

AGENDA ITEM 5

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 13TH JULY 2023

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
109111	Masonic Hall and Police Station, Tatton Road, Sale M33 7EE	Sale Central	1	✓	✓
109558	Brooklands Metrolink Station, Marsland Road, Sale, M33 3SQ	Brooklands	50		✓ Cllr Jones
109953	Homestead, 121 Park Road, Timperley WA15 6QQ	Timperley North	69	✓ Cllr Minnis Cllr Frass	✓
110005	Crossford Bridge Playing Fields, Danefield Road, Sale	Sale Central	101		
110079	Bowling Green, Ashley Road, Hale WA15 9NT	Hale	135		
110192	St John Vianney RC School, Rye Bank Road, Stretford M16 0EX	Longford	157	✓ Cllr Jarman	✓
110635	43 The Crescent, Flixton M41 5QR	Flixton	192	✓ Cllr Thomas	✓

109111/FUL/22: **Masonic Hall and Police Station, Tatton Road, Sale**

SPEAKER(S) **AGAINST:** **Sami Katob
(Neighbour)**

FOR: **Heather Lindley-Clapp
(Agent)**

CONSULTATIONS

LLFA – No objections, recommend a condition requiring the submission of a management and maintenance plan in regards to the sustainable drainage scheme. The exact wording of the proposed condition is detailed in the ‘Recommendation’ section below.

Sale Civic Society – Comments have been received from Sale Civic Society in regards to the latest amended plans, which state, additional to those reported in the main Planning Committee report:-

Police Station: Pleased that the historic steps to the side of the building are to be retained, however the revised amended first floor plans do not show that the existing door (at the top of the steps) has been retained. The Iron Gate at the bottom of the steps could be re-instated to provide security. The existing door (which is not original) could be replaced with a glass door thus introducing more natural light into the bedroom and creating a unique feature for house 10.

Masonic Hall: Object to the cutting of new doorways for proposed Houses 9 and 10. House 9 could utilise the existing Police Station Door on Tatton Place. If natural light to house 9, is a consideration then suggest that the original six panel Sale Police Station door be retained and the top four panels be fitted with clear glass to increase natural light. It should be noted that the entrance also enjoys a substantial glass fan light. House 10 should have a door to the rear elevation only – exactly the same as houses 7 and 8.

Masonic Hall: Continue to question the window design which appear out of keeping with the area.

If none of the historic Masonic Hall building can be saved, then greater effort and thought should be given to reclaiming / reusing some of the existing features of the historic building, possibly parts of the leaded glass screen at the top of the main staircase.

They have suggested to the developers that the foundation stone is retained and incorporated into the new structure and ask that this is covered by a planning condition.

REPRESENTATIONS

A further representation has been received from a resident of Chapel Lane, who has previously commented on the application, which states that they are largely in favour of the proposal, though note that with the removal of all parking facilities, the development states that the occupiers of the proposal will not have access to on-street parking permits and so question whether this would be a permanent measure or could it be reversed in the future?

OBSERVATIONS

LANDSCAPING

Despite requests from Officers, the applicant has not been able to submit amended landscaping plans that include the amended layout. It is considered however that the proposed landscaping plans submitted in relation to the original proposal (now superseded) do show that a high quality landscaping scheme can be achieved within the site. It is recommended that the recommended landscaping condition (Condition 7) is amended to ensure that a high quality landscaping scheme is provided throughout the site.

HERITAGE

Following comments received from Sale Civic Society, Officers, including the Council's Heritage and Urban Design Manager, consider that there is the potential for reclaiming and reusing some of the existing historical features of the Masonic Hall building within the new development. It is therefore recommended that a condition is attached to ensure that a review of salvageable features is produced and where appropriate, such features are included and retained within the development.

AMENITY

The applicant has submitted a full breakdown of how the proposed units comply with the Nationally Described Space Standards. The proposed development is therefore considered to provide an acceptable level of amenity for future residents of the development.

SECURITY

Comments have not been received from the Greater Manchester Police's Design for Security in regards to the latest amended plans. As detailed within the main Committee report, a condition (number 24) is recommended requiring the submission of a Crime Impact Statement (CIS), as the current CIS relates to the originally submitted plans. It is considered that all appropriate securing measures can be secured through this condition.

CAR PARKING

In relation to the query as to whether the Council's current policy of not allowing residents of new developments to obtain residents' parking permits, that is the current policy. It is intended to reflect the stance taken by the applicant in relation to the proposed development, i.e. that the scheme does not require any car parking provision given its sustainable location. The LHA have advised that the policy could always be amended, but that is likely to be a decision that would require the approval of Full Council.

EQUALITIES

The applicant has submitted an Equalities Statement in support of the application, which considers the proposed development in relation to the relevant protected characteristics. The Equalities Statement confirms that the development has been carefully designed to ensure that the spaces, building, facilities and routes through the site are as attractive and usable for a young person as they are for more elderly members of the community. The proposed development will create new affordable homes that can be inhabited by families with young children as well as older people. There will be great benefits for families with babies and children having access to an existing, established community, residing in quality housing alongside associated infrastructure, which they state will help to ensure people with babies have convenient access to goods, as well as opportunities to interact with the wider community and avoid feeling isolated. The location of the site in the heart of Sale Town Centre will ensure that there is good access to amenities and a wider support network for those who are pregnant or on maternity/paternity leave. As a result, the effect is predicted to be positive.

The Statement also identifies that no persons will be restricted or prevented from or unable to use the development due to race, gender, religious belief, gender reassignment or sexual orientation.

As identified within the main Committee report, the proposed development will incorporate inclusive access throughout and all upper floors of the apartment block will be accessed via a centrally located Part M compliant lift. Officers note however that the development does not include any on-site car parking, including on-site accessible car parking provision. Three public accessible parking bays are located adjacent to the site on Tatton Place, which could be used by visitors to the site who have a 'Blue Badge' permit.

RECOMMENDATION

Following comments made by the applicant, condition 3 is amended to: -

3. The residential units hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) and shall not be offered for sale or rent on the open market save for to a registered provider. The residential units

hereby permitted shall comprise 30no. affordable housing units (all of which shall be shared ownership). None of the residential units hereby permitted shall be occupied unless and until details of the occupancy criteria to be used for determining the qualifying criteria of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced have been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided and managed thereafter in accordance with the approved details.

This planning condition shall not apply to the part of the property over which:- (i). a tenant has exercised the right to buy, the right to acquire or any similar statutory provision including the preserved right to buy or their mortgagees or successors in title and for the avoidance of doubt once such right has been exercised, the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market; (ii). a leaseholder of a shared ownership property that has staircased to 100% or their mortgagee or successors in title and their mortgagee and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market.

This planning condition shall not be binding on a mortgagee or chargee (or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (howsoever appointed) including a housing administrator (each a Receiver)) of the whole or any part of the affordable housing units or any persons or bodies deriving title through such mortgagee or chargee or Receiver provided that i) such mortgagee or chargee or Receiver shall first give written notice to the Local Planning Authority of its intention to dispose of the affordable housing units and shall have used reasonable endeavours over a period of three months from the date of the written notice to complete a disposal of the affordable housing units to another registered provider or to the Local Planning Authority for a consideration not less than the amount due and outstanding under the terms of the relevant security documentation including all accrued principal monies, interest and costs and expenses; and ii) if such disposal has not completed within the three month period, the mortgagee, chargee or Receiver shall be entitled to dispose of the affordable housing units free from the terms of this planning condition which provisions shall determine absolutely

Reason: To provide a satisfactory level of affordable housing and to comply with the requirements of Policy L2 and L8 of the Trafford Core Strategy and the NPPF.

It is recommended that the landscaping condition is amended to: -

7. 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, but not be limited to, the provision of a dwarf brick wall and coping with a hedge behind in addition to tree planting to the front boundary of the residential units created within the former police station along Tatton Place and Tatton Road, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), details of the raft system in relation to the trees to include the area the system will cover and soil to be used and a scheme for the timing / phasing of implementation works.
- (b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season 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 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.

Following comments from the LLFA, it is recommended that the following condition is added: -

28. A 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 Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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.

Following comments from Sale Civic Society and advice of the Heritage and Urban Design Manager, it is also recommended that the following condition is added: -

29. No development shall take place, including demolition, unless and until:
- (a) The Local Planning Authority has been allowed access to the site and into the building to draw up a schedule of materials and features which, in their

opinion, should be salvaged for re-use in the development. This shall include, but not be limited to, the stained glass window and date stone.

- (b) No construction above ground shall take place, including demolition, until a detailed specification for any salvaged items to be retained and included in the development have been submitted to and approved in writing by the Local Planning Authority. The specification shall include drawings to a scale of 1:20 and include sections, frame material, glazing pattern, fixing details and glazing details.

Development shall proceed in accordance with the submitted specifications.

Reason: In accordance with paragraph 205 of the NPPF to record and advance understanding of heritage assets impacted on by the development, prior to the commencement of works on site, having regard to Policy R1 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework. The details are required prior to development, including demolition, taking place on site as any works undertaken beforehand, including preliminary works, could result in an adverse impact on the site's historic features.

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**109558/FUL/22: Brooklands Metrolink Station
Marsland Road, Sale**

SPEAKER(S) AGAINST:

FOR:

**Gavin Pinion
(Agent)
Councillor Jones**

CONSULTATIONS

Three further consultation responses have been received, summarised as follows:

Greater Manchester Police (GMP)

GMP has been consulted on the application and has the following concerns:

- The proposed development will screen the existing steps from view. This has the potential to generate loitering particularly given the lack of overlooking from nearby properties.
- The proposed development will make it difficult for users to view any potential threats before entering, which could leave them vulnerable.
- The proposed covered areas could generate loitering and antisocial behaviour because they offer shelter from the elements and potentially concealed from view.

Arboricultural Officer

The Arboricultural Officer has provided further comments on the application and has confirmed the mature trees on site, shown as retained are not elm, but lime.

The mature lime tree adjacent to the proposed development, as shown on the site plan, has been assessed in accordance with Tree Evaluation Method for Preservation Orders (TEMPO) for TPO suitability. TEMPO is a three-part system:

- Part 1: Amenity Assessment (Condition, Retention span, Relative public visibility and Other factors)
- Part 2: Expediency Assessment
- Part 3: Decision Guide

In the Amenity Assessment, the lime tree is considered in fair/satisfactory condition, with relatively high longevity and scores highly in relation to its relative public visibility due to the highly prominent location and wider views of the trees from the area. In the Expediency Assessment, the proposed development is considered to be a foreseeable threat to the tree. It is concluded that the tree has scored 16 points in the assessment and therefore in accordance with the TEMPO design guide criteria the tree “definitely merits a TPO”. However this is considering all the factors of the assessment.

In addition the Arboriculturist Officer considers that should the application be considered for approval further information should be required prior to a formal decision on the location of the proposed footings for the proposal and the what foundation structure would be used to fully understand the impact on the tree.

Commercial Team, Transport for Greater Manchester (TfGM)

TfGM has been further consulted on the application and their Commercial Team confirmed that they support the application. They do not consider that GMP’s concerns about security are warranted and consider that the development would be an enhancement to the area.

[N.B. These comments come from their commercial estates team, who have a financial interest in the development, rather than their operations team, so should be afforded less weight].

OBSERVATIONS

Design and security

1. As detailed above, GMP has expressed concerns on public safety as a result of the proposed development. The comments are in line with what have been addressed within the published committee report. The enclosure of the steps will remove the existing open view and reduce the natural surveillance, which is likely to generate loitering and make those

using the steps feel less safe. The proposed covered areas concealed from view could also generate loitering and antisocial behaviour when the café is closed.

2. Whilst GMP did not comment on the potential removal of the lighting columns within the application site, it is considered that, if the light columns would not be retained or replaced, the environment on the steps would be of particular concern during the evening / night, given that the steps will be enclosed.

Trees

3. The lime tree has been assessed in accordance with TEMPO and is concluded to merit a TPO. The development would be in the root and crown spread of the development. The applicant has not submitted sufficient information, including appropriate detailed drawings and technical specifications, to demonstrate the development will not harm the lime tree, which due to a number of factors is worthy of TPO status. However the TEMPO assessment includes the potential threat to the tree and therefore if detailed information was submitted to demonstrate that tree could be retained and its long-term retention would not be prejudiced by the development, then it may not necessitate a TPO at this stage. It is normally a tree coming under threat which identifies it as being of high amenity value and triggers a TPO being made.
4. It is considered that the lime tree contributes significantly to the character of the area and setting of the station buildings and this is demonstrated in it scoring full marks in the section of Relative Public Visibility in Part 1 of the TEMPO assessment. It is highly visible given its sitting close to the Metrolink station and junction, and is therefore considered the tree makes a significant contribution to the visual amenity and in the public realm. The proximity to the tree would mean that works are likely to be needed to it to accommodate the development which could threaten its health and longevity. Therefore at this stage officers consider that the application has failed to provide the level of information necessary to demonstrate the construction and operation of the proposed development would not negatively impact on the health of the tree and its retention on site.

CONCLUSION

The recommendation to refuse the application is unchanged however reasons 1 and 4 have been updated.

Reason 1 is updated to specifically reference that the former booking hall is Grade II listed and condition 4 is updated to reflect the further comments from the Arboricultural Officer, including confirming the tree is a lime, rather than elm tree.

1. The proposed development, by reason of its siting, design, appearance, form and materiality will cause major harm (less than substantial in NPPF

terms) to the setting of the Grade II listed former Booking Hall and wider Station complex. The proposal will also cause minor harm to the setting of the adjacent non-designated heritage assets (2-8 Framingham Road and 2-12 Brooklands Station Approach). The identified harm has not been sufficiently justified and is not outweighed by the public benefits of the proposal. The proposal would therefore be contrary to the NPPF and Policy R1 of the Core Strategy.

4. The applicant has failed to demonstrate, through the submission of appropriately detailed drawings and technical specifications, that the development will not harm the lime tree adjacent to the proposed development, a tree worthy of Tree Preservation Order status given the potential threat to its retention and significant contribution to the character of the area, sited at the bottom of the embankment to the south of the application site. The potential loss of the tree would seriously detract from the character of the area and diminish the biodiversity value of the site. The proposal is therefore contrary to Core Strategy Policy L7 and R2, the draft Trafford Design Code, the National Design Guide and the National Planning Policy Framework.

Page 69 **109953/FUL/22: Homestead, 121 Park Road, Timperley**

SPEAKER(S) **AGAINST: Hollie Glazebrook
(Neighbour) Written Statement
Councillor Minnis
Councillor Frass**

**FOR: Ellie Philcox
(Agent)**

CONSULTATIONS

Further to the submission of amended proposed site plans detailed landscaping and planting plans, updated consultation comments have been received from the Council's Arboricultural Officer as reported below:

Arboricultural Officer – It is very unfortunate that none of the trees within the site, particularly the prominent trees along the front of the site can be retained.

The submitted landscaping and planting details will provide adequate softening and screening for the development, but without offering the significant visual amenity the existing prominent trees currently provide. No objection is therefore raised to the submitted landscaping proposals.

REPRESENTATIONS

3 further letters of representation have been received from addresses that have previously responded. Additional points of objection raised to those set out in the

main report are summarised below and responded to where necessary in the 'Observations' section of this AIR.

Amenity impact to neighbouring properties

- Removal of trees and hedges will affect privacy;
- Would like condition for 5th bedroom/playroom in Plots 2 and 3 to be fitted with obscure glazing or to be used as a playroom only on privacy and overlooking grounds;

Loss of Community Building

- 600 local residents signed a petition in support of keeping their community centre for the local residents of Timperley. That along with the 60 objections against the demolition of the community centre and the proposed development shows how much it means to them;

Heritage

- Recommended for approval when the Council's Heritage Development Officer concluded that they were unable to support the proposed demolition of the existing building;

Design and Character

- The properties built at 119 Park Road are very intrusive, especially in height;

Highways

- Underprovision of parking which also suggests overdevelopment of the site.

Other Matters

- Benefits of a further 5 houses which will not be affordable housing to a large number of the community does not outweigh demolishing the community centre building.
- Adjacent property 125 Park Road is not shown correctly on the plans. It looks as if the front of the porch has been taken as the building line. Would like confirmation that this is their building line.
- The 45 degree rule hasn't been applied to windows at the front of 125 Park Road.
- There will be 18 refuse bins every week on collection days for both 119 and 121 Park Road put out causing obstruction and danger to pedestrians;
- As the plans show a gated entrance, traffic entering and leaving the development will cause traffic congestion problems to an already very busy road.

OBSERVATIONS

IMPACT ON NON-DESIGNATED HERITAGE ASSET

The additional sentences in bold to be added to paragraph 17:

The applicants have submitted a Heritage Statement which concludes that “overall, the building holds limited significance and is not of sufficient heritage interest to be considered a non-designated heritage asset under the terms of the NPPF.” Notwithstanding this, the building is recognised as a non-designated heritage asset by the Local Planning Authority. The Council’s Heritage Development Officer has been consulted on the application and their comments are incorporated into this section of the report. **It is the role of the Heritage Development Officer to provide specialist advice on heritage matters, however it is the duty of the Local Planning Authority to consider the full package of representations made by consultees alongside other material considerations and the Development Plan and National Policy and Guidance before proceeding to recommend a decision on the application when considering the planning balance as a whole.**

DESIGN AND VISUAL AMENITY

Paragraph 48 to be replaced with the following:

In line with consultation with the LHA, the provision of 2 parking spaces per dwelling is accepted at this site given its sustainable location with easy access to local services and public transport. The parking areas to Plots 4 and 5 have therefore been reduced to further increase the areas of planting to soften the visual impact of the development. Planting details are to be agreed within a landscaping scheme. Additionally, different materials should be used for different areas of hardstanding to further break up any visual impact. These details should be secured through a landscaping condition.

RESIDENTIAL AMENITY

The following paragraph to be inserted following paragraph 61:

The ‘45 degree rule’ is not included within Trafford’s adopted guidance and therefore it would be inappropriate to assess the proposal on this basis. The neighbour at 125 Park Road has raised concern regarding the potential impact of the proposal on a window to the front of the dormer. This is a secondary window with the main window to the dormer facing the application site. It is considered therefore that the proposal would not result in an undue loss of light to this room.

ECOLOGY, BIODIVERSITY AND LANDSCAPING

The following paragraph to be inserted following paragraph 84

Given siting of T24, this cannot be retained. Given the comments from the Arboricultural Officer it is considered necessary to further investigate how trees to the front of the site can be retained and incorporated within the development. Therefore a condition is recommend for further investigations to be carried out by the applicant regarding tree retention to the front of the site, prior to development commencing.

OTHER MATTERS

The following additional paragraphs to be added to the end of this section:

The neighbour at 125 Park Road has queried whether the submitted plans accurately reflect the position and building line of their property. The position of this property appears accurate when compared with the Council's mapping system. The building line is shown as a general indication of the relationship with the new properties to the Park Road frontage in comparison with adjacent dwellings to create a 'stagger' that reflects the wider character. It is noted that the indicative building projects forward of the proposed Plot 5 dwelling. Therefore, even if the building line were taken to reflect the front wall of the dwelling at 125 Park Road and not the porch, the same staggered building line would apply.

Gates are proposed to the entrance to Plot 5 from Park Road and Plot 4 from the new access road. The main access road to the development as approved for 119 Park Road will not be gated. A bin collection area is incorporated into the development for the dwellings to the rear of the site for the storage of bins on collection day.

RECOMMENDATION

The recommendation to approve remains unchanged however condition 2 is updated to reflect the amended plans received and note these would be approved plans and a further condition added in relation to the trees on site.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the approved plans, numbers:

- Proposed Site Plan and Location Plan – 3120-PL-0500 Rev L
- House Type 01 Proposed Plans – 3120-PL-0600 Rev A
- House Type 01 Proposed Elevations – 3006-PL-0700 Rev D
- House Type 02 Proposed Plans – 3120-PL-0610 Rev B
- House Type 02 Proposed Elevations – 3120-PL-0710 Rev D
- House Type 03 Proposed Plans – 3120-PL-0620 Rev E
- House Type 03 Proposed Elevations – 3120-PL-0720 Rev F
- House Type 04 Proposed Plans – 3120-PL-0630 Rev E
- House Type 04 Proposed Elevations – 3120-PL-0730 Rev E

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

The following additional condition to be added further to the updated tree comments as set out above.

21. Notwithstanding the details shown on the submitted plans, no development shall take place, including site preparation and clearance of trees and / or shrubs, unless and until further investigative work has been carried out in consideration of the retention of the trees on the frontage of the site to Park Road. A report on the investigative work and its outcomes shall be submitted to and approved in writing by the Local Planning Authority and should it be possible to retain trees on the frontage of the site the development shall be undertaken in accordance with the approved details.

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

Page 101 **110005/FUL/23: Crossford Bridge Playing Fields,
Danefield Road, Sale**

REPRESENTATIONS

One further representation has been received since the Committee Report was published. This raises the following concerns:

- I do not agree with the conclusions of the Transport Statement.
- No consideration of/reference to development of flats on Danefield Road. Already parking on Danefield Road from those visiting Crossford Bridge, due to ease of access.
- Increased traffic usage will impact on pedestrian safety in walking to the canal and would occur at times when impact on residents would be greatest.
- Visibility splays are poor.
- Rarely see anyone using public transport to arrive at facilities.
- Was consideration given to access from A56? This would be preferable and workable.

OBSERVATIONS

HIGHWAY MATTERS

1. Many of the issues raised in the additional representation have been addressed in the Committee Report, however as these relate to access and traffic issues, the Local Highway Authority (LHA) has been re-consulted.
2. The proposals seek to upgrade an existing pitch and there is no intention by the applicant to increase the number of pitches on site, albeit an all-weather pitch will allow the site to be used on more occasions throughout the year, particularly given the proposed associated provision of lighting. A lack of onsite parking has been identified by the applicant and the proposals seek to address this by upgrading and significantly increasing the onsite parking provision to a level which meets the forecast demand for parking. A detailed Framework Travel Plan has already been provided and a condition has been recommended for a full, robust Travel Plan to be submitted following completion of the development. The objective of this will be to reduce the number of vehicle trips, in particular single occupant vehicle trips, and increase the number of people walking, cycling, or using public transport to get to the site (and also the number of people using shared transport, for example car sharing/visiting teams arriving via

minibus). The development will also provide improved internal pedestrian links and cycle parking, in addition to shower and changing room facilities to encourage active travel.

3. The applicant has advised that a transition period will be introduced to accommodate the changeover between facility bookings. A 15-minute transition period is currently proposed and a planning condition is recommended for a Parking Management Strategy to be provided. Should a problem with on street parking be identified that can be directly attributed to users of the development, the applicant has confirmed they will investigate the complaint(s) and take action to address the situation (the requested Parking Management Strategy will be required to confirm the applicant's commitment to dealing with any issues); possible mitigation measures that might be considered should such a situation occur include increasing the amount of time between one booking ending and another starting, taking direct action against offending members (where applicable), or seeking a contribution from the Club to extend the existing parking restrictions. This could include Danefield Road if necessary.
4. Therefore, based on information submitted and the recommended planning conditions it is not considered that the proposed development would have a severe impact to the highway under paragraph 111 of the NPPF, and the LHA does not consider that an objection on highway grounds could be sustained. The Transport Statement is considered to represent an appropriate document to robustly assess highways issues associated with the development.
5. The increase in the number of vehicles accessing the site is not considered to be of a level which impacts on pedestrian safety to an unacceptable degree, particularly given the proposals to provide an enhanced pedestrian access route between the car park and the artificial pitch. The Committee Report notes that access from the A56 is not proposed under this application, and that this is not likely to be appropriate from a highway safety perspective. No issues are raised by the LHA to the visibility splays at the current site access.
6. The representation makes reference to licencing times and whilst the application makes no reference to any onsite food and drink facilities and the comment does not specifically refer to this, for clarity it is confirmed by the Club that no such facilities are currently provided on site and there is no intention to provide any such facilities/services.

ENERGY USE AND CARBON REDUCTION

7. Policy L5.1 of the Core Strategy states that new development should maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.

8. All lighting proposed as part of the development includes LED luminaires, which require less energy than traditional HID or sodium alternatives. The applicant also advises that the artificial pitch does not require irrigation or watering, that excavations are limited to the removal of topsoil and surface materials only, and that imported granular sub-base aggregates to form the pitch foundations will be sourced from local quarries or suppliers to reduce transportation requirements. The applicant also states that once the facility reaches the end of its life cycle, there are options available for recycling the various components, including re-using the pitch surface for new turf or secondary plastic products.
9. The applicant advises that the Council is developing a wider strategy for the implementation of electric vehicle charging points at leisure sites within the Borough in association with the 'Be.EV' charging network. As such, it may be that charging points are ultimately delivered as part of this scheme and it is therefore not considered appropriate to impose a requirement for such points under the current planning application.

CONDITIONS

The wording of condition 9 in the Committee Report has been amended as follows, to include some additional detail:

The development hereby approved shall not be brought into use unless and until a survey and plan of the completed scheme for surface water drainage has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that the drainage system connecting to the river is in a good structural and operational condition. The development shall be carried out in accordance with the approved details and the drainage system maintained thereafter.

Reason: To ensure the structural and operational integrity of the existing and proposed surface water drainage system thereby reducing the risk of flooding, having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

Following confirmation of the colour of the playing pitch surface and storage container, the wording of condition 18 in the Committee Report is amended as follows:

The playing pitch surface shall be grass green in colour and the storage container shall be bottle green (RAL6007). All fencing shall be black in colour (RAL9005). The development shall be retained as such thereafter.

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

Page 157 **110192/PSI/23:** **St John Vianney RC School**
Rye Bank Road, Stretford

SPEAKER(S) **AGAINST: Claire Campbell**
(Neighbour) Written Statement
Cllr Jarman

FOR: Mike Hughes & Thomas Roberts
(Agent) & (Applicant)

CONSTRUCTION IMPACT

The Local Highway Authority (LHA) have reviewed the latest Design and Access Statement, setting out a revised phasing of construction, and have highlighted that there is insufficient information to demonstrate that vehicles can enter and leave the site in a forward gear. In order to address this, the LHA consider that the construction management condition should be updated to require details of this to be submitted prior to any works taking place, along with other additional details in order to appropriately manage the construction impacts of the development. The LHA have also requested that full details of the construction phasing be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of any works on site. This shall be assessed in consultation with the LHA.

The Construction and Environmental Management Plan condition (condition 18) should be updated to include the following additional measures:

- A construction site plan including vehicle tracking diagrams that clearly demonstrates HGV/HDV access and egress in a forward gear is achieved (vehicle speeds used for the tracking assessments are required to be noted on the diagrams)
- Detailed plans for any required highway accommodation works needed to facilitate the movement of construction traffic
- A pre-commencement photographic highway dilapidation survey
- A post construction photographic highway dilapidation survey
- Details of how it is intended to protect cyclists and pedestrians
- Event mitigation measures should it be intended to operate the site when events are taking place at major venues within Trafford

RECOMMENDATION

The recommendation of approval subject to conditions is unchanged, albeit with the recommended conditions amended to reflect the latest comments from the LHA:

18. No phase of site clearance, construction, or any works of demolition shall take place until such time as a Construction and Environmental Management Plan (CEMP) relevant to each phase of construction has been

submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall provide for:

- a) A construction site plan including vehicle tracking diagrams that clearly demonstrates HGV/HDV access and egress in a forward gear is achieved (vehicle speeds used for the tracking assessments are required to be noted on the diagrams) ;
- b) Detailed plans for any required highway accommodation works needed to facilitate the movement of construction traffic;
- c) A pre-commencement photographic highway dilapidation survey;
- d) A post construction photographic highway dilapidation survey;
- e) Details for how it is intended to protect cyclists and pedestrians;
- f) Event mitigation measures should it be intended to operate the site when events are taking place at major venues within Trafford;
- g) Forecast HGV/HDV trip numbers associated with deliveries to site and the removal of materials/waste/recycling/equipment;
- h) Detailed information for how it is intended to manage deliveries to site.
- i) Loading and unloading of plant and materials;
- j) Storage of plant and materials used in constructing the development;
- k) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- l) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate);
- m) Wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works;
- n) Measures to control the emission of dust and dirt;
- o) The parking arrangements for site operative and visitor vehicles;
- p) Days and hours of construction activity on site (in accordance with Trafford recommended hours); and
- q) Contact details of the site manager to be advertised at the site in case of issues arising.

Additional condition:

29.No development shall take place until a phasing plan for the construction works have been submitted to and approved in writing by the Local Planning Authority. Development shall take place in accordance with the approved details.

Reason: 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 Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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110635/FUL/23: 43 The Crescent, Flixton

SPEAKER(S) **AGAINST:** Tom Simpson
 (Neighbour) **Written Statement**
 Cllr Thomas

FOR: **Ralph Taylor**
 (Agent)

REPRESENTATIONS

Three additional objections have been received – two from neighbours who had commented previously and a collective, written representation on behalf of residents in the Crescent and surrounding streets with photos included. The comments are summarised below:

- Committee report has ignored parking constraints, noise issues, and how the change would be fundamentally detrimental to the area.
- Committee may wish to understand what it is like living next to the premises and how this affects daily lives.

Parking

- Restricted parking on the Crescent, HMO has worsened the existing situation
- Dangerous to highway safety when exiting the Crescent in cars and for pedestrians
- Applicant has confirmed the residents have no cars, photographic evidence has been supplied showing residents have cars
- Photos re submitted showing cars parked on corners
- Residents have short tenancies on HMO, the restrictions on parking would be unenforceable and would exacerbate an already congested area
- Parking survey was conducted during half term, reduction of vehicles in the area. This was highlighted to the council
- Any planning condition that may be imposed by planning officers on cars for the HMO residents wouldn't be adhered to as evident by the current issues
- Note other developments in the area may have been affected by parking concerns, Council ignores rules associated with parking in their assessment. This is a material issue which is glossed over
- Delivery drivers cause a lot of disruption blocking traffic and the occupants of this property will be more likely to use these services for food and online shopping

Noise

- Noise issues reported to the Council but the planning assessment does not address this
- We note that a HMO was previously denied due to noise [N.B. The objector does not specify which case this is and therefore officers cannot establish whether it is relevant].

Other Issues

- Family area, fundamental issue overlooked in the report
- Demand is not high for shared accommodation in this area and the change of use removes a good house that would otherwise be available to families
- If one HMO is granted permission, it will open the floodgates for more and will have a negative effect on house prices
- Have additional waste collections been considered?
- Additional pressure on drainage system
- The tenants can be re-housed easily – there is accommodation in the area.
- The planning assessment appears to overlook a number of SPD6 requirements
- We would like to ask you to overturn the planning officer's recommendation, as this HMO would lead to clear and tangible safety and societal dis-benefits to the community and it significantly outbalances the interests of residents.

OBSERVATIONS

1. The majority of the representations detailed above have already been raised during the previous consultation, and have been addressed within the published committee report.
2. In respect of conditions relating to parking, no conditions associated with parking have been recommended in the Committee report.
3. The committee report confirms there is no existing off-street parking provision for the 3 bed-dwelling and no off- street parking is proposed for the 4 bed HMO. There is therefore no increase in parking requirements in terms of the Council's adopted SPD3 Parking Standards and no loss of any existing car parking spaces.
4. The LHA reviewed the submitted Transport Assessment, Highways Technical Note, doc Ref: 3412-01-HTN01 and noted there is on street parking on neighbouring streets with spare capacity as shown in the parking survey results.
5. In regards to noise, Environmental Health (Nuisance) have reviewed their records following the additional representation and found no complaints of noise relating to 43 The Crescent. In any case, the issue of domestic noise nuisance is principally related to the behaviour of individual occupiers

(whether this be in relation to a C3 dwellinghouse or an HMO) and therefore the planning system cannot be used to control this. As such Environmental Health (Nuisance) have confirmed that there is no change to their original consultation response in view of this objection.

6. In relation to the SPD6, the committee report notes that other material considerations, including intensification of use, highway safety, and residential amenity of future/existing occupiers should still be considered. In relation to the key test in SPD6, the development would comply with the guidance and would not result in an excessive concentration of HMOs in the area and therefore the use is considered to be acceptable in principle. The Committee report has considered the other issues and it is concluded that the change of use is acceptable in these respects.
7. Given that no detailed plans of the proposed cycle stores and bin stores have been submitted, it is recommended that the wording of Condition 2 is amended to require that these details are submitted and the development carried out in accordance with the approved plans.
8. Other than the proposed revised wording of this condition, there is no change to the recommendation.

RECOMMENDATION

It is recommended that the wording of Condition 2 is amended as follows: -

2. Within three months of the date of this planning permission, the cycle stores and bin stores shown on the proposed site plan (received by the local planning authority on 18th April 2023, A.02.1) to serve the development hereby permitted shall be provided and made fully available in accordance with detailed plans and elevations that have first been submitted to and approved in writing by the local planning authority. The cycle stores and bin stores shall be retained thereafter for their intended purpose.

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