

AGENDA ITEM 5

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 16th January 2020

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
<u>98157</u>	New Wellington School Playing Fields, Moss Lane, Timperley	Timperley	1		
<u>98606</u>	Crossford Court, Dane Road, Sale, M33 7BZ	Priory	8	✓	✓
<u>98676</u>	City Point, 701 Chester Road, Stretford, M32 0RW	Gorse Hill	39	✓	✓
<u>98764</u>	Land On Corner of Carrfield Avenue And Mossfield Road, Timperley	Village	106		
<u>99062</u>	70 Norwood Road, Stretford, M32 8PW	Longford	127		
<u>99105</u>	Lancashire County Cricket Club, Brian Statham Way, Stretford, M16 0PX	Longford	133		✓
<u>99333</u>	122 Framingham Road, Sale, M33 3RN	Village	180	✓	✓
<u>99557</u>	1 Lindsgate Drive, Timperley, WA15 6RB	Timperley	190		

SPEAKER(S)	AGAINST:	James Donohue (Neighbour)
	FOR:	Stephen Gill (B/h of Agent)

REPRESENTATIONS

The following representation was received from Cllr Brotherton and was missed out of the summary of representations at pages 12 – 15 of the Committee Report. In summary the comments received are:

- Increasing the height of the existing buildings to 3 and 4 storeys would constitute an over development of this site.
- The proposed buildings, by virtue of their height and mass, would dominate the street scene on this section of Dane Road.
- They would be out of character with the Victorian and Edwardian terraced housing in the surrounding area.
- The additional storeys would lead to some overlooking and consequent loss of amenity for some residents on Dane Road, Meadows Road and Linton Road.
- The application for 38 apartments, in addition to the 62 already approved, will give rise to significant traffic movement onto Dane Road.
- Although the application proposes a traffic circulation scheme on site, the proposed exit point will still be comparatively near the Dane Road/ Cross Street junction at which there are often long queues back along Dane Road.
- This site is at a prominent location on the gateway into Sale when travelling from the direction of Stretford and the M60 motorway.
- The proposed development is of poor external design and would be inappropriate in this location.

These comments were received prior to the submission of the amended scheme which saw a reduction in the height of Building A and external alterations.

Two additional representations have been received since the publication of the agenda. The comments received are as follows:

- The planning application does not include a Daylight and Sunlight Assessment so we are unable to establish the true extent of the loss of light to Cavendish House.
- It is advised that before this planning application is determined, a Daylight and Sunlight Assessment is submitted as part of this application in order for Officers to fully consider the extent of this application.
- Crossford Court is immediately due south of Cavendish House and it is therefore likely to have a severe impact on at least the first two floors of

the building. With no assessment submitted, how can a reasonable conclusion be reached?

- We are still very concerned about privacy and amenity for both our tenants at Cavendish House and the potential future residents of Crossford Court.
- The conclusion in the planning report is that there is access to a choice of travel modes which should help to reduce the amount of car travel otherwise generated by this development.
- With consideration of SPD3 it is publicly documented that Trafford Council already recognises that “the critical issue for consideration of residential parking is car ownership rather than car use and generally, the movement to increase sustainable travel within the UK does not attempt to reduce car ownership but to increase the use of alternative modes for journeys where this is feasible”. With this in mind is it still accepted that despite the availability of sustainable travel modes in the immediate area this does not mean a reduction in either car ownership and/or use for the development?
- The conclusion that the traffic associated with the proposed development can be safely accommodated onto the local highway network is disputed – the objections submitted by local residents is direct and contrary evidence of the traffic issues in and around the proposed development given the close proximity to the A56.
- Has any separate data, statistics and / or analysis have been provided by the Local Highway Authority regarding traffic flow in and around Cross Street A56) and Dane Road, given the evidence of local residents of heavy congestion and the problems which will be faced. i.e flat residents attempting to exit the development in heavy rush hour in the morning (whereas the existing traffic flow is into the development in the morning)
- The conclusion of the report is despite the parking available on site falling below the standards set in the SPD, that given the highly sustainable location of the development that this is reasonable. I dispute this.
- SPD3 requires 133 spaces to be provided. In reality there are only 99 which falls short by almost 25%. Within this there would have to be consideration of disabled bays and visitor parking.
- There is no on street parking available on Cross Street.
- There is no on street parking available from Cross Street to Trafalgar Road on the side of the development.
- There is no on street parking opposite the development at the final section leading to Cross Street.
- Numerous properties have driveways which prevent on street parking blocking the drive.
- Numerous residents in and around Dane Road already cannot park outside their own houses due to insufficient parking in the evening and some ironically park on Cross ford Court.
- Given the demographics of who will buy and / or rent the flats the number of cars may even be higher.
- The level of car parking provision has not been adequately justified against the requirements of SPD3.

OBSERVATIONS

Amenity

Due to the scale of the proposed development and the relationship of Crossford Court with nearby buildings, it is not considered necessary for the application to be accompanied by a Daylight and Sunlight Assessment. Reports of this nature are only submitted alongside schemes where the development proposed would be significantly higher than their neighbours or make a recognisable impact on the skyline or neighbouring properties.

As set out within the assessment of amenity within the Committee Report (pages 21-24) it is considered that the proposed extensions and external alterations will ensure that the amenity of existing and future occupiers is protected and will not result in the loss of privacy, overbearing impacts or a poor outlook and it is considered that the proposed development complies with Policy L7.

Highways and Parking

Further consideration has been given to the level of car parking provision for the scheme. It is fully understood that the development's provision of residential parking is below maximum standards and that the functional parking needs of any development need to be adequately catered for in order to prevent highway safety and residential amenity concerns. Whilst officers and the LHA have concluded that the level of parking for the development would be satisfactory, the developer has offered to fund a review and extension of the timing of parking restrictions on the residential streets close to the application site to prohibit parking into the evenings and throughout the weekend (times to be agreed subject to consultation). It is considered that this should largely prevent any parking by residents of the new development on existing streets, and thereby adequately mitigate any harm to residential amenity that may arise from the level of car parking provision proposed.

RECOMMENDATION

That Members resolve that they would be **MINDED TO GRANT** planning permission for this development and that the determination of the application hereafter be delegated to the Head of Planning and Development as follows:

- (i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure:
 - The provision of 8 no affordable units on site, 4 of which shall be provided as affordable rent and 4 of which shall be provided as shared ownership;
 - A financial contribution (sum to be agreed) for a review of residents permit parking area on surrounding streets.
- (ii) To carry out minor drafting amendments to any planning condition.

- (iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.
- (iv) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):

Condition as set out on pages 32 – 37 of the Committee Report.

Page 39 **98676/FUL/19: City Point, 701 Chester Road, Stretford**

SPEAKER(S) **AGAINST:** **Patricia Rowlinson
(For Neighbour)**

FOR: **Brian Madge & Juan Lopez
(Agent & Architect)**

REPRESENTATIONS

A planning consultant acting on behalf of Derwent Holdings Ltd has written in to state that whilst discussions have taken place between the parties in relation to the provision of parking at White City Retail Park no terms have been agreed. They therefore request that if the Council is minded to approve the scheme, that they impose a time period within which an alternative parking location to be sought and any legal agreement will be completed, as otherwise if agreement cannot be reached it could pose an indefinite impediment to the future use of the White City site. They conclude by commenting that they hope that their comments allow the application to move forward accordingly at Committee.

OBSERVATIONS

Heritage

For clarification Old Trafford Football Ground is considered to be a Non-Designated Heritage Asset for its communal value but not for the historic value of the stadium structure which is largely the result of modern redevelopment. As a result the setting is tightly drawn around the curtilage of the ground and it is not considered that the proposed hotel development would result in any harm to the significance of the Non-Designated Heritage Asset.

Landscaping

Amended plans have been submitted in relation to the proposed tree planting on the Chester Road frontage of the site. The five trees proposed in planters in front of the Chester Road elevation, as a result of the restricted growing conditions in the planters, would only have a lifespan of approximately 5-7 years.

Consequently and following advice from the Council's Arboriculturist, these have been removed and replaced by two permanent trees to be planted in a raft system. Given the limited space for the tree crowns, the species Liquidambar styraciflua 'Slender Silhouette' has been selected which has a fastigiate (slender) form. The landscaping and site plans have been amended accordingly.

Highways

The total number of existing spaces at White City Retail Park at the present time is 658.

The officer recommendation sets out a resolution which seeks to secure 100 off site car parking spaces to serve the proposed hotel development but does not specify a particular location for these car parking spaces. The applicant's current proposal is that these spaces will be provided at White City Retail Park, but other alternatives are being considered and landowners approached in the vicinity of the site. It is possible that the 100 car parking spaces could be provided across more than one site. It is considered that there is sufficient available car parking space either at White City Retail Park, or elsewhere in the vicinity, which would be suitable to serve the development and meet its parking needs. The exact location of the car parking could be provided in any location within the immediate locale should negotiations on the White City solution break down. The car parking proposals will be agreed and finalised through the completion of the S106 agreement, with the relevant landowners of agreed car parking sites being party to the legal agreement.

RECOMMENDATION

The recommendation to **GRANT** is unchanged, subject to further clarification of the mechanism for securing off street parking, and the addition of the figure for the contribution towards the review of parking restrictions as set out below:

- (i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure:
 - Submit a parking scheme detailing how a minimum of 100 spaces will be provided off site, with the scheme to be agreed by the Local Planning Authority.
 - A contribution of £8500.00 towards a review of parking restrictions in the area

And revisions to Condition 2 (Approved Plans) as set out below:

The following plans as set out in the Committee report:

150099-STL-XX-XX-DR-A-XXXX-PL_003 Rev Y - Proposed Site Plan

150099-STL-00-XX-DR-L-09000 Rev PL01 – Landscape General Arrangement
150099-STL-00-XX-DR-L-09140 Rev PL01 – Soft Landscape Plan
150099-STL-XX-XX-DR-L-09141 Rev PL01 - Level 2 and 13 Green Roof
150099-STL-00-XX-DR-L-09160 Rev PL01 – Hard Landscape Plan
150099-STL-00-XX-DR-L-09401 Rev PL01 – Entrance Planter Details
150099-STL-XX-XX-DR-L-09402 Rev PL01 – Gate Details
150099-STL-XX-XX-DR-L-09403 Rev PL01 – Cycle Shelter Details
150099-STL-XX-XX-DR-L-09404 Rev PL01 - Tree Pit in Hard Details
150099-STL-XX-XX-DR-L-09405 Rev PL01 – Tree Planter Details
150099-STL-XX-XX-DR-L-09410 Rev PL01 - Landscape Paving and Boundary Treatment Details

To be replaced by:

150099-STL-XX-XX-DR-A-XXXX-PL_003 Rev AC - Proposed Site Plan

150099-STL-00-XX-DR-L-09000 Rev PL02 – Landscape General Arrangement
150099-STL-00-XX-DR-L-09140 Rev PL02 – Soft Landscape Plan
150099-STL-XX-XX-DR-L-09141 Rev PL02 - Level 2 and 13 Green Roof
150099-STL-00-XX-DR-L-09160 Rev PL02 – Hard Landscape Plan
150099-STL-00-XX-DR-L-09401 Rev PL02 – Entrance Planter Details
150099-STL-XX-XX-DR-L-09402 Rev PL02 – Gate Details
150099-STL-XX-XX-DR-L-09403 Rev PL02 – Cycle Shelter Details
150099-STL-XX-XX-DR-L-09404 Rev PL02 - Tree Pit in Hard Details
150099-STL-XX-XX-DR-L-09410 Rev PL02 - Landscape Paving and Boundary Treatment Details

Page 106 **98764/FUL/19: Land On Corner, Carrfield Avenue And Mossfield Road, Timperley**

RECOMMENDATION

Further to the publication of the Committee report the agent has raised concern regarding conditions 4 and 17 of the recommended conditions. The agents comments and the Council's response are set out below.

Condition 4

In response to condition 4 it is stated there are no individual extraction vents or flues to apartments visible on the exterior façade of the building. There will be no flues because the apartments will be heated by electricity. However ventilation is needed and the agent states that it is prohibitively expensive (unaffordable on this social housing project) to incorporate ventilation systems that collect vertically and penetrate the flat roof.

The agent advises that the intention is to include individual Mechanical Ventilation with Heat Recovery systems in each apartment. These systems need only air brick sized vents on the outside face of the building for air input and extract.

In response to these comments it is recommended that the wording of condition 4 is amended as follows:

4. No above-ground construction works shall take place unless and until a detailed scheme for the provision of all energy supplies, meter boxes, external plant and mechanical and electrical systems (M&E) has first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and shall thereafter be retained in perpetuity.

Reason: In the interests of visual amenity and design quality, having regard to Core Strategy Policy L7, relevant sections of the National Planning Policy Framework and the National Design Guide.”

Condition 17

In response to condition 17 the agent has advised that it is the intention to provide underground ducting to facilitate the future addition of vehicle charging points (drawing P03-02C) however it is considered that demand for charging electric vehicles in a social housing scheme, given the cost of those vehicles, is a long way off.

In response to these comments, the Council considers that such assumption cannot be justified and as there is no way of predicting future affordability of electric cars, it is recommended that this condition is still attached to an approval.

Page 133 **99105/FUL/19: Lancashire County Cricket Club, Brian Statham Way, Stretford**

SPEAKER(S)

AGAINST:

FOR:

**Daniel Gidney
(B/h of Agent)**

FURTHER REPRESENTATIONS

A further representation has been received which expresses concern over the loss of the existing car parking spaces on Brian Statham Way, and particularly about the knock-on effect this is likely to have on parking on Edgbaston Drive and other streets to the south side of the Metrolink line. This area already suffers from all-day parking associated with various businesses and other premises in the vicinity, and the loss of the parking spaces immediately to the north of the Metrolink line (albeit these parking spaces are not free of charge) is likely to

exacerbate this. A request is made that the parking restrictions are reviewed in the area.

OBSERVATIONS

DESIGN AND APPEARANCE

The Design analysis within the report at paragraph's 42-56 omitted an assessment of the tensioned fabric sails/panels which are proposed to be fixed to the underside of the terrace steps.

It is considered that these fabric panels will screen the concrete terrace steps which will be highly visible from Brian Statham Way and will enhance the overall design and appearance of the proposed development. The proposed fabric panels are considered to form an integral element of the proposed development and at this stage the fixing system and details of materials are unknown. A condition is recommended to be attached requiring details of the sails, including a design code and maintenance schedule, to be approved prior to their installation.

LOSS OF ON STREET PARKING SPACES

It is acknowledged that the existing car parking spaces on Brian Statham Way will be lost as a result of the re-alignment of the road and the siting of the hotel. Notwithstanding this, the resident's representation makes it clear that the reason the streets around Edgbaston Drive are parked up is largely because they provide free parking. The parking bays which will be lost on Brian Statham Way come at a cost to the user, currently £5 per day. As other payable parking spaces can be found further along Warwick Road and in existing car parks such as Tesco and LCC, it is not considered that those motorists that currently park on Brian Statham Way will necessarily park on the residential streets to the south of the Metrolink line. Parking provision for the hotel development is provided within the existing LCC car park and the situation on event days will not change and the level of parking provided for the development would be acceptable. On this basis it is not considered reasonable to require the developer to fund a review of parking restrictions in the area. Nevertheless, it is likely that this review would be undertaken in the near future, either as a consequence of the Civic Quarter / K site proposals, or the potential pedestrianisation of Brian Statham Way, all of which would undergo a public consultation process before decisions were made to proceed.

DEVELOPER CONTRIBUTIONS

Since the publication of the main agenda the developer has completed an initial public realm design for the Processional Route along the stretch of Brian Statham Way from the Metrolink station to the northern edge of the application site close to the vehicular entrance into the former Kellogg's site. Costings for this scheme have been submitted and checked by officers. The submitted scheme is not to be approved as part of this application – any final Processional Route scheme will need to be the subject to appropriate consultation, and may in itself require

planning permission. The scheme does however give an indication of the likely costs of the work, and therefore what represents an appropriate contribution from LCC towards these works to make the development proposal acceptable in planning terms. It should be noted that the contribution represents a sum over and above that required to simply re-instate the existing highway on its new alignment. The extent of site frontage to the realigned Brian Statham Way has been taken into consideration as part of this exercise.

The developer has agreed to provide a developer contribution of £120,000 towards public realm works and to allow for the contribution previously paid under a s106 associated with planning permission 85781/FUL/15 (the LCC Hilton hotel development) to be used in combination with the new contribution. The monies would be used as a contribution towards delivering the Processional Route along the aforementioned stretch of Brian Statham Way. The contribution previously paid under application 85781/FUL/15 had been intended to go towards the design and delivery of the Processional Route. A modification and/or discharge of this former section 106 Agreement will be required.

AMENDMENTS TO RECOMMENDATION

The recommendation is unchanged subject to amendments to the heads of terms of the section 106 as detailed above, and subject to amendments to conditions 2 (list of approved plans), 3 (materials), 11 (highway construction details), 12 (fixed plant), 15 (landscaping) and 24 (servicing, deliveries and waste and recycling collections).

Condition 18 (traffic management plans) is proposed to be omitted. This is now considered to be unnecessary as it is now known that LCC are required to submit bespoke Traffic Management Plans ahead of major planned events to suit each particular event. Furthermore, there are mechanisms outside of planning (i.e. licencing) that are able to control this matter.

Additional conditions are also proposed to restrict the opening hours of the ground floor retail / food and drink use within the hotel extension and for the provision of cycle parking spaces in support of the ground floor retail / food and drink use within the hotel extension.

RECOMMENDATION

That Members resolve that they would be MINDED TO GRANT planning permission for this development and that the determination of the application hereafter be delegated to the Head of Planning and Development as follows:

- (i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure £120,000 towards public realm works as part of the Strategic Processional Route.
- (ii) To complete an appropriate legal agreement to modify and/or discharge the section 106 Agreement dated 2nd December 2015 in respect of

planning permission reference number 85781/FUL/15 in order to enable the contribution paid under that agreement of £44,878 (Strategic Processional Route Contribution) to be used in combination with the aforementioned £120,000 to deliver the Strategic Processional Route.

- (iii) To carry out minor drafting amendments to any planning condition.
- (iv) To have discretion to determine the application appropriately in the circumstances where a S106 agreement and modification / discharge of the existing s106 associated with planning permission 85781/FUL/15 has not been completed within three months of the resolution to grant planning permission.
- (v) That upon satisfactory completion of the above legal agreement(s) that planning permission be GRANTED subject to the following conditions (unless amended by (iii) above):
 - 1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:
 - ZZ-XX-DR-A-(0-)-001-P02 - Site Location Plan
 - ZZ-XX-DR-A-(0-)-002-P03- Proposed Site Plan
 - ZZ-XX-DR-A-(0-)-004-P02 - Demolition Plan
 - ZZ-XX-DR-A-(0-)-101-P02 - General Arrangement Elevation - North & East
 - ZZ-XX-DR-A-(0-)-102-P02 - General Arrangement Elevation - South & West
 - ZZ-XX-DR-A-(0-)-103-P02 - General Arrangement Elevation - Northeast & Southeast
 - 2262-VW-001-01-P04 - Landscape GA
 - ZZ-00-DR-A-(PL)-005 - P00 - Proposed Cross Sections (B&W)

Red Rose Grandstand

- Z1-00-DR-A-(0-)-001 - P02 - Red Rose Grandstand - Ground Floor
- Z1-01-DR-A-(0-)-002 - P02 - Red Rose Grandstand - First Floor - Lower Tier
- Z1-02-DR-A-(0-)-003 - P02 - Red Rose Grandstand – Second Floor
- Z1-03-DR-A-(0-)-004 - P02 - Red Rose Grandstand - Third Floor
- Z1-04-DR-A-(0-)-005 - P02 - Red Rose Grandstand – Fourth Floor – Upper Tier

- Z1-00-DR-A-(PL)-002 - P00 - Red Rose Grandstand - East & West Elevations
- Z1-00-DR-A-(PL)-001 - P00 - Red Rose Grandstand - North & South Elevations
- Z1-XX-DR-A-(0-)-101 - P02 - Red Rose Grandstand - North Elevation
- Z1-XX-DR-A-(0-)-102 - P02 - Red Rose Grandstand – East Elevation
- Z1-XX-DR-A-(0-)-103 - P02 - Red Rose Grandstand - South Elevation
- Z1-XX-DR-A-(0-)-104 - P02 - Red Rose Grandstand – West Elevation
- Z1-XX-DR-A-(0-)-105 - P00 - Red Rose Grandstand - East Elevation
- Z1-XX-DR-A-(0-)-106 - P00 - Red Rose Grandstand - New Screen to Existing Stand
- Z1-XX-DR-A-(0-)-200 - P02 - Red Rose Grandstand – Section AA

Details

- ZZ-XX-DR-A-(0-)-301 - P00 - Replay Screen - Relocated to South West
- ZZ-XX-DR-A-(0-)-302 - P00 - New Replay Screen to South East Pitch Side
- Z1-XX-DR-A-(0-)-301 - P00 - Grandstand - Axonometric 1
- Z1-XX-DR-A-(0-)-302 - P00 - Grandstand - Axonometric 2
- Z1-XX-DR-A-(0-)-303 - P00 - Grandstand - Axonometric 3
- Z1-XX-DR-A-(21)-001 - P00 - Grandstand Design Intent Typical Details
- Z1-XX-DR-A-(21)-002 - P00 - Grandstand Balustrade Details

Hotel Extension

- Z2-00-DR-A-(0-)-001-P04- Proposed Hotel Extension - Ground Floor Plan
- Z2-01-DR-A-(0-)-002-P03 - Proposed Hotel Extension - First Floor Plan
- Z2-02-DR-A-(0-)-003-P03 - Proposed Hotel Extension – Second Floor Plan
- Z2-03-DR-A-(0-)-004-P03 - Proposed Hotel Extension - Third Floor Plan
- Z2-04-DR-A-(0-)-005-P03 - Proposed Hotel Extension - Fourth Floor Plan
- Z2-05-DR-A-(0-)-006-P03 - Proposed Hotel Extension - Fifth Floor Plan
- Z2-06-DR-A-(0-)-007-P02 - Proposed Hotel Extension - Roof Plan
- Z2-XX-DR-A-(PL)-003 - P01 - Proposed Hotel Extension Elevations
- Z2-XX-DR-A-(0-)-101-P04 - Proposed Hotel Extension - North Elevation
- Z2-XX-DR-A-(0-)-102-P05 - Proposed Hotel Extension - East Elevation
- Z2-XX-DR-A-(0-)-103-P04 - Proposed Hotel Extension - South Elevation
- Z2-XX-DR-A-(0-)-104-P04 - Proposed Hotel Extension - West Elevation
- Z2-XX-DR-A-(0-)-201-P02 - Proposed Hotel Extension – Section AA
- Z2-ZZ-DR-A-(0-)-304 - P00 - Link Bridge Materiality Details
- Z2-XX-DR-A-(21)-001 - P01 - Hotel Design Intent Typical Details
- Z2-XX-DR-A-(21)-002 - P01 - Hotel Typical Plan Details
- Z2-ZZ-DR-A-(0-)-301 - P00 - Proposed Hotel Extension - Axonometric 1

- Z2-ZZ-DR-A-(0-)-302 - P00 - Proposed Hotel Extension - Axonometric 2
- Z2-ZZ-DR-A-(0-)-303 - P01 - Proposed Hotel Extension - Axonometric 3

HGI Extension

- Z3-00-DR-A-(0-)-001-P03 - Hilton Garden Inn Extension - Ground Floor Plan
- Z3-01-DR-A-(0-)-002-P03 - Hilton Garden Inn Extension – First Floor Plan
- Z3-XX-DR-A-(PL)-004 - P00 - Hilton Garden Inn Extension & Terrace Bar

Extension Elevations

- Z3-XX-DR-A-(0-)-101-P02 - Hilton Garden Inn Extension - Northeast Elevation
- Z3-XX-DR-A-(0-)-102-P02 - Hilton Garden Inn Extension - Southeast Elevation
- Z3-XX-DR-A-(0-)-103 - P00 - Hilton Garden Inn Extension - North West Elevation
- Z3-XX-DR-A-(0-)-201-P02 - Hilton Garden Inn Extension – Section BB
- Z3-ZZ-DR-A-(0-)-301 - P00 - Hilton Garden Inn Extension - Axonometric 1
- Z3-ZZ-DR-A-(0-)-302 - P00 - Hilton Garden Inn Extension - Axonometric 2
- Z3-ZZ-DR-A-(0-)-303 - P00 - Hilton Garden Inn Extension - Axonometric 3

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and or full specification of all materials to be used on all external elevations of the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The samples shall include the building of sample panels incorporating window recesses and surrounds for the hotel extension. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 and R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. No soft-strip or demolition of the Red Rose Suite shall take place until the applicant has secured the implementation of a programme of historic building recording in accordance with a Written Scheme of Investigation which has first been submitted to and approved in writing by the Local

Planning Authority. The programme shall be undertaken by a suitably qualified historic buildings surveyor and conducted to Recording Level 1 of the English Heritage document 'Understanding Historic Buildings' (2016).

Reason: In order to ensure that there is an adequate record of the historic development of the cricket ground through the recording of the site prior to demolition having regard to Core Strategy Policy R1 and the National Planning Policy Framework.

5. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

6. Other than the demolition of the buildings and structures down to ground level (in accordance with drawing no. ZZ-XX-DR-A-(0-)-004-P02), and site clearance works, no development shall take place until an investigation and risk assessment in relation to contamination on site (in addition to any assessment provided with the planning application) has first been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place other than the excluded works listed above. The submitted report shall include:
 - a) a survey of the extent, scale and nature of contamination
 - b) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments;
 - c) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site;
 - d) a remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
 - e) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation

strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall thereafter be carried out in full accordance with the approved remediation strategy before the first occupation of the development hereby approved.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the health of future occupiers in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. The assessment is required prior to development taking place on site to mitigate risks to site operatives.

7. The development hereby permitted shall not be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan, where required (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the health of future occupiers in accordance with Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework. The assessment is required prior to development taking place on site to mitigate risks to site operatives.

8. Prior to the commencement of the development (including demolition), a Construction and Pre-Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The approved CEMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CEMP shall address, but not be limited to the following matters:
 - a) Suitable hours of construction and pre-construction (including demolition) activity;
 - b) The parking of vehicles of site operatives and visitors (all within the site);
 - c) The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power,

signalling and communications cables for Metrolink both during construction and once operational;

- d) Excavation details;
- e) Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- f) Pedestrian access;
- g) Loading and unloading of plant and materials (all within the site), including times of access/egress;
- h) Storage of plant and materials used in constructing the development;
- i) The erection and maintenance of security hoardings;
- j) Wheel washing facilities;
- k) Measures to control the emission of dust and dirt during construction and pre-construction (including demolition) and procedures to be adopted in response to complaints of fugitive dust emissions;
- l) A scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site);
- m) Measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity;
- n) Information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors;
- o) Information to be made available for members of the public;
- p) Contact details of site manager to be advertised at the site in case of issues arising.

The development shall be implemented in accordance with the approved CEMP.

Reason: To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system and to ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. Prior to the commencement of the development a Works Phasing plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfGM).

Reason: To enable safe crowd management on event days, in the interests of pedestrian safety.

10. Prior to any demolition works first taking place an endoscope survey shall be completed under the supervision of a suitably licenced ecologist, or ecological clerk of works in accordance with the precautionary measures outlined in section 9.2 of the Preliminary Ecological Appraisal, dated 6 September 2019. If bats are found, demolition works shall cease and a full

survey report should be submitted to and approved in writing by the Local Planning Authority including details of the proposed mitigation measures and an assessment for the need for protected species licences. Any necessary mitigation measures shall thereafter be carried out in accordance with the approved survey report.

Reason: In the interests of the preservation of bats, a protected species, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

11. Prior to above ground works taking place in the construction of the grandstand, a detailed design for the proposed highway construction and highway layout, including a phasing timetable, shall be submitted to and approved by the Local Planning Authority in consultation with the LHA and TfGM. The submitted details shall demonstrate that access is retained to Metrolink land and the sub-station access track by all classes of vehicle and include material specifications and road markings. The scheme shall be implemented in accordance with the approved details and timetable.

Reason: In the interests of highway safety, having regard to Policy L4 of the Trafford Core Strategy.

12. Prior to the development being brought into use, a scheme, including mitigation measures where appropriate, together with a maintenance regime, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of fixed plant together with sufficient information to demonstrate that the combined noise level from fixed plant items (when rated in accordance with BS 4142: 2014) shall not exceed 44dB (LA_r) between 0700-2300h and 34dB (LA_r) between 2300-0700h on any day at 1m from the façade of the nearest noise-sensitive receptor. Thereafter, fixed plant shall only be installed in accordance with the approved scheme.

Reason: In the interest of residential amenity and in compliance with Policy L7 and of the Trafford Core Strategy and the National Planning Policy Framework.

13. Prior to any above ground construction works on the hotel, a scheme for acoustically insulating the hotel against vibration from the adjacent Metrolink line shall be submitted to and approved in writing by the Local Planning Authority. If necessary, the approved vibration insulation measures shall be completed in accordance with the approved scheme before the hotel use first takes place.

Reason: To secure a reduction in noise from Metrolink in order to protect the business and users of the facility from noise nuisance, having regard to policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. Prior to above any above ground construction works, a scheme for the provision of a minimum of 2 x bat boxes (or other bat brick) and 1x bird box (starling or house sparrow terrace), together with a timetable for their provision shall be submitted to and approved in writing by the Local Planning Authority. The bat boxes and bird boxes shall be provided in accordance with the approved scheme and retained thereafter.

Reason: To provide mitigation for bats using the building and to enhance the biodiversity value of the site, having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

15. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications (including full details of tree planting pits and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
(b) The landscaping works shall be carried out in accordance with the approved following final occupation of the development hereby permitted, whichever is the sooner.
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 15 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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

16. The development hereby approved shall not be occupied until a schedule of landscape maintenance for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

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

17. No part of the development shall be brought into use until details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls have been submitted to and

approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

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

18. Prior to the first occupation of the approved hotel extension, details of the hotel guest bedroom glazing and ventilation scheme shall be submitted to the Local Planning Authority for approval, including sufficient information pertaining to the acoustic performance of the selected products, in order to ensure that they meet with the recommendations of the Noise Impact Assessment prepared by Cundall Johnston & Partners LLP, dated 18 October 2019 (ref:1023931-RPT-AS-001, revision: B). The development shall be implemented in accordance with the approved scheme.

Reason: In the interest of residential amenity and in compliance with Policy L7 and of the Trafford Core Strategy and the National Planning Policy Framework.

19. The development hereby approved shall not be brought into use unless and until a Travel Plan, which should include measurable targets for reducing car travel to the hotel and cricket club, has been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

20. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and Outline Drainage Strategy (2/12/2019 / Job No: 11706 Rev. 03 / Marston & Grundy LLP (Consulting Engineers)) and the following mitigation measures detailed within the FRA and submitted Drawings:
- Limiting the surface water run-off generated by the 1 in 100 yr + Climate Change (40%) critical storm so that it will not exceed 31 l/s (5.5 l/s from the hotel extension, 10.5 l/s from the Highway and, 15 l/s from the Grandstand) and not increase the risk of flooding off-site.
 - Provision of 166m³ of attenuation flood storage (67m³ from the hotel extension, 46m³ from the Highway and, 53m³ from the Grandstand) on the site to a 1 in 100 yr + Climate Change (40%) standard.
 - SuDS as shown in the Landscape GA (Dwg No: 2262-VW-001-01 Rev: P03) and Drainage Strategy Plan (Dwg No: LCCC-MG-ZZ-ZZ-DR-C-92002).

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure sustainable drainage is used in accordance with policy with the Guidance Document to the Manchester City, Salford City and Trafford Councils' Level 2 Hybrid Strategic Flood Risk Assessment, Policies L5, L7 and SL1 of the Trafford Core Strategy and the National Planning Policy Framework.

21. Prior to first occupation of the development hereby permitted, a sustainable drainage management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved plan shall be implemented for the lifetime of the development.

Reason: To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures, having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

22. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within section 4 of the submitted Crime Impact Statement dated 8 October 2019, reference 2019/0690/CIS/01, and retained thereafter.

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

23. Servicing, deliveries and waste and recycling collections for any commercial uses of the development shall only take place between the hours of 07:00 – 22:00 hrs on Mondays to Saturdays and 09:00 – 19:00 on Sundays.

Reason: In the interest of residential amenity and in compliance with Policy L7 and of the Trafford Core Strategy and the National Planning Policy Framework.

24. The development hereby approved shall not be occupied unless and until a Refuse Management Strategy has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall detail how the refuse and recycling bins shall be made available for collection on bin day and then how they will be returned to their approved storage area thereafter.

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

25. No external lighting shall be installed on the building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. 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.

26. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

27. Prior to first use of the grandstand, the proposed stretched fabric sails to the underside of the stand shall be erected and thereafter maintained in situ in accordance with a scheme which has previously been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include the size of the sails; materials; method of fixing; a design code covering details of the images to be displayed on the sails; a maintenance schedule to ensure the sails remain clean, free from tears and discolouration; and a plan for the replacement of any of the sails when the Local Planning Authority considers their condition has deteriorated to an extent that replacement is required in the interests of amenity.

Reason: In the interests of amenity and good design, and to provide a visually attractive screen to the underside of the grandstand having regard to its prominent location, Core Strategy Policies L7 and SL3, the NPPF and the National Design Guide.

28. The retail (Use Class A1) / food and drink (Use Class A3) unit located at ground floor level of the hotel extension shall only be open for trade or business between the hours of 06:30 to 23:00 Sunday to Thursday and 06:30 to 00:00 Friday and Saturday.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

29. The retail (Use Class A1) / food and drink (Use Class A3) unit located at ground floor level of the hotel extension shall not be brought into use unless and until a scheme for the provision of eight secure cycle parking spaces for that unit, which has previously been submitted to and approved in writing by the Local Planning Authority, has been implemented in full. The cycle parking spaces shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle parking provision is made for the A1 / A3 retail unit in the interests of promoting sustainable development,

having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

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99333/HHA/19: 122 Framingham Road, Sale

SPEAKER(S)

AGAINST:

**Martin Gale
(Neighbour)**

FOR:

**Stephen Nicholls
(Agent)**

PLANS

Revised proposed floorplans were submitted on 7th January 2020 (ref 05-19 FR102 REV E). The proposal has not altered, but the plan shows more accurate site measurements.

REPRESENTATIONS

1 no. additional representation has been received from number 121 Framingham Road. They object on the grounds that:

- The revised rear bedroom extension still results in an overbearing impact on neighbour outlook.
- The proposal constitutes overdevelopment of the plot
- The changes to the car parking do not improve the current situation.

The above matters are considered within the 'Observations' section of the committee report and do not alter the recommendation of Officers.

There was also an error in the representation section of the Committee Report – the section read that a representation had been received from number '12 Framingham Road': this should have read '123 Framingham Road'.

RECOMMENDATION

The recommendation is unchanged subject to amended condition 2 (list of approved plans) to reference the revised, more accurate proposed floor plans:

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 05-19 FR103 Rev D; 05-19 FR102 Rev E; 05-19 FR104 Rev C, 05-19 FR105 and associated site location plan.

RICHARD ROE, CORPORATE DIRECTOR, PLACE

FOR FURTHER INFORMATION PLEASE CONTACT:

**Rebecca Coley, Head of Planning and Development, 1st Floor, Trafford
Town Hall, Talbot Road, Stretford, M32 0TH. Telephone 0161 912 3149**