

**Appendix 3.4 - Email from TMBC
to WSP (10 Sept 2020) regarding
Use Classes ad Consultee
feedback**

Bhanderi, Pushpa

From: Harrison, Debra [REDACTED] >
Sent: 10 September 2020 12:26
To: Hard, Matt; Welch, Victoria
Cc: Payne, Hannah; Hann, Doug
Subject: 100400/OUT/20 - Former B&Q, Old Trafford
Attachments: Heritage - updated.pdf; 01 LHA Response 100400-OUT-20_2ndResponse.docx

Matthew /Vicky,

In light of the recent changes to the use class order I need to update the description to reflect the new Class E and F. Having reviewed the new use classes order and the proposed uses outlined in paragraph 8.13 of the amended Planning Statement I propose the revised description noted below.

“The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal space ancillary to the residential use; flexible space for use class E (a), (b), (c), (d), (e) and class F.2 (b); undercroft car parking; new public realm; and associated engineering works and infrastructure.”

Please could you confirm whether you agree with the proposed amendments?

Thank you for sending through all of the additional information relating to materials and detailing. I have reviewed these details and at this stage have no further comments on the detailing proposed within the proposed development. I previously emailed Aleks Hayward (Matthew you were copied in) requesting a set of courtyard elevations as they don't appear to have been provided as part of the application. Please can these be provided?

With regard to waste collection, my colleague in waste services has advised that they have no further comments on the level of waste provision in the site.

The additional viewpoints have been reviewed in relation to the heritage concerns raised and our Heritage Development Officer has provided the attached comments.

With regard to highways, I have received the attached comments. The LHA have requested that further information is provided in relation to car parking arrangements, trip generation information and the FTP. They have also requested that a developer contribution of £30,000 is provided towards the upgrading of the Talbot Road / Great Stone Road junction. The proposed works would comprise signalling the three un-signalised arms and improvements to cycle facilities at this junction.

Although I am still waiting for updated comments from Sport England and can't formally update you on their position, I have spoken to Fiona Pudge in relation to the comments regarding pedestrian movements / vehicle conflicts to the site. It seems the previous operators of the site had a risk mitigation strategy agreed with LCC for site management measures on match days and possibly on training days. I have asked Sport England to provide details of this along with their formal comments. The implementation of such a strategy may overcome their concerns in this regard, however I await their formal comments to confirm this position. I will pass on their comments as soon as they are received.

I am currently waiting for further feedback from internal colleagues on the developer contribution required towards sports facilities and from the CCG with regard to health facilities and will update you as soon as possible.

With regard to viability, the submitted FVA has been reviewed and it is initially considered that the proposed scheme would operate differently to generic developments within Old Trafford on two points: 1) the proposed residential use has a lower value than the alternative refurbished retail use and 2) phasing of the development and the impact on total finance costs. On this basis the LPA consider it is appropriate for the submitted FVA to be subject to a full independent viability review and request that the applicant cover the costs of assessing the viability information. The current cost of this is £4,800 plus VAT.

Kind regards

Debra

Debra Harrison
Major Planning Projects Officer

Planning and Development
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RESPONSE TO PLANNING CONSULTATION

Planning Application:	100400/OUT/20	Response No.:	2
Location:	Former B&Q Site, Great Stone Road, Stretford, M32 0YP		
Description:	The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure		
Planning Officer:	Debra Harrison		
Date of Receipt:	11/08/2020	Date of Response:	02/09/2020

1 Latest 5-year planning history

91337/DEM/17	Demolition of all buildings including vacant unit. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
94974/OUT/18	Outline application sought for the demolition of existing retail unit and associated structures; erection of a building ranging in height from 5 to 13 storeys for a mix of uses including: 433 apartments (use class C3) and communal spaces ancillary to the residential use; flexible spaces for use classes A1, A3, B1, D1, and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure. Consent is sought for access, appearance, layout and scale with all other matters reserved. Refused permission 29/03/2019.
94209/EIASC/18	Request for a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for up to 450 residential apartments (up to 13 storeys in height)

2 The Proposals

2.1 Background to the Proposals

In the LHA's final response to application 94974/OUT/18, in accordance with comments made by TfGM, the LHA recommended a contribution of £30k for the improvement of the Great Stone Road / Talbot Road junction, based on a trip generation 57 two-way trips in the AM and 43 two-way trips in the PM. The access from Great Stone Road provided suitable visibility. The levels of residential parking

proposed was deemed sufficient. Concern was expressed for the lack of parking provision for the 1,181 m² of retail and commercial space. Concern was expressed as to the servicing of the site given that Trafford Council will only perform bin collections within 10 metres of the adopted highway.

2.2 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks outline approval, including access, for the demolition of an existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure. This document is provided in response to further information provided by the applicant in the document Great Stone Road TA Addendum Note Aug 2020v2.

2.3 Vehicle Access

The LHA are satisfied with the proposed vehicular access.

2.4 Pedestrian / Cycle Access

The proposed pedestrian and cycle access arrangements are acceptable. As per the prior application (94974/OUT/18) the LHA would seek a contribution of £30k from the applicant towards works to improve the Great Stone Road / Talbot Road junction to improve pedestrian and cycle accessibility.

2.5 Servicing Arrangements

The LHA is satisfied with the servicing arrangements proposed.

2.6 Car Parking Arrangements

For clarification, in its prior response the LHA was not requesting a justification of the ethos behind parking standards being below that stipulated within SPD3, the LHA seeks to understand the applicant's reasoning behind their decision that 98 residential parking spaces would meet the needs of this specific development, with any assumptions made clearly defined.

The LHA still require a survey of available parking within 1km walking distance of the proposed site. The information provided with the TA Addendum Note does not suffice.

The LHA would seek more detail and clarity on how the resident parking permit system is to operate in tandem with the parking needs of the commercial units at the site.

Paragraph 3.3.2 within the Addendum Note states, with respect to commercial uses parking, that there are numerous examples of sites across Greater Manchester without dedicated parking; the LHA would welcome examples to support this point.

2.7 Accessibility Car Parking

The LHA would need plans detailing any accessibility car parking prior to permission rather than as a condition, as it is not clear from the plans that the accessible parking levels described are achievable from the plans provided without affecting the parking numbers.

2.8 Motorcycle and Cycle Parking

The LHA are happy for the design of visitor motorcycle and cycle parking to be conditioned.

3 Transport Assessment

In the previous response the LHA asked for evidence of the rationale behind the inclusion and exclusion of in the TRICS trip generation assessment, this was in reference to paragraph 6.3.3, whereby it is stated that sites where off-site parking is not included in the detailed site survey have been excluded. The LHA would seek evidence of the process used to exclude sites, rather than an explanation as to why Greater London sites were excluded, which is itself standard practice in TRICS assessments.

The LHA would seek clarification as to why the traffic distribution figures do not appear to match figures given in the traffic survey. This is of particular concern given that these numbers are then used to model the developments impact on the Great Stone Road / Talbot Road junction.

4 Framework Travel Plan

The LHA is not satisfied with the response to queries raised concerning the Framework Travel Plan given in the Addendum Note. The LHA expects targets to be set in a Framework Travel Plan (FTP) relating to what modal shares the development hopes to achieve; these targets should relate to modal shares produced within the TA and should be set within the FTP prior to any surveys. Furthermore, the LHA would require greater detail in terms of how the travel plan is to be funded, along with tangible incentives to residents, employees and visitors to utilise more sustainable modes of transport.

5 Summary

In summary, the LHA require:

- clarification as to how the applicant arrived at the intended parking provision;
- a survey of the on-street parking provision available within a 1km walking catchment of the site;
- more information on how the applicant intends the resident parking permit scheme to function;
- plans detailing the intended accessibility car parking provision;
- the LHA queries with regards to the TA to be addressed; and
- as per the prior response, a reconsideration of commitments within the FTP.

Jack Mahoney 02/09/2020

Harrison, Debra

From: Lewis, Elisabeth
Sent: 09 September 2020 16:49
To: Harrison, Debra
Subject: RE: Former B&Q Site Great Stone Road Stretford 100400/OUT/20

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Debra,

Thank you for consulting me on the additional information.

With regard to Longford Park, I agree with the applicants assessment that this will result in a minor change to the setting of Longford Park and the appreciation of the Conservation Area in views looking northwards across the open space. The proposed development, due to light spillage, is also likely to also impact on the experience of the Park at night time which is a relatively dark space.

The submitted images indicate there is potential for the development to cause negligible harm to the setting of Old Trafford Cricket Ground. However, the agreement of an appropriate palette of materials and detailing will mitigate this harm to a neutral level.

Position

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 193: NPPF). The applicant should provide a clear and convincing justification for this harm as required by paragraph 194: NPPF. LPAs are also required to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal (para 190:NPPF).

The minor harm to the setting of Longford Park Conservation Area should therefore be weighed against the public benefits of the proposal in accordance with 196:NPPF.

Whilst the harm relates to setting, the balancing exercise should still take into account the statutory duty of Section 72 (1) of the Planning (Listed Building & Conservation Areas) Act 1990 'to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas'.

From: Harrison, Debra
Sent: 26 August 2020 11:48
To: Lewis, Elisabeth
Subject: RE: Former B&Q Site Great Stone Road Stretford 100400/OUT/20

Hi Liz,

I have received the attached email which seeks to address some of your queries below, notably:

- The impact of the development on Longford Park. They have updated the LVIA to include a view from Longford Park CA. The updated LVIA is [here](#).
- Some CGI images from within the Cricket Ground.

Do these address your concerns