

Appendix 3.19 - LHA comments (2 Sept 2020)

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.



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with



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