

TRAFFORD COUNCIL

Report to: Planning and Development Management Committee
Date: 13 April 2017
Report for: Information
Report of: Head of Planning and Development

Report Title

Trafford Waters: Development and Infrastructure Phasing

Summary

This report is to update the Planning and Development Management Committee on the position reached with Highways England and the applicant (Peel Investments North Ltd.) in respect of planning application ref. 85282/OUT/15 since Members resolved that they were minded to grant the application in October 2016. Specifically this relates to the agreement of Highways England to the proposed phasing of highways infrastructure to enable 1050 residential units, 27,870sqm of B1 office floorspace and 4,579sqm of commercial floorspace to come forward at Trafford Waters before Full WGIS is implemented.

Recommendation

That the Planning and Development Management Committee note the contents of this report.

Contact person for access to background papers and further information:

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1.0 Introduction and Background

- 1.1 Members will recall that at their meeting of 13 October 2016 that they resolved that they were minded to grant planning permission for the Trafford Waters (TW) development (ref. 85282/OUT/15) which comprises:-

'Outline planning application for up to 3000 dwellings; 80,000sqm (GEA) of office floorspace (Use Class B1); 6,700sqm of commercial accommodation (to be used flexibly within Use Classes A1, A2, A3, A4, A5, D1 and D2); hotels (up to an overall total of 300 bedrooms); a care home (Use Class C2, up to 150 beds / units) and a primary school. Construction of a pedestrian footbridge over Trafford Boulevard; provision of access roads, car parking, public realm and landscaping

works and other associated development and supporting infrastructure. Details provided for access, with all other matters reserved’.

- 1.2 The consequence of Members’ resolution that they were minded to grant planning permission was that the determination of the application was deferred and delegated to the Head of Planning and Development. This was subject to the completion of a legal agreement in accordance with usual practice, but in this particular case, additionally as follows:-

‘to continue to explore the opportunity to enable development to come forward in phases alongside a similarly phased programme of highway works in conjunction with Highways England and the LHA. Alternative conditions, in accordance with subsequent advice and / or recommendations from Highways England / the LHA may be imposed and relevant conditions [in the recommendation below] amended or deleted as necessary. [N.B. If the Head of Planning and Development is minded not to take the advice of Highways England the application would need to be referred to the Secretary of State for Transport and will be returned to the Planning and Development Management Committee for Members’ consideration]’.

- 1.3 This course of action was as recommended by officers as although the traffic impacts of the first phase and the completed development at TW were known, the applicant had not at that time demonstrated to Highways England (HE) that a phased approach to development and supporting infrastructure could be accommodated on the highway network without a ‘severe’ impact in NPPF terms. The conditions recommended by HE at that time were included in the recommendation to Committee and, in summary, restricted occupation of TW to 250 residential units, 27,870sqm of B1 office floorspace and 2,000sqm of commercial accommodation before the implementation of Full WGIS and the improvements proposed at J10 of the M60. HE did not accept the traffic forecasting work that the applicant’s consultant had produced showing the quantitative indication of traffic generation from the TW 1050 scheme in the peak hour. They instead required the scheme to be run through their VISSIM model to establish its impacts.
- 1.4 At the time of the resolution to grant planning permission the outstanding phasing element of the TW development which still required consensus was the traffic impacts that might occur between 251 residential units / 27,871sqm of B1 office floorspace / 2,001sqm of commercial accommodation and 1050 residential units / 27,870sqm of B1 office floorspace and 4,579sqm of commercial accommodation with Part WGIS, but not Full WGIS, being fully implemented. For the avoidance of doubt there is no change to the trigger for office floorspace.
- 1.5 The further work required by HE to evidence the structure of the TW phases and the associated infrastructure triggers took place following the Planning Committee meeting of 13 October 2016. HE provided a consultation response on the phased development at TW on 3 March 2017, which was then updated and re-issued on 20 March 2017.
- 1.6 Although Members deferred and delegated determination of the highways phasing to the Head of Planning and Development, this was predicated on

following HE advice. Although the intention is to follow HE advice, part of that advice included the following:-

'we do though recommend that prior to any final decision being made that your Members are presented with the implications associated with this development in order to make their decision in full cognisance of the consequences that may occur'.

This report is therefore presented to Members to ensure that the HE advice is followed in its entirety.

- 1.7 Henceforth, the various phases of TW are referred to as TW 250, TW 1050 and TW 3000 in this report, with the corresponding development quantum and requirement for WGIS as set out in the table below.

Phase of Development	Development Quantum	WGIS Requirement
TW 250	No more than 250 dwellings, 27,870sqm of B1 office floorspace and 2,000sqm of ancillary commercial floorspace, up to 100 bedroom hotel, carehome.	'No-WGIS'
TW 1050	No more than 1050 dwellings, 27,870sqm of B1 office floorspace and 4,579sqm of ancillary commercial floorspace, up to 100 bedroom hotel, carehome.	'Part-WGIS'
TW 3000	Up to 3000 dwellings, 80,000sqm of B1 office floorspace, 6,700sqm of ancillary commercial floorspace, up to 300 bedroom hotel, carehome.	'Full-WGIS'

For the avoidance of doubt, other infrastructure (including public transport improvements) is required to bring each phase of TW forward. This is shown on the Infrastructure Phasing and Trigger Levels Schedule in Appendix 2, which should be read with the revised Condition 18. Members should assume that references to 'No-WGIS', 'Part-WGIS' and 'Full-WGIS' mean that particular element of WGIS and of the other transport infrastructure required in that phase of development.

2.0 Proposal and Methodology

- 2.1 The applicant sought agreement from HE, and by association the LHA, that between 251 and 1050 residential units, up to 27,870sqm of B1 office floorspace and between 1sqm and 4,579sqm of commercial floorspace could be occupied with Part WGIS fully implemented rather than Full WGIS. In order to properly

assess the impact on the SRN in a manner acceptable to HE, the scale of development at TW 1050 was tested using the M60 West VISSIM model. As this method of assessment is considered acceptable by the HE, it is also accepted by the LHA. The applicant had put forward an alternative assessment method in September 2016, but this was not considered by HE to properly demonstrate the impact of TW 1050 and therefore the VISSIM modelling was considered necessary. HE ran TW 1050 through the VISSIM model in January 2017.

2.2 The VISSIM model encompasses the M60 between J8 and J13 and includes analysis of the morning and evening peak periods together with the proposals for WGIS. For TW 1050 the VISSIM model includes three hour segments for both the AM and PM periods i.e. 07:00 to 10:00 and 16:00 to 19:00. For the purposes of this assessment the analysis was refined to focus on an individual peak hour within each of these periods (08:00 to 09:00 and 17:00 to 18:00).

2.3 The trip generation rates for TW 1050 were agreed with HE as follows.

TW 1050 (beyond 250)		Arr	Dep	Arr	Dep
		AM		PM	
800 additional dwellings	Rates	0.11	0.28	0.27	0.2
	Volumes	88	224	216	160

2.4 The following developments were considered as ‘committed’ when modelling TW 1050 i.e. the traffic generated from these developments forms the baseline model from which an assessment of the traffic impacts of this development is then carried out. The developer’s transport consultant was asked to provide trip generation details for the following projects to ensure that localised information was complete:-

- Port Salford (50%);
- United Utilities WWTW sites at Eccles and Davyhulme;
- Salford Reds Stadium and associated retail, Salford;
- Office Building, Land adjacent to West of Trafford Boulevard;
- Hotel, Land at Parkway / J9 M60;
- Barton Square Expansion, intu Trafford Centre;
- TW 250;
- Boysnope Wharf, Liverpool Road, Salford;
- Trafford and Carrington Power Stations, Manchester Road, Carrington;
- Lock Lane, Partington (residential development).

2.5 The baseline trip generation for TW 250 (including 27,870sqm of office) was in accordance with the Transport Assessment for those applications.

2.6 The HE modelling also utilises their ‘Uncertainty Log’ which includes details of schemes with and without planning permission which are fed into their strategic modelling. The Uncertainty Log includes a much wider range of schemes beyond that identified above, including the Carrington developments. The Carrington developments are modelled at a position in 2032 to the full extent of development envisaged at the Carrington Strategic Location in the Core Strategy.

3.0 Planning Policy Context

- 3.1 The full planning policy context for the Trafford Waters scheme was set out in the officer report to Committee of October 2016. It is not intended to repeat that here. However, Members are reminded of the following key policies.
- 3.2 Paragraph 32 of the National Planning Policy Framework states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:-
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe** (emphasis added).
- 3.3 Policy SL4 – Trafford Centre Rectangle of Trafford’s adopted Core Strategy (2012) includes and specifically identifies the Trafford Waters site (although as Trafford Quays) as part of the wider Strategic Location. The most relevant parts of this policy are as follows:
- A major mixed use development will be delivered in this Location, providing a new residential neighbourhood together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure;
 - The Council considers the Location can deliver [inter alia] 1050 residential units, 15 hectares of land for employment activity, a proportion of which is suitable for high quality commercial (B1) development.
 - In order for development to be acceptable in this location the following will be required: significant improvements to public transport infrastructure, including an integrated, frequent public transit system; the provision of the Western Gateway Infrastructure Scheme (WGIS).

4.0 Highways England Consultation Response to TW 1050

- 4.1 In September 2016, HE responded to the TW 3000 scheme. Their statutory formal recommendation was that they recommended that conditions be attached to any planning permission that may be granted. These conditions limited the development to the TW 250 scheme without both Part and Full WGIS being implemented. It was this which was the basis of the recommendation to Members in October 2016.
- 4.2 Highways England then responded specifically to the TW 1050 scheme in their consultation response of 20 March 2017, which updated a previous response of 3 March 2017 (albeit the recommendation was unchanged between the two letters). They refer to their obligation to ‘support local and national economic growth and regeneration’. Their view was that HE had considered its position, and concluded

that it should not make formal recommendations that, if accepted, would frustrate the proposed phasing of TW.

- 4.3 HE confirmed that they accepted a revised set of planning conditions, which had been drafted by Council officers and agreed with the developer. These conditions enabled the TW 1050 scheme to come forward with Part WGIS rather than requiring Full WGIS. Part WGIS would be required to be operational for any level of occupation greater than TW 250.
- 4.4 The conditions accepted by HE are as follows, and are Conditions 18 and 19 of the full conditions list in Appendix 1.

18. The development hereby permitted and associated on and off-site infrastructure works shall proceed in a phased manner in accordance with the trigger points identified in the Schedule 'Infrastructure Phasing and Trigger Levels' (Ref. 2014-015-001) appended to this decision notice and any scheme approved by the Local Planning Authority under other Conditions of this permission. For the avoidance of doubt the occupation of the development is limited to the lower cumulative level set out in each column of the Schedule until the relevant infrastructure works have been fully implemented.

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.

19. No more than 1,050 dwellings, 27,870sqm of B1 and 4,579sqm of ancillary commercial floor-space (Use Classes A1, A2, A3, A4, A5, D1 or D2) shall be occupied unless and until full design and construction details, including all geotechnical and structural design requirements, relating to the Full Western Gateway Infrastructure Scheme [WGIS] (as shown on Figure 3 of the applicant's TA (Dwng ref: M12073-A-055)) and the required improvements to Junction 10 of the M60 (as shown on Figure 33 of the applicant's TA (Dwng ref: M12073-A-062)) have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Secretary of State for Transport (or the relevant SoS at the time). The details to be submitted shall include:

- Details of scheme interfaces with the existing highway alignment, details of the carriageway markings and lane destinations;*
- Full signing and lighting details;*
- Confirmation of full compliance with current Departmental Standards (DfT: Design Manual for Roads and Bridges) and Policies (or approved relaxations/departures from standards);*
- An independent Stage Two Road Safety Audit (taking account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes.*

Thereafter both Full WGIS and the J10 M60 improvement works shall be implemented in accordance with the approved details and in accordance with the timescales set out in the Schedule to Condition 18 of this permission and retained thereafter.

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.

4.5 However, the consultation response states that modelling carried out by consultants on behalf of Highways England concludes that there would be a significant impact on the strategic road network as a result of the proposed phasing of Trafford Waters (i.e. TW 1050) summarised as follows:-

- A worsening of the congestion on the M60 clockwise, with the travel time between M60 J8-13 predicted to increase to 9.5 minutes (7am to 8am) and 14 minutes (8am to 9am) in the morning peak period if phased development is brought forward on the current motorway network (Part WGIS). As a comparator, if the full Trafford Waters development is brought forward on an improved motorway network (Full WGIS) the travel time between M60 J8 – J13 is predicted to be approximately 6 minutes (7am to 8am) and 6 minutes (9am to 10am) in the morning peak period.
- To put the TW 1050 travel times into context, the current average evening peak clockwise travel time through the network is approximately 13 minutes (4pm to 5pm), ranging from a journey time of 9 minutes to a maximum of 18 minutes demonstrating the unreliability of the network in operation. Between 5pm and 6pm this unreliability is more pronounced; the average journey time is 14 minutes, with a minimum journey time of 6 minutes and a maximum of 24 minutes. The consequence of the phased development is that network operation in the morning (8am to 9am) peak period becomes similar to that in the evening peak period, which is recognised as experiencing severe congestion.
- A worsening of the severe congestion on the M60 clockwise, with the travel time between M60 J8 – J13 predicted to be 28 minutes (4pm to 5pm) and 31.5 minutes (5pm to 6pm) in the evening peak period if the development is brought forward on the current motorway network (Part WGIS). As a comparator, if the full Trafford Waters development is brought forward on an improved motorway network (Full WGIS) the travel time between M60 J8 – J13 is predicted to be slightly higher at 30 minutes (4pm – 5pm) and 35 minutes (5pm to 6pm).
- To put both the TW 1050 and TW 3000 travel times into context, the current average evening peak clockwise travel time through the network is approximately 13 minutes (4pm to 5pm), ranging from a minimum journey time of 9 minutes to a maximum of 18 minutes, demonstrating the unreliability of the network in question. Between 5pm and 6pm this unreliability is more pronounced; the average journey time is 14 minutes, with a minimum journey time of 6 minutes and a maximum of 24 minutes.
- The consequence of the level of predicted delay on the motorway will be to adversely affect network resilience and journey time reliability, as is evident in the evening peak modelled scenarios where instability in the model results in a lack of model convergence, which reflects the real world instability in resilience.
- A further consequence of this level of predicted delay will be to displace traffic onto the local highway network; the volume and scale of local

highway affected is currently unforeseen, as this would require assessment in a strategic model such as that held by TfGM (HFAS) as this model has a much wider geographic scope in terms of local highway network coverage.

- A worsening of the severe congestion would bring into question the sustainability of the development.

4.6 Based on the above, HE are advised by their consultants that a case could be made that, due to the adverse impact of the severe congestion experienced on the M60 motorway from the Trafford Waters development, the restriction to only TW 250 before Full WGIS is delivered remains valid.

4.7 HE also consider that this position is fully consistent with the requirements of the Core Strategy, and specifically Policy SL4, which sets out that schemes are required to mitigate the impact of development within the Trafford Centre Rectangle Strategic Location on the Strategic Road Network and Primary and Local Authority Network. HE also identify Paragraph 8.61 of the Core Strategy which states that transport mitigation measures will be identified to offset traffic generated by development on the M60 with funding streams identified and obtained and be operational in advance of the first occupation of the development in accordance with Policy SL4, and the requirements for significant public transport improvements and WGIS identified in SL4.3. HE express their disappointment that the Council's position in respect of TW 1050 is, in their view, not consistent with the Policies set out in the Core Strategy.

4.8 However, they conclude that government policy states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. HE took a view that despite there being significant traffic impacts on the strategic road network as a result of TW 1050, there wasn't a strong enough case or sufficient evidence to recommend the refusal of the planning application on the grounds that the impact of the development on the strategic road network was severe.

5.0 Analysis

Severity of impact

5.1 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

5.2 Highways England do not believe there is a strong enough case or sufficient evidence to recommend refusal of the application on the grounds that the impact of the development on the strategic highway network would be severe. However, it is not considered that Highways England have demonstrated that there would be an impact on the road network arising from these proposals which could be considered significant. The evidence suggests that the impacts would not be 'severe' in NPPF terms rather than there being insufficient evidence to suggest they would not be. It is apparent that there are a number of misconceptions from Highways England in respect of the baseline conditions against which the impact on the network from this development should be tested and compared against.

- 5.3 It is apparent, and understandable given their role in the management of the SRN, that Highways England are concerned that traffic conditions on the M60 will continue to worsen even with Part WGIS in place. Their consideration of the acceptability of this application as a statutory consultee under the Planning Acts should however be based on the specific impact on the network arising from the proposals and not future traffic conditions arising which are unrelated to this development.
- 5.4 The correct methodology to assess the impact of TW 1050 is to compare the DM (Do Minimum) scenario with the DS (Do Something) scenarios. Two DS scenarios were modelled, DS1 and DS2. DS1 was that put forward by the applicant, whereas DS2 was HE's alternative model. DS2 represents a 'worst case' scenario as it assumed a greater number of vehicle trips on the network, as a result of lower public transport use. It is not appropriate to make a comparison against the current network conditions that can be seen 'on-site' today i.e. with none of the committed developments or highway works in place. In respect of this it should be noted that HE's reference in their consultation response to current motorway conditions including Part WGIS is a factual error and the journey times cited for the AM peak are in fact from the DM scenario.
- 5.5 If traffic conditions on the M60 worsen from the current situation when modelling the DM scenario, this should not affect the consideration of the impact of TW 1050 as it should be the difference between the DM and DS scenarios which is considered when assessing whether an impact is severe.
- 5.6 Highways England seek to compare journey times between DS2 for TW 1050 and DS2 for TW 3000 and state that they compare unfavourably. Whilst this might be the case, this is not the correct comparison. The greater level of highways mitigation from TW 3000 as a result of Full WGIS coming forward may have greater overall benefits to the network than Part WGIS with TW 1050, but this is not relevant to the consideration of the impact of TW 1050. As Part WGIS is proposed as mitigation for TW 1050, the baseline must be Part WGIS with committed developments, rather than any comparison with Full WGIS.
- 5.7 Highways England also seek to compare existing (rather than Do Minimum) PM journey times with future AM journey times and do not provide any baseline figures for AM journey times in their consultation response; despite the fact these were assessed and included in the modelling. Again, this is a flawed approach. The comparisons should only be made between DM and DS2 and between journey times within the same particular time period.
- 5.8 HE also raise concerns about the impact of other schemes on the operation of the highway network. Other than Carrington, which was included in the modelling, none of the other schemes of concern to HE are committed developments. They are therefore not part of the consideration of the impact of TW 1050. HE needs to respond to these schemes appropriately as they come forward as planning applications.
- 5.9 The Council's concerns about HE's approach to their consultation response have been put to HE both in writing and verbally. As a result HE updated their consultation response on the 20 March 2017. However this confirmed that they did not consider the impact from this development to be severe and they did not

address the other deficiencies identified above. Nonetheless, it must be noted that this is not a criticism of HE's approach to modelling, which is considered to be well founded with reasonable and appropriate base line assumptions. The criticism is in their interpretation of that modelling and specifically that they do not compare the Do Minimum and Do Something scenarios as they should properly do to assess the impact of the proposals. Consequently, the LHA does not consider that further modelling is required.

Comparison of DM and DS2 scenarios

- 5.10 In comparing journey times between the DM and DS2 scenarios within the same time period, the changes which would arise as a result of TW 1050, with Part WGIS in place, are marginal.
- 5.11 During the AM peak period (08:00 – 09:00), the largest increase in travel time, of 1 minute, 12 seconds, is forecast on Worsley Road to Leigh Road. This represents a 7% increase in travel times along this route. The greatest increase on the M60 itself is an increase of 3 seconds (less than 1%) between J14 and J7 anticlockwise. As there are also reductions in travel times on parts of the network the average change in travel times, across all the predetermined travel routes within the model, is less than 1%.
- 5.12 During the PM peak period (17:00 – 18:00), the largest increase in travel time, of 56 seconds (7%) would be between Ashburton Road and M60 J10. The greatest increase on the SRN would be an increase of 44 seconds (7%) between the M62 and M602. On the M60 itself, the greatest increase is of 10 seconds (2%) between J14 and J7 anticlockwise. As there are also reductions in travel times on parts of the network the average change in travel times, across all the predetermined travel routes within the model, is a reduction of 1%.
- 5.13 It is acknowledged that outside of the specific AM and PM peak periods, and for shorter sections of the motorway, there may be slightly greater impacts. For example, when travelling between J9 and J10 clockwise, an increase in journey time of 28 seconds is expected between 09:00 and 10:00; a 32% increase. This large percentage increase is partly because the existing journey time is short and is therefore sensitive to change, and it would remain below 2 minutes. This is offset however, by reductions in journey times at other times of the day. Between 17:00 and 18:00, also between J9 and J10 clockwise, a reduction in journey time of 33 seconds is expected.
- 5.14 Therefore, when comparing the DM and DS2 scenarios, when taken individually and cumulatively any increases in journey times as a result of TW 1050 are not so significant that they could be considered a 'severe' impact in NPPF terms.

Cumulative impact with Carrington applications

- 5.15 Highways England have included both Carrington Village and Common Lane applications in their 'uncertainty log' when modelling TW 1050. This is based on opening year (2017) and future year (2032) scenarios, with TW 1050 at opening year and TW 3000 at future year. The opening year scenario includes 360 dwellings at Carrington (on the basis of likely build out rates) and 1560 at future year (the entirety of the Strategic Location allocation which is more than twice that

proposed in the Carrington Village planning application). The employment floorspace at Carrington is similarly proportioned out. In order to establish that the cumulative impact of TW 1050 and Carrington is not 'severe' in NPPF terms, the LHA have used available data to assess the impact of TW 1050 with the full development quantum of both Carrington Village and Common Lane applications, in a scenario where Full WGIS (and as a consequence TW 3000) did not come forward. This analysis demonstrates that the cumulative impact would not be 'severe'. This is because the impacts of each scheme affect the motorway network in a different manner because of their respective geographical locations. The traffic generated by either TW 1050 or the Carrington developments that would route to or through the closest junctions to the other development site would be very limited and therefore any cumulative effect would be marginal.

Infrastructure

- 5.16 Highways England consider that the Council's Core Strategy policies indicate that mitigation is required for development at Trafford Waters. They consider it disappointing that, in their view, the Council's position in relation to TW 1050 is not consistent with the policies in the Core Strategy. The Core Strategy does identify a need for infrastructure improvements in order to bring the Trafford Centre Rectangle Strategic Location forward. Policy SL4 of the Core Strategy specifically refers to development in the Trafford Centre Strategic Location being supported by '*significant improvements to public transport infrastructure, including an integrated, frequent public transport system*' and '*the provision of the Western Gateway Infrastructure Scheme*'. The Implementation section of the policy further refers to a number of infrastructure requirements, including, '*Improvements to Local Highway and Strategic Networks and Public Transport Provision*', '*Western Gateway Improvement Scheme (WGIS) Project*', '*Extension of Metrolink through Trafford Park*', '*Direct Pedestrian Link Across Trafford Boulevard*' and reference to the Manchester Smart Motorway Scheme, albeit as it was seen to come forward in 2012.
- 5.17 The TW 3000 scheme would be subject to Grampian conditions (Conditions 18 and 19) which set out various infrastructure schemes and prevents different phases of development coming forward before the implementation of those infrastructure schemes. This includes all infrastructure identified in the above paragraph, with the exception of the Manchester Smart Motorway Scheme (which is nearing completion). In 2012, when the Core Strategy was published, WGIS was envisaged as a single project. WGIS is required to bring the amount of development identified in the Core Strategy forward. Critically, this includes 1050 residential units, which is the number proposed with Part WGIS. It is appropriate in planning terms to investigate a phased approach to bringing forward WGIS alongside the phasing of development. The provision of Full WGIS at the point the number of occupied residential units in the development exceeds the development plan allocation is, contrary to Highways England's view, entirely consistent with the Core Strategy. Among other things, the Metrolink Trafford Park Line is also required to be in place for any more than TW 1050 to come forward, again in accordance with the requirements of the Core Strategy.
- 5.18 It is also important to note, that, unlike at Carrington, outside of the Trafford Waters site, much of the development in the Trafford Centre Rectangle Strategic Location is already consented. TW 3000 goes significantly beyond the quantum of

development envisaged at the Strategic Location. The infrastructure identified in the Core Strategy is required to bring forward the development identified in that plan. Development quantum (and phasing) either below or above the plan allocation should properly be treated on their own merits.

- 5.19 The Council has therefore taken a consistent approach to infrastructure requirements coming forward as a result of this development and a Grampian condition is in place to limit development to an appropriate quantum, prior to the necessary infrastructure projects being fully implemented.

Network Spreading

- 5.20 Highways England's consultation response also stated that as a consequence of the impact of the development on the strategic road network traffic would be displaced onto the local road network (network spreading) and that the volume and scale of local highway affected is currently unforeseen. A number of local roads were included in the modelling and although some minor increases in journey times were identified as a result of the proposals, this would be offset by other reductions in journey times elsewhere on the local road network and on the SRN. Although there may be some effect on the local road network this would not be significant and would not equate to a 'severe' impact in NPPF terms.

- 5.21 The Local Highway Authority note HE's concern however they consider that the modelling demonstrates that the amount of network spreading would be insignificant, given the minor impact of the development on the SRN and on the local roads modelled. There is no reason to suggest that there would be more severe impacts elsewhere on the local road network. In addition, they also consider that the proposed highway improvements at Ellesmere Circle and Bridgewater Circle will assist in mitigating the impact of the development on the local road network. Public transport improvements are already taken into account by the modelling.

Conclusion

- 5.22 The LHA have considered the TW 1050 proposals carefully. HE's concerns are noted, but critically they do not seek to raise an objection to the phasing proposals subject to the revised conditions identified above. HE's concerns are also based on a number of misconceptions in respect of the correct approach to assessing impact and the planning policy and decision making context. The LHA do not believe that the impact of the development would be 'severe' in NPPF terms on either the strategic, primary or local road networks and they raise no objection to the proposals.

6.0 Recommendations

- 6.1 That the Planning and Development Management Committee Members note the contents of this report and that the intention of the Head of Planning and Development is to follow the advice of Highways England and the LHA in respect of the revised highways phasing conditions for the TW 3000 development to enable TW 1050 to come forward with Part, rather than Full WGIS.

- 6.2 That in noting this report Members acknowledge that they have been presented with the implications associated with the TW 1050 scheme as Highways England see them, in accordance with the recommendation included in HE's letter of 20 March 2017.
- 6.3 That Planning and Development Management Committee Members note the current, and updated position in respect of all the proposed planning conditions to control the TW 3000 development, contained in Appendix 1. For the avoidance of doubt, although this is now very close to the final agreed position, it does not in all cases necessarily represent the precise wording of conditions which will be included on the decision notice. Nevertheless, the intent and purpose of conditions will not change.

Background Papers

As Agenda Item 4.

APPENDIX 1

Proposed Planning Conditions Position at 10 April 2017 (to be read in conjunction with Paragraph 6.3 of the report)

Definition

For the purposes of all relevant conditions below, 'phase' is defined as: a reserved matters application for (a) building(s), plot(s), or infrastructure associated with (a) building(s) or plot(s).

Time limits

1. The development hereby permitted shall be begun no later than whichever is the later of the following dates:

- The expiration of 5 years from the date of this permission;
- The expiration of 2 years from the approval of the final reserved matter.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Applications for the approval of all reserved matters for the entire development shall be made to the Local Planning Authority not later than 20 years from the date of this planning permission.

Reason: As required by the provisions of Section 92(2)(b) of the Town and Country Planning Act 1990.

Quantum of development and Parameter Plans

3. The outline planning permission hereby approves the following maximum quantum of development (gross external area):

- 3,000 residential units (Use Class C3)
- 80,000sqm offices (Use Class B1)
- Hotels (300 rooms) (Use Class C1)
- A combined total of 6,700sqm of floorspace within Use Classes A1, A2, A3, A4, A5, D1 and D2
- A 2 form entry primary school
- A care home (150 bedrooms/units) (Use Class C2)

Reason: To define the development in accordance with the requirement to deliver a sustainable form of development, having regard to Core Strategy Policies SL4 and the National Planning Policy Framework.

4. The development shall be brought forward in general conformity with the parameters set out in the following plans:

- Site Location Plan Drawing No: SP(90)01 Rev C
- Parameters Plan – Use Drawing No: SP(90)30 Rev G
- Parameters Plan – Maximum Building Heights Drawing No: SP(90)26 Rev C
- Parameters Plan – Landscape Drawing No: SP(90)31 Rev F
- Parameters Plan – Access and Constraints Drawing No: SP(90)32 Rev E

Reason: To clarify the permission, having regard to Core Strategy Policies SL4, L1, L2 L4, L7, R1, R3, R5 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

5. No more than 6,700sq m of commercial uses within Use Classes A1, A2, A3, A4, A5, D1 and D2 will be permitted and of this:

- A minimum of 500sqm shall be delivered as D1;
- A minimum of 500sqm shall be delivered as A1 convenience retail;

Of the remaining 5,700sqm:

- The maximum allowable amount of A2, A3, A4 and A5 will be 5,000sqm
- The maximum allowable amount of D2 will be 4,000sqm
- The maximum allowable amount of A1 convenience retail will be 3,000sqm
- The maximum amount of A1 comparison retail will be 2,500sqm

Unless the results of the assessments required under conditions 11 and 12 (community facilities conditions) of this permission demonstrate otherwise.

Reason. To allow for the delivery of the facilities and services that the community within the development needs and in accordance with the NPPF and Policy SL4 of the Trafford Core Strategy.

6. The gross internal area (including any mezzanine floorspace) of any building unit occupied for uses within Use classes A1, A2, A3, A4, A5 or D2 by a single operator shall not exceed 1,000sqm.

Reason: To allow for the delivery of a range of facilities and services to support the needs of the community within the development and in accordance with the NPPF and Policy SL4 of the Trafford Core Strategy.

7. A minimum of 700 of the residential units hereby approved shall be delivered as accommodation suitable for family living. In determining whether a residential unit is suitable for family living regard shall be paid to particular needs in relation to the size of residential units, as identified within the Development Plan or any recognised regional / national standard that is in place at the time of any application for Reserved Matters, but shall consist of a range of properties, of which no fewer than 350 shall contain three bedrooms with the remainder providing two bedrooms.

Reason: To ensure the housing needs of the Borough are adequately met and in accordance with Policies SL4 and L2 and Table 2 of the Trafford Core Strategy

8. No single Reserved Matters application for layout shall propose more than:

- 30,000sqm (GEA) of B1 office floor-space;
- 1,050 dwellings;

Reason: To ensure that the impacts created by the office floor-space are spread across the lifespan of the build, the development to be delivered is reflective of the viability appraisals that will accompany it, the development does not create impacts beyond those set out in the applicant's submission and that it is consistent with the provisions of the NPPF and Policy W2 of the Trafford Core Strategy and that it is consistent with the provisions of the NPPF and Policies L2 and W2 of the Trafford Core Strategy.

Submission of details prior to Reserved Matters

9. Prior to the submission of the first application for Reserved Matters for the first phase of the development, a site wide detailed Design Framework shall be submitted to, and approved in writing by, the Local Planning Authority for this phase. The Design Framework shall be prepared in accordance with the contents and headings set out within the approved Design Framework Template (NJL: September 2016, Ref: 2014-015).

Reason: To ensure that the development makes best use of the opportunities available to improve the character of the area; to ensure that it comes forward in a holistic

manner; and having regard to Policy L7 of the Trafford Core Strategy and Paragraph 64 of the NPPF.

10. Prior to the submission of the first Reserved Matters for each phase of the development, the Design Framework approved under condition 9 of this permission shall be reviewed and, where appropriate, updated before being submitted to, and approved in writing by, the Local Planning Authority. The updated Design Framework shall provide clear design guidance on the forthcoming phase and consider how this relates to any previous development on the site and/or previous iterations of the Design Framework.

Reason: To ensure that the development makes best use of the opportunities available to improve the character of the area; to ensure that it comes forward in a holistic manner; and having regard to Policy L7 of the Trafford Core Strategy and Paragraph 64 of the NPPF.

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.

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.

12. Deleted (now combined with Condition 11).

13. Prior to the submission of the first application for Reserved Matters for the first phase of the development hereby permitted, a site wide Parking Management Strategy to include car parking, motorcycle parking and cycle parking shall be submitted to and approved in writing by the Local Planning Authority. With the Reserved Matters applications for each subsequent phase an updated Parking Management Strategy, which takes account of previous phases, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved strategy and retained thereafter.

Reason: To ensure that satisfactory provision is made for the parking of vehicles, bicycles and motorcycles in accordance with Core Strategy Policy L4, L7 of the adopted Trafford Core Strategy and the National Planning Policy Framework.

Submission of details with Reserved Matters and prior to works commencing on site

14. The approval of details relating to layout, scale, appearance and landscaping (herein after called the 'Reserved Matters') shall be obtained from the Local Planning Authority in relation to all Reserved Matters for each phase of the development before that phase takes place.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the details of the matters referred to in the condition have not been submitted for consideration.

15. Any application for Reserved Matters shall be accompanied by a Statement that provides details of the following, both for the current phase and the cumulative total from any previously approved/developed phases:

- Quantum of development falling within any use-class or Sui-Generis uses;
- Mix of residential units, including details of those which are suitable for family-living (as defined by Condition 7 of this permission);
- Percentage of affordable housing previously delivered / permitted and that to be delivered as part of the reserved matters application;
- Quantum of Spatial Green Infrastructure (open-space) provided;
- Quantum of children's equipped play-space provided;
- Quantum of Specific Green Infrastructure provided including (tree-planting and metrics of qualifying alternative treatments);
- Number of car, motorcycle and cycle parking spaces provided.
- Number of residential units occupied across the whole site at the time of submission.

Reason: To ensure that the development proceeds in accordance with Conditions 1 and 2 of this permission.

16. Any Reserved Matters application shall include a Construction Environment Management Plan which shall, as a minimum, provide for:

- i. the parking of vehicles for site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. the erection and maintenance of security hoardings, including decorative displays and facilities for public viewing, where appropriate;
- v. wheel washing facilities;
- vi. measures to control the emission of dust and dirt during construction;
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works (that is in accordance with the prevailing waste management legislation in place at the time);
- viii. a Construction Travel Plan to reduce car travel to/from the site;
- ix. measures designed to ensure that retained habitats/vegetation are properly protected during each construction phase.
- x. measures to prevent disturbance to and, where necessary, relocate any animals encountered during site clearance.
- xi. An Invasive Plant Species Management Plan which shall identify measures to be undertaken to eradicate invasive plant species from the site.

The approved Statement shall be adhered to throughout the construction period for the development to which it relates.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, to comply with the terms of the Wildlife and Countryside Act 1981 and having regard also to Policies R2 and L7 of the Trafford Core Strategy.

17. Any Reserved Matters application seeking approval for 'scale' shall:

- a) State the finished, maximum height of each building or structure on its corresponding detailed drawing.
- b) Provide written confirmation that all buildings and structures within the application will not penetrate the safeguarded surfaces for City Airport.

Development shall proceed in accordance with the approved building/structure heights and, upon completion of any building/structure within 10m of the safeguarded surface, a post-build survey shall be submitted to, and approved in writing by, the Local Planning Authority to verify that the finished building height does not penetrate the safeguarded surfaces for City Airport.

Reason: To safeguard the airspace around City Airport and ensure the safety of aircraft using the Airport.

Highway and Traffic conditions

18. The development hereby permitted and associated on and off-site infrastructure works shall proceed in a phased manner in accordance with the trigger points identified in the Schedule 'Infrastructure Phasing and Trigger Levels' (Ref. 2014-015-001) appended to this decision notice and any scheme approved by the Local Planning Authority under other conditions of this permission. For the avoidance of doubt the occupation of the development is limited to the lower cumulative level set out in each column of the Schedule until the relevant infrastructure works have been fully implemented.

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.

19. No more than 1,050 dwellings, 27,870sqm of B1 and 4,579sqm of ancillary commercial floor-space (Use Classes A1, A2, A3, A4, A5, D1 or D2) shall be occupied unless and until full design and construction details, including all geotechnical and structural design requirements, relating to the Full Western Gateway Infrastructure Scheme [WGIS] (as shown on Figure 3 of the applicant's TA (Dwng ref: M12073-A-055)) and the required improvements to Junction 10 of the M60 (as shown on Figure 33 of the applicant's TA (Dwng ref: M12073-A-062)) have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Secretary of State for Transport (or the relevant SoS at the time). The details to be submitted shall include:

- Details of scheme interfaces with the existing highway alignment, details of the carriageway markings and lane destinations;
- Full signing and lighting details;
- Confirmation of full compliance with current Departmental Standards (DfT: Design Manual for Roads and Bridges) and Policies (or approved relaxations/departures from standards);
- An independent Stage Two Road Safety Audit (taking account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes.

Thereafter both Full WGIS and the J10 M60 improvement works shall be implemented in accordance with the approved details and in accordance with the timescales set out in the Schedule to Condition 18 of this permission and retained thereafter.

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.

20. Schemes for the delivery of optimised signalised access junctions at Trafford Way ('Trafford Way' access), Redclyffe Road ('Redclyffe Road' access) and Ellesmere Circle shall be submitted to and approved in writing by, the Local Planning Authority, in consultation with Transport for Greater Manchester (or any successor body) prior to the timescales for implementation set out in the Schedule to Condition 18 of this permission. The development shall be implemented in accordance with the approved schemes and shall be retained and maintained thereafter.

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.

21. No development shall be brought into occupation unless and until a scheme for the provision of parking restrictions on the public highway around the application site have been submitted to, and agreed in writing by, the Local Authority. The submitted scheme should provide for parking restrictions along the length of Redclyffe Road (on the Trafford side of the Ship Canal) and a section of Ashburton Road West leading up to Ellesmere Circle in accordance with Drwng 001:Rev A -'Trafford Waters Parking Restrictions' appended to this decision notice. The approved scheme shall be implemented prior to the occupation of any development hereby approved and shall be retained thereafter.

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.

22. 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 18 of this permission. The development shall be implemented in accordance with the approved scheme and shall be retained and maintained thereafter.

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.

23. No more than 250 residential units shall be brought into occupation unless and until a scheme for the installation of traffic management and monitoring equipment in the area around the application site has been submitted to, and approved in writing by, the Local Planning Authority in consultation with TfGM. The equipment to be installed shall include:

- 6no. CCTV cameras;
- 5no. Automated Traffic Counters;
- 4no. Automatic Cycle Counters;
- 5no. Variable Message Signs
- An Automatic Number Plate Recognition system

The submitted scheme shall include plans identifying the location of each piece of traffic management and/or monitoring equipment. The equipment shall be installed in accordance with the approved scheme and prior to the occupation of 251 dwellings, 27,871sqm of B1 office, or 2,001sqm of ancillary commercial floor-space (Use Classes

A1, A2, A3, A4, A5, D1 or D2) and retained and maintained for a minimum period of 25 years thereafter.

Reason: To help mitigate the impact of the traffic generated by the development and to ensure that the efficient and safe operation of the highway network can be maintained, having regard to the NPPF and Policies SL4, L4 and L7 of the Trafford Core Strategy.

24. Prior to the first occupation of each plot/s or building/s being occupied, a site-wide Travel Plan, which should include measurable targets for reducing car travel, shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan shall be in general compliance with the Framework Travel Plan provided in Chapter 10 of the Transport Assessment and shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the Travel Plan shall outline the monitoring procedures and review mechanisms (which shall include the formation of a Trafford Waters Transport Steering Group) that are to be put in place to ensure that the Travel Plan and its implementation remain effective. The results of the monitoring and review processes shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To reduce car travel to and from the site in the interests of promoting sustainable modes of travel and in the interests of residential amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and guidance in the National Planning Policy Framework.

25. 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 Drwng 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 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.

26. Deleted. Now Condition 18 (and previous Condition 18 now combined with Condition 19).

27. Any application for Reserved Matters (other than for landscaping alone) application shall include a servicing and loading strategy, with accompanying site plans, which shall include, as a minimum, details of:

i. Swept paths for rigid vehicles to demonstrate that each building within that plot/s or building/s phase or sub-phase can facilitate servicing and deliveries in a manner that is appropriate to its use.

ii. Identification of any turning areas for rigid vehicles;

iii. Identification of any loading or drop-off zones for vehicles;

iv. A plan showing a route for emergency services vehicles between the public highway and each of the buildings proposed within that plot/s or building/s phase or sub-phase.

v. Management strategy for dealing with any servicing that is to take place on the public highway;

The development updated service and loading strategy shall be implemented in accordance with the approved details and maintained thereafter.

Reason: To ensure that satisfactory provision is retained 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 NPPF.

Provision of a new primary school and community use agreement

28 (i) Notwithstanding the details shown on the approved plans, prior to the submission of the Reserved Matters application that includes the 1,051st unit on the development, a Scheme (“the Phase 1 Scheme”) to secure the provision of a primary school (“the School”), of maximum 2 form entry size, within the identified area on the ‘Use’ Parameters Plan (Drwng No. 6398_SP(90)30 RevG shall be submitted to, and approved in writing by, the Local Planning Authority.

The Phase 1 Scheme shall be delivered in accordance with the prevailing DfE guidance and parameters plans set out in Condition 4 of this permission and shall include, as a minimum, the following:

a) A plan that shows the precise location, boundaries, and means of vehicular access for the land to be dedicated for:

- the School Site (“the School Site”), which shall cover an area of land no less than 2,902sqm; and

- the land to be shared between the School and the wider community (“the Shared Use Area”) as part of the shared-use scheme (the “Shared Use Scheme”) required under condition 29 of this permission, which shall cover an area of no less than 6,030sqm (additional to that provided within the School Site).

b) A schedule of accommodation and facilities to be provided within the School and the School Site.

c) A schedule of facilities to be provided within the Shared Use Area, which shall include the provision of MUGA facilities and a fenced playing field, to be provided in accordance with prevailing Sport England guidance or equivalent and covering no less than 5,000sqm and measuring a minimum of 51m in both width and length.

d) A programme for the phased construction and delivery of the School, which demonstrates that it can be upgraded from a 1FE to a 2FE, within the School Site, if a 1FE school is proposed.

e) A strategy for the funding of the construction of the School and for managing the School once operational.

f) A timetable for when the School shall first become operational.

No more than 1,050 residential units shall be occupied within the development unless and until the School has been constructed in accordance with the approved Phase 1 Scheme referred to above; the Method Statement referred to in Part 2 below; and the School and School Site are capable of being brought into use.

If a 1 form entry school (rather than a 2 form entry school) is delivered prior to the occupation of the 1050th unit, then Part ii of this condition applies:

(ii) a) Prior to the submission of the Reserved Matters application which includes the 1,051st unit on the development, a methodology (“the Phase 2 Scheme”) for the submission of regular assessments of need for a second form of entry at the School (the Assessments) shall be submitted to, and approved in writing by, the Local Planning Authority. The Phase 2 Scheme shall

- Consider the child yield from earlier phases and the anticipated child yield for that phase of development; and

- Set out the timescales referred to in (c) below;

b) Thereafter, the Assessments shall be submitted to, and agreed in writing by, the Local Planning Authority prior to the submission of each reserved matters application for residential development.

c) Should the Assessments demonstrate a need for a second form of entry at the School, the School shall be delivered in accordance with the details agreed in Part (i) (d) of this condition and the timescales approved within the Phase 2 Scheme, and in any event prior to the occupation of the 2501st residential unit.

Reason: To ensure that provide a primary school is provided of an appropriate size and at an appropriate time in accordance with Core Strategy Policy SL4.

29. Prior to first use of the primary school, a community use agreement prepared in consultation with Sport England 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 only be used in strict compliance with the approved agreement.

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.

Open Space Conditions

30. The development hereby permitted will provide 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.

31. 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 in accordance with schemes that shall have first been granted the appropriate consents by the Local Planning Authority.

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. 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 in accordance with a scheme that shall have first been granted the appropriate consents by the Local Planning Authority.

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.

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).

34. Prior to first occupation of the 251st residential unit, a minimum of 0.67ha of publicly accessible open space (which may include temporary open space) shall be provided within the site, in accordance with a scheme which shall first be submitted to and approved in writing by the Local Planning Authority. Details of how this level of public space shall be delivered shall be submitted with the Design Framework (required under Condition 9 of this permission) that is submitted in advance of the application proposing the 251st residential unit. Development shall be delivered in accordance with the relevant details agreed within the Design Framework and the above referenced quantum of open-space retained and maintained until the occupation of the 1,051st residential unit.

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).

35. Prior to first occupation of the 1,051st residential unit, a minimum of 2.8ha of publicly accessible open space (which may include temporary open space) shall be provided within the site, in accordance with a scheme that shall first be submitted to and approved in writing by the Local Planning Authority. Details of how this level of public space shall be delivered shall be submitted with the Design Framework (required under Condition 9 of this permission) that is submitted in advance of the application proposing the 1,051st residential unit. Development shall be delivered in accordance with the relevant details agreed within the Design Framework and the above referenced quantum of open-space retained and maintained until the occupation of the 1,500th residential unit.

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).

36. Prior to first occupation of the 1,500th residential unit, a minimum of 4ha of publicly accessible open space (which may include temporary open space) shall be provided within the site, in accordance with a scheme that shall first be submitted to and

approved in writing by the Local Planning Authority. Details of how this level of public space shall be delivered shall be submitted with the Design Framework (required under Condition 9 of this permission) that is submitted in advance of the application proposing the 1,500th residential unit. Development shall be delivered in accordance with the relevant details agreed within the Design Framework and the above referenced quantum of open-space retained and maintained until the occupation of the 2,000th residential unit.

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).

37. Prior to first occupation of the 2,001st residential unit, a minimum of 5.3ha of publicly accessible open space (which may include temporary open space) shall be provided within the site, in accordance with a scheme that shall first be submitted to and approved in writing by the Local Planning Authority. Details of how this level of public space shall be delivered shall be submitted with the Design Framework (required under Condition 9 of this permission) that is submitted in advance of the application proposing the 2,001st residential unit. Development shall be delivered in accordance with the relevant details agreed within the Design Framework and the above referenced quantum of open-space retained and maintained until the occupation of the 2,500th residential unit.

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).

Flood risk and drainage conditions

38. Prior to the commencement of each phase of development a scheme for Sustainable Urban Drainage for that phase shall be submitted to and approved by the Local Planning Authority. The scheme shall be produced in general accordance with the Indicative Drainage Strategy identified on Drawing No. MCH/2012/W002 Rev: P2 and the hierarchy of drainage options set out in Paragraph 080 of the NPPG (or the prevailing guidance at the time). Each phase shall consider the potential to connect to the SUDs System. The scheme shall be implemented in accordance with the approved details prior to first occupation of each phase and shall be retained and maintained thereafter.

Reason: It is necessary for this information to be submitted and agreed prior to commencement given the need to install surface water drainage infrastructure at the start of the construction works and to prevent localised flooding in accordance with Policies L7, R3 and L5 of the Trafford Core Strategy.

39. Any Reserved Matters applications seeking consent for 'layout or scale' shall include the following:

- a) Details of existing and finished site levels for that phase of the development;
- b) Details of the proposed floor levels and compensatory flood storage measures. These details shall show compliance with the Flood Risk Assessment from BWB Consulting (ref: MCH/2012/FRA Rev: A, 11/03/15).

The submitted levels shall be shown as AOD. Development shall proceed in accordance with the approved details. The compensatory flood storage measures shall be provided during the course of development and maintained thereafter.

Reason: The details to be agreed will need to be incorporated into the final design before earthworks commence on site and are required in the interests of amenity and

reducing the risk of flooding, and in compliance with Policies L1, L5 and L7 of the Trafford Core Strategy and the NPPF.

Environmental Health conditions

Noise conditions

40. Prior to any Uses within Classes A3, A4, A5 or D2 leisure activities (including water-based leisure) first taking place a Noise Impact Assessment (NIA) shall be undertaken in respect of noise. The NIA shall address all noise associated with the proposed use and any necessary mitigation measures to ensure that the use does not give rise to adverse impact affecting either new or existing sensitive receptors.

Development shall be implemented in accordance with the approved scheme and maintained thereafter.

Reason: To minimise disturbance and nuisance to occupiers of nearby properties and having regard to Policy L5 and L7 of the Trafford Core Strategy.

41. Any Reserved Matters application for residential, care home, or hotel development shall provide details (including calculations and reasoning) of the architectural sound mitigation, relevant to the control of external noise. The assessment scheme shall demonstrate that the indoor noise criteria of BS 8233: 2014 (or the prevailing guidance of the time) for all new residential, care home, and hotel accommodation can be achieved and identify noise attenuation and alternative ventilation measures, where necessary. Development shall be implemented in accordance with the agreed measures and shall be maintained thereafter.

Reason: To protect the amenity of users in accordance with Policy L7 of the Trafford Core Strategy.

42. Any reserved matters application for residential, care home, school or hotel development shall provide an assessment of air quality that shall be approved in writing by the Local Planning Authority. The air quality assessment shall, where necessary provide full details of measures that will be implemented to protect the internal air quality of buildings. Development shall proceed in accordance with the recommendations and timescales contained within the approved assessment and shall be retained and maintained thereafter.

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

Other Environmental Health conditions

43. Any applications for approval of Reserved Matters for A3, A4 or A5 uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)) shall be accompanied by schemes including full details of fume extraction systems for cooking and/or food preparation areas. The schemes approved under Reserved Matters shall be implemented prior to first use of the commercial units to which they relate and shall be retained thereafter.

Reason: In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the 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 in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

44. No external lighting shall be provided within the site unless and until a lighting scheme or schemes have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved scheme. No phase of the development shall be occupied until the approved scheme relevant to that phase has been implemented in full.

Reason: In the interests of crime prevention, residential and visual amenity, and having regard to Policy L7 of the Trafford Core Strategy.

45. Prior to development first taking place on any phase of the development hereby permitted a site investigation report(the report) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The report shall address the nature, degree and distribution of ground contamination and ground gases on the relevant part of the site and shall include an identification and assessment of the risk to receptors, focusing primarily on:

a) risks to human health; and

b) controlled waters, as well as groundwater and surface waters associated on and off the site, that may be affected by the development of the plot/s or building/s. The report shall also address the implications of ground conditions on the health and safety of site workers, on nearby occupied building structures, on services and landscaping schemes and on wider environmental receptors including ecological systems and property.

The risk assessment and proposed sampling and analytical strategy shall be subject to the approval of the Local Planning Authority and agreed in writing prior to the start of the Phase II intrusive site investigation.

Where the site investigation reveals the need for remedial measures, these shall be detailed in the report, and shall be submitted to and approved in writing by the Local Planning Authority prior to development first taking place on that phase.

Where remedial measures have been identified and approved by the Local Planning Authority, the development of the relevant phase shall be carried out in accordance with the approved measures. Where approved remedial measures have been undertaken, a site completion report shall be submitted to the Local Planning Authority for approval validating that all relevant works have been completed in accordance with the approved measures.

Reason: The details to be agreed will need to be incorporated into the final design before earthworks commence on site and are required to prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policies L2 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

46. Any application for the approval of reserved matters (other than for landscaping alone) shall include details of waste management for the relevant phase. This shall include, as a minimum designated areas for the storage of refuse and recycling materials in each of the buildings proposed and confirmation of the storage capacities of the designated areas.

The approved updated waste management measures shall be implemented in accordance with the approved details and maintained thereafter.

Reason: To ensure that satisfactory refuse provision is provided and retained within the site for users of the development, having regard to Policies L6 and L7 of the Trafford Core Strategy.

Energy efficiency conditions

47. All non-residential buildings on the site shall achieve a minimum BREEAM rating of Very Good. No development shall take place on any phase of the development until

evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted to the Local Planning Authority indicating that the development can achieve the stipulated final BREEAM level. Within 6 months of occupation a final Certificate must be issued certifying that a Very Good BREEAM rating (or any such equivalent national measure of sustainable building certification which may replace BREEAM) has been achieved.

Reason: In the interests of sustainability and energy efficiency, having regard to Policy L5 of the Trafford Core Strategy and the NPPF.

48. All residential buildings on the site shall achieve a minimum Building Research Establishment (BRE) Home Quality Mark (HQM) rating of 2*. No development shall take place on any phase of the development until evidence that the development is registered with an HQM certification body and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted to the Local Planning Authority indicating that the development can achieve the stipulated final HQM level. Within 6 months of occupation a final Certificate must be issued certifying that a 2* HQM rating (or any such equivalent national measure of sustainable building certification which may replace HQM) has been achieved.

Reason: In the interests of sustainability and energy efficiency, having regard to Policy L5 of the Trafford Core Strategy and the NPPF.

Ecology conditions

49. Any Reserved Matters application seeking approval for 'layout' shall include an updated, site-wide Badger Survey, which shall be prepared by a suitably qualified person. If the survey finds that badgers are likely to be affected by the development, a Method Statement must be submitted to and approved in writing by the Local Planning Authority, which provides details of measures to be taken to mitigate and avoid any possible harm to badgers during the course of the development. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To comply with the terms of the Protection of Badgers Act 1992, and Policy R2 of the Trafford Core Strategy.

50. 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.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework

Other conditions - Archaeology; Tree protection; Crime Impact; Wind impact; Daylight/Sunlight assessment; TV reception

51. Prior to development first taking place, a Written Scheme of Investigation (WSI) to secure the implementation of a programme of archaeological works shall be submitted to, and approved in writing by, the Local Planning Authority. The WSI shall be prepared by a suitably qualified professional and shall, as a minimum, cover the following:

- i. A phased programme and methodology of site investigation and recording to include:
 - evaluation by geophysical survey
 - targeted and sampling by standard array evaluation trenching
 - dependent upon the evaluation results, targeted open area excavation and recording
 - a targeted archaeological watching brief
- ii. A programme for post investigation assessment to include:
 - analysis of the site investigation records
 - production of a final report.
- iii. Provision for publication and dissemination of the site investigation results
- iv. Provision for archive deposition of the report and records of the site investigation.
- v. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

Reason: To understand the significance of non-designated heritage assets on the site which may be buried under ground and to mitigate harm to these assets through recording and publication of findings in accordance with Policy R1 of the Core Strategy and Chapter 12 of the NPPF.

52. Any Reserved Matters application seeking approval for 'layout' on a site which has existing trees within it or trees adjacent to it whose branches or root structures lie within the site shall include the following:

- i. An Arboricultural Implications Assessment detailing the health of existing trees on site in accordance with BS 5837 (Trees in relation to design, demolition and construction – recommendations, 2012) or the prevailing guidance at the time.
- ii. An Arboricultural Method Statement providing details of how any existing trees to be retained as part of the development will be protected during each part of the construction/development process.
- iii. Tree Protection Site Plan, identifying:
 - Trees for retention;
 - Trees for removal;
 - The location of protective fencing;
 - The location of ground protection;
 - Details of any special construction techniques required..

The development shall be implemented in accordance with the approved measures which shall be retained throughout the course of the development.

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

53. Any Reserved Matters application shall include a full Crime Impact Assessment, for that phase of the development which shall be prepared by a suitably qualified professional. Thereafter, development shall be implemented in accordance with the approved details.

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

54. Any Reserved Matters application for 'scale' for a building or structure exceeding 20m shall be accompanied by a wind impact assessment for that phase produced by a suitably qualified professional. The development shall be implemented in accordance with any agreed mitigation measures and those mitigation measures retained thereafter.

Reason: In order to provide greater certainty, and hence reliability, that the development will not have adverse wind impacts, having regard to Policy L7 of the Trafford Core Strategy.

55. Any Reserved Matters application for layout, scale, or appearance for residential development shall include a daylight/sunlight assessment for the proposed dwellings produced by a suitably qualified professional.

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

56. a) No development shall take place on any phase until the potential impact area in which television reception is likely to be adversely affected by the development hereby approved, during its construction and operational phases is identified, and details are provided to the Local Planning Authority of when in the construction process an impact on television reception might occur;

b) The existing television signal reception within the potential impact area identified in (a) above shall be measured before above ground works on the relevant phase first takes place, and details provided to the Local Planning Authority of the results obtained.

c) The construction and operational impacts of the development of the relevant phases on television signal reception shall be assessed within the potential impact area identified in (a) prior to any above ground development within the relevant phase first taking place. Such assessment shall identify measures to maintain at least the pre-existing level and quality of signal reception identified by the measurements undertaken in accordance with (b) above, and such measures shall be submitted to and approved in writing by the Local Planning Authority prior to any above ground development within the relevant phase first taking place. The approved measures shall be implemented prior to first occupation of any of the units within the relevant phase within a timescale that shall have first been agreed in writing with the Local Planning Authority and retained and maintained thereafter.

Reason: In the interest of residential amenity and in accordance with Policy L7 of the Trafford Core Strategy.

APPENDIX 2

Infrastructure Phasing Table (to be read in conjunction with Condition 18)

TRAFFORD WATERS - INFRASTRUCTURE PHASING AND TRIGGER LEVELS (Ref: 2014-015-001)

Infrastructure Requirement		Development Component Trigger Levels (and cumulative position for each use)														
		Prior to occupation of the unit thresholds below						Prior to occupation of the floorspace thresholds below			Prior to occupation of the floorspace thresholds below			Prior to first use of the room thresholds below		
		Residential (cumulative)						B1 Office GFA (cumulative)			Ancillary Uses GFA (cumulative)			Hotels (cumulative)		
		250 Units (1-250 units)	280 units (251-530 units)	520 units (531-1050 units)	120 units (1051-1170 units)	1030 units (1171-2200 units)	800 units (2201-3000 units)	27,870 sqm (1-27,870 sqm)	24,509 sqm (27,871 sqm-52,379sqm)	27,621 sqm (52,380 sqm-80,000 sqm)	100sqm 1-1000 sqm	200sqm 1001-2000 sqm	2,579 sqm (2,001 sq.m-4,579 sqm)	1,017 sqm (4,580 sq.m-5,596 sqm)	1,104 sqm (5,597 sqm-6,700 sqm)	100 Rooms (1-100 Rooms)
Access Infrastructure	Redclyffe Road Access	Already Constructed						Already Constructed			Already Constructed			Already Constructed		
	Trafford Way Access (& Bus Gate Conversion of Redclyffe Rd Access) (Drq Ref M12073-A-050)															
Off-Site Highway Infrastructure	Part-WGIS (Drq Ref M12073-A-055)	Under Construction														
	Bridgewater Circle Improvement	Already Constructed						Already Constructed			Already Constructed			Already Constructed		
	Elkstone Circle Improvement (amendment to consented Full-WGIS) (TTHC Drq Ref M12073-A-046)															
	MOVA Improvement of Peel Green Road/Redclyffe Road Signals															
	J10 Improvement (amendment to consented Full-WGIS) (TTHC Drq Ref M12073-A-062)															Works only required for larger Hotel provision if prior to Metrolink
	WGIS/Trafford Way Improvement (amendment to consented Full-WGIS) (TTHC Drq Ref M12073-A-064)															
	(Remainder of) Full WGIS (Blue lines indicates development permitted before full WGIS) (Drq Ref M12073-A-055)															
Canal Access Route (TTHC Drq Ref M12073-A-049)																
Accessibility & Public Transport Infrastructure	Pedestrian/Cycle Crossing of Redclyffe Road (TTHC Drq Ref M12073-A-034)															
	Pedestrian Bridge between TW & Trafford Bus Station															
	Diversion of Redclyffe Road Bus Service Through the Site															
	Introduction of WG1 service (or agreed alternative)/other service frequency improvements to achieve Level 3 PTAL															
	Additional Bus Service Improvements to achieve Level 4 PTAL															Works only required for larger Hotel provision if prior to Full WGIS
	Trafford Waters Bridge to ITC Metrolink Stop Ped/Cycle Connector															
	Metrolink to ITC															
Additional Bus Service Improvements to achieve Level 5 PTAL																