITEM 8 - BASFORD HOUSE ARTICLE 4

Para 1.1 updated to read as follows:-

Stretford Memorial Hospital has been vacant for nine years and was disposed of by the Manchester NHS Foundation Trust in 2021. The making of an immediate Article 4 direction at Basford House has been prompted by ongoing discussions between the developer of the site and the local planning authority. There are no current planning applications pending consideration on this site. To date the landowner Promenade Estates have willingly entered into discussions with the Planning Department to identify a viable solution to retain and reuse Basford House as part of the wider redevelopment of the site for residential development.

RICHARD ROE, CORPORATE DIRECTOR, PLACE

FOR FURTHER INFORMATION PLEASE CONTACT:

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