

From: CUNNINGHAM, Malcolm (NHS TRAFFORD CCG)
Sent: Tue, 23 Nov 2021 08:04:04 +0000
To: McGowan, Cormac
Subject: RE: Former World of Pets Site Timperley - Planning Ref: 105905/OUT/21

Hi Cormac

The CCG would have no issues with that development, there is sufficient primary care capacity to cope


Malcolm Cunningham
Senior Commissioning Manager



From: Pollitt, Richard
Sent: Fri, 5 Nov 2021 15:52:12 +0000
To: Development Management (Planning)
Subject: 105905/OUT/21 - Contaminated Land

105905/OUT/21 - Contaminated Land

I have reviewed the contaminated land site investigation report for 'World of Pets and Leisure, Altrincham' which has been submitted in support of this application for residential development.

The site investigations confirms the presence of made ground across the site, with levels of contamination including lead, arsenic, PAH's and TPH exceeding human health guideline values in a number of locations. Ground gas monitoring undertaken to date confirms that the gas protection measures will be required within buildings on the site with one location demonstrating particularly higher levels which will require further investigation.

However, the information presented confirms that the site investigation undertaken has mostly been restricted to the central and eastern sections of the site with a noticeable lack of investigation being provided to the west of the site. Maps available to the Council show former buildings located on the western section and this area will require consideration. The footprints of the existing buildings have also not been investigated as they were still present at the time of the investigation. Additional site investigation, including ground gas monitoring is required to ensure that the development is made suitable for future site users and does not present risks to the wider environment. To ensure that the required level of investigation and remediation is undertaken, the following conditions should be included on the decision notice, should the application is granted:

1)

Other than the demolition of buildings and structures down to ground level, and site clearance works, including tree felling, no development shall take place until a supplementary site investigation and risk assessment in relation to contamination on site has been submitted to and approved in writing by the Local Planning Authority.

The additional assessment shall investigate the nature and extent of contamination on the site (whether or not it originates on the site) under the footprints of the existing commercial buildings and also the western section of the proposed development 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:

i) a survey of the extent, scale and nature of contamination

ii) 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;

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.

2)

Where site investigations have identified unacceptable risks an appraisal of remedial options and a proposal of the preferred option(s) to form a remediation strategy for the site shall be developed and submitted to the local planning authority. The remediation strategy shall give full details of the remediation measures required and how they are to be undertaken. The strategy shall include 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 identify 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.

3)

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.

Richard Pollitt
Team Leader (Environmental Protection)
Trafford Council
Trafford Town Hall
Talbot Road
Stretford
Richard.pollitt@trafford.gov.uk



Trafford Education Response to Development

Development: World of Pets, Thorley Lane, WA15 7PJ (105905/OUT/21)
School place planning area: Altrincham
Date: 11th Oct 2021

Pupil Yield Calculation A pupil yield of 3 per year group per 100 homes is applied to all 2+ bed units

Type of unit	Qty of units	Primary Yield (21%)	Secondary Yield (15%)	
1 bed house	39	0	0	No indication of bedroom nos. so 66% 2+bed assumed
2 bed house	77	16	12	
3 bed house	0	0	0	
Total	116	16	12	64/52 market/affordable house split

Primary schools within 2 mile walking distance from the site.

Primary Schools	Size (FE)	Capacity May 21	Total PAN	NOR May 21	Current vacancies	% vacancies
Cloverlea PS (Com)	1 FE	210	210	209	1	0%
Broomwood PS (Com)	2 FE	412	420	364	56	13%
Willows PS (Com)	1.5 FE	315	315	315	0	0%
St Vincent RC PS (VA)	3 FE	626	630	630	0	0%
Well Green PS (Com)	1 FE	210	210	218	0	0%
Stamford Park PS (Com)	2.3 FE	418	490	483	7	1%
St Hugh RC PS Timp (VA)	3 FE	630	630	642	0	0%
Navigation PS (Com)	2 FE	420	420	419	1	0%
Heyes Lane PS (Com)	3 FE	626	630	621	9	1%
Altrincham CE PS (VA)	1.3 FE	280	280	258	22	8%
Park Rd Timp PS (A)	1 FE	210	210	210	0	0%
Elmridge PS (A)	1 FE	210	210	215	0	0%
			4655		96	2.1%

The above table shows primary schools within 2 miles walking distance of the site together with current capacity and numbers on roll (NOR). Current vacancies compares the Total PAN with the NOR, where this is a negative a zero is shown. The percentage of current vacancies is 2.1% and below the operating margin of 5-10% required to allow for fluctuations in demand and parental choice, showing school places are in high demand in this area. The Capacity column shows the measured capacity and

is based on floor areas, those schools with small classrooms have lower capacities than the total PAN (shown in red).

Secondary schools within a 3 mile walking distance from the site

Secondary School	Distance (miles)	Size (PAN)	Capacity May 21 (exc 6th form)	TOTAL PAN	NOR May 21 (exc 6th form)	Current vacancies	% Vacancies
Altrincham College Arts (A)	0.4	6FE (175)	1085 (900)	875	857	18	2%
Wellington School (A)	0.8	8FE (244)	1421 (1234)	1,220	1,262	0	0%
Blessed Thomas Holford RC College (VA)	1.2	8FE (250)	1480 (1250)	1,250	1,372	0	0%
St Ambrose RC College (A)	1.3	5FE (140)	1023 (794)	700	852	0	0%
North Cestrian Grammar School (A)	1.7	4 FE (130)	688	650	676	0	0%
Loreto RC Grammar (A)	1.8	5FE (150)	1050 (750)	750	789	0	0%
Altrincham Boys Grammar (A)	2.1	7FE (202)	1561 (1126)	1,010	944	66	7%
Altrincham Girls Grammar (A)	2.1	6FE (174)	1359 (982)	870	1,006	0	0%
Loreto RC Grammar (A)	2.5	7 FE (210)	1050 (750)	1050	934	116	11%
Sale Grammar School (A)	2.6	6 FE (180)	1341 (973)	900	960	0	0%
			TOTAL	9275		200	2.2%

There are 10 secondary schools within 3 miles walking distance of the development. 6th forms have been excluded from the above figures as there is only a shortage in Y7-11. Current vacancies compares the total PAN with the NOR - where this is negative, a zero is shown. The current vacancies as a percentage of total PAN is 2.2% which is well below the 5-10% operational surplus required to allow for fluctuations in demand and parental choice. These schools are very popular and many are oversubscribed.

Developer Contribution Calculation

	Primary	Secondary	Total
2019 DfE rate per place	£15,737	£21,872	
Pupil Yield (from above)	16	12	
Developer Contribution	£251,792	£262,464	£514,256

The DfE rate per place is the Department for Education's 2019 School Places Score Card rate for a permanent new school place. Secondary national figure has been adjusted for regional variation.

As the majority of Trafford primary and secondary schools near the development are oversubscribed with any vacancies needed to maintain an operational surplus, we are asking all developers to contribute towards new school places where a pupil yield is generated. This will be used to expand existing schools.

From: Loughran, Claire on behalf of Validation
Sent: 4 Oct 2021 14:25:47 +0100
To: McGowan, Cormac
Subject: FW: Consultation Letter for Planning Application Ref: 105905/OUT/21
World Of Pets Thorley Lane Timperley WA15 7PJ

Hi Cormac

Consultation response below for World of Pets

Claire

-----Original Message-----

From: [REDACTED]
Sent: 04 October 2021 14:24
To: Validation <Validation@trafford.gov.uk>; Mistry, Hersha <[REDACTED]>
Subject: RE: Consultation Letter for Planning Application Ref: 105905/OUT/21 World Of Pets Thorley Lane Timperley WA15 7PJ

If they all come in time to start primary and then transfer to secondary then not a real issue. However, - school age children moving into the area will definitely struggle for school places

Regards

Marilyn Golding
Trafford Council
Waterside House
Sale
Cheshire
M33 7ZF

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-----Original Message-----

From: Validation
Sent: 04 October 2021 09:45
To: [REDACTED]
Subject: Consultation Letter for Planning Application Ref: 105905/OUT/21 World Of Pets Thorley Lane Timperley WA15 7PJ

Please see attached Trafford Council planning consultation letter.

Trafford Education Response to Development

Development: World of Pets, Thorley Lane, WA15 7PJ (105905/OUT/21)
School place planning area: Altrincham
Date: 21st Oct 2021

Pupil Yield Calculation A pupil yield of 3 per year group per 100 homes is applied to all 2+ bed units

Type of unit	Qty of units	Primary Yield (21%)	Secondary Yield (15%)	
1 bed house	39	0	0	No indication of bedroom nos. so 66% 2+bed assumed
2 bed house	77	16	12	
3 bed house	0	0	0	
Total	116	16	12	64/52 market/affordable house split

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Sale Grammar School (A)	2.6	6 FE (180)	1341 (973)	900	960	0	0%
			TOTAL	8225		84	1.0%

There are 9 secondary schools within 3 miles walking distance of the development. 6th forms have been excluded from the above figures as there is only a shortage in Y7-11. Current vacancies compares the total PAN with the NOR - where this is negative, a zero is shown. The current vacancies as a percentage of total PAN is 1% which is well below the 5-10% operational surplus required to allow for fluctuations in demand and parental choice. These schools are very popular and many are oversubscribed.

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Sent: 4 Oct 2021 14:25:47 +0100
To: McGowan, Cormac
Subject: FW: Consultation Letter for Planning Application Ref: 105905/OUT/21
World Of Pets Thorley Lane Timperley WA15 7PJ

Hi Cormac

Consultation response below for World of Pets

Claire

-----Original Message-----

From: Golding, Marilyn
Sent: 04 October 2021 14:24
To: Validation <Validation@trafford.gov.uk>; Mistry, Hersha [REDACTED]
Subject: RE: Consultation Letter for Planning Application Ref: 105905/OU1/21 World Of Pets Thorley Lane Timperley WA15 7PJ

If they all come in time to start primary and then transfer to secondary then not a real issue. However, school age children moving into the area will definitely struggle for school places

Regards

Marilyn Golding
Trafford Council
Waterside House
Sale
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M33 7ZF

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-----Original Message-----

From: Validation
Sent: 04 October 2021 09:45
To: Golding, Marilyn [REDACTED]; Mistry, Hersha [REDACTED]
Subject: Consultation Letter for Planning Application Ref: 105905/OUT/21 World Of Pets Thorley Lane Timperley WA15 7PJ

Please see attached Trafford Council planning consultation letter.

Trafford Metropolitan Borough Council
 Planning & Building Control Services
 Town Hall
 1 Waterside Plaza
 Sale
 Cheshire
 M33 7ZF

Our ref: SO/2021/121601/01-L01
Your ref: 105905/OUT/21

Date: 22 October 2021

Dear Cormac McGowan

OUTLINE PLANNING APPLICATION FOR UP TO 116NO. RESIDENTIAL DWELLINGS WITH ALL MATTERS RESERVED ASIDE FROM ACCESS, FOR WHICH DETAILED CONSENT IS SOUGHT.

WORLD OF PETS, THORLEY LANE, TIMPERLEY, WA15 7PJ

Thank you for consulting us on the above application, on 4 October 2021.

Environment Agency Position

We have no objections to the proposed development, however we would request that the following planning condition is included on any approval.

Condition

The development shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) (Reference: 071662-CUR-00--RP-D-001) and the following mitigation measures it details:

- Construction shall be as per the provided FRA, and no banks shall be raised for this development
- The provided easement plan REF - L(01)110 shall be adhered to, and a clear 8 metre easement maintained at all times to allow Environment Agency emergency vehicles to gain access to the watercourse in any event.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason

- To reduce the risk of flooding to the proposed development and future occupants

Flood warnings – advice to applicant

While the majority of the proposed development is located in Flood Zone 1, a flood warning area extends to the proposed site. The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit www.gov.uk/sign-up-for-flood-warnings.

This is free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up.

Environment Agency
 Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.
 Customer services line: 03708 506 506

www.gov.uk/environment-agency

Cont/d..

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

- For practical advice on preparing for a flood, visit www.gov.uk/prepare-for-flooding.
- To get help during a flood, visit www.gov.uk/help-during-flood.
- For advice on what do after a flood, visit www.gov.uk/after-flood.

Environmental permit - advice to applicant

The proposed development is within 8 metres of Timperley Brook, which is designated a statutory main river.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- On or within 8 metres of a main river (16 metres if tidal)
- On or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- On or within 16 metres of a sea defence
- Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- In a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity

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Should you have any queries regarding this response, please do not hesitate to contact me at the email address below.

Yours faithfully

Liza Willow
Planning Advisor



From: [REDACTED] Development Management (Planning)
Sent: 20 Oct 2021 11:38:22 +0100
To: Development Management (Planning)
Subject: FW: Planning application 105905/OUT/21 World of Pets

From: David Dutton [REDACTED]
Sent: 15 October 2021 19:22
To: McGowan, Cormac <Cormac.McGowan@trafford.gov.uk>
Subject: Planning application 105905/OUT/21 World of Pets

Hi Cormac

Thank you for consulting the GMEU

Summary

It has been confirmed that there will be a net loss of biodiversity on-site based on the currently layout. Off-site compensation or an amendment to the layout would be required. Other ecological issues relating to protected species, nesting birds, invasive species and proximity to Timperley Brook are likely resolvable via condition and or informative if permission was granted.

Protected Species

Surveys for protected species have now consistently over 3 separate surveys found no evidence of any such species on the site, though bats are present in the wider area. I have no reason to doubt the findings of these reports.

One tree has been identified as having moderate bat potential and not as yet surveyed owing to it is proposed for retention. Given this is an outline application I accept that further information could be provided as part of reserved matters. I recommend a condition along the following lines is applied to any permission.

The removal of tree called T9 a weeping willow as identified in Preliminary Arboricultural Impact Assessment, Tyler Grange ref 12123_R02b_JJ_HM may have the potential to cause harm to bats and shall not in any circumstances occur unless a bat emergence survey has been provided to and agreed in writing by the local planning authority

In addition whilst bat emergence surveys in 2019 and 2021 found no evidence of bats, all such reports are time limited, which given this is an outline application means that even if permission is granted building may not be demolished for some time. I therefore recommend a condition along the following lines is applied to any permission.

If the demolition hereby approved does not commence before 30th April 2023, the building will be reassessed for bat roosting potential and the finding supplied to and agreed in writing by the LPA.

Finally whilst only limited bat activity has been recorded around the building proposed for demolition, it is likely that the Timperley Brook Corridor, which is to be retained and enhanced is of value for foraging

and commuting. Whilst impacts from external lighting are unlikely given the indicative layout, as a precaution I recommend a condition along the following lines.

As part of reserved matters an external lighting strategy will be provided that will:

- ***Identify areas/features on site that are potentially sensitive to lighting such as Timperley Brook for bats;***
- ***show how and where lighting will be installed and through appropriate lighting contour plans demonstrated clearly that a dark corridor along the Timperley Brook will be maintained and any impacts on bats is negligible;***
- ***Specify frequency and duration of use.***

Whilst otter and water vole could theoretically colonise, the latter is declining nationally and across GM, with no known populations nearby. Whilst otter are expanding nationally and across GM and could theoretically get to the site as there appear to be no culverted sections between Timperley and the Manchester Ship Canal where otter have been recorded, it does pass through some dense areas of housing and does not lead to any habitat with high foraging potential. As no direct impacts are proposed to the corridor, I am satisfied that all that is required is an informative relating to otter.

Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.

I have accepted that great crested newts are absent. Full surveys in 2019 found no evidence and colonisation is extremely unlikely owing to the relatively landlocked nature of the site, with major roads to east and west providing barriers to movement. There is however hydrological linkage to Davenport Green via the Timperley Brook a known hotspot for great crested newts. In addition, best practice is that such surveys should be updated every three years.

I would therefore recommend that as part of reserved matters updated amphibian surveys are provided.

Nesting Birds

The consultant's note that significant areas of potential bird nesting habitat will be lost. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. I recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Hedgehog, other Small mammals and other Amphibians

Whilst not reasons for objection and not protected under wildlife law, the developer should and does for some species have a duty of care during site clearance, if permission was granted, such as a legal responsibility under the Wild Mammal (Protection) Act 1996 (an animal welfare act not wildlife protection) not to inflict unnecessary suffering to wild mammals. Given the overgrown nature of parts of the site there is a high risk of non-protected species being present.

I therefore recommend a condition along the following lines is applied to any permission.

As part of reserved matters a reasonable avoidance method statement for hedgehog, other mammals and amphibians will be provided to and agreed in writing by the LPA

Invasive Species

Three species listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended) were recorded on the site. Himalayan balsam, japanese knotweed and giant hogweed. It is an offence to introduce or cause to grow wild any plant listed under this schedule. There is therefore a risk of spreading these species on and off the site during construction unless measures are put in place. I therefore recommend a condition along the following lines is applied to any permission.

As part of reserved matters a method statement detailing eradication and/or control and/or avoidance measures for himalayan balsam, japanese knotweed and giant hogweed should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full unless otherwise agreed in writing by the LPA.

Protection of Timperley Brook (and King Georg V Pool)

The Timperley Brook forms the southern boundary of the site. There are risks during construction and post development of negative impacts on the ecological potential of the Brook from an increase in pollutant, sediment and surface water discharge leading to flooding downstream. There is also direct hydrological connectivity via the Timperley Brook from the site to the King George V Pool a site of biological importance. Therefore any incidents would have the potential to also impact negatively on this wildlife site. I accept however that risk to the SBI is very low given the distance downstream over 1 mile and the fact that the Pool is off-stream ie the Brook does not flow directly through Pool. Any measures to protect the Brook would automatically protect the SBI.

Given a buffer is being retained the risks of overland flow during construction of pollutants and sediment is relatively low, though that assumes no existing surface water discharges from the site to the Brook. Similarly post development there will only be risks if direct surface water drainage from the site, roads etc is directed in to the Brook. As long as best practice is followed impacts are avoidable. I recommend that as part of reserved matters, should outline permission be given that, full detail of measures to protect the Brook during and post construction are provided. The details can be conditioned along the following lines.

No development, site clearance, earth moving shall take place or material or machinery brought on site until a method statement to protect the Timperley Brook from accidental spillages, dust and debris has been supplied to and agreed by the LPA. All measure will be implemented and maintained for the duration of the construction period in accordance with the approved details.

and

No development shall take place until it can be demonstrated that there will be no negative impacts on the ecological status/potential of the Timperley Brook resulting from the disposal of foul water and surface water post-development submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the Local Planning Authority.

Contributing to and Enhancing the Natural Environment

Section 170 of the NPPF 2019 states that the planning policies and decisions should contribute to and enhance the natural and local environment. An assessment of the existing site and indicative layout has confirmed as suspected that the development will result in a net loss of habitat value and that if the current layout was permitted, off-site compensation would be required. In addition' mitigation for loss of bird nesting habitat would be required (accepted within the ecological report) as well as measures to ensure site permeability for mammals such as hedgehog.

I am satisfied that details of the mitigation for birds and site permeability can be conditioned.

Further information is however in my opinion required regarding how habitat losses will be dealt with and that the detailed working of how the baseline and post development values calculated. ***I would like to see the actual metric to ensure I agree with the workings prior to determination.***

As this is outline I realise that if permitted the reserved matters layout could well be different and therefore the post development value of the site higher or lower in terms of ecology. We therefore cannot be prescriptive at this time regarding the exact levels of any mitigation and or compensation.

We should prior to determination have for off-site measures:

- some realistic options regarding off-site receptor (final site does not have to be agreed if more than one realistic option;
- recommendations on the type of habitats that need to be created or enhanced (normally like for like so we are looking most likely at grassland and scrub primarily);
- an agreed financial contribution per unit lost (if the developer wished to pass on to a third party which appears to be how this system has worked to date). The current guidance is that sums between £9.6k and £14k per unit dependent on difficulty of the habitats/site etc. To date for simplicity most have gone for £10 and;
- A draft section 106 heads of terms (assuming passing money over to Trafford MBC.

In terms of on-site mitigation along the Timperley Brook, other landscaping, the bird nest box strategy potentially also a bat box strategy and site permeability for mammals, details can be conditioned along the following lines

As part of reserved matters a Landscape and Environmental management that includes:

- ***Habitat enhancement and creation proposals along the Timperley Brook Corridor***
- ***Creation and enhancement measures across the wider site;***
- ***A bird nesting strategy;***
- ***A strategy to maintain site permeability for small mammals such as hedgehog***

- **Implementation**
- **Maintenance and Management**
- **Body responsible for management**

David Dutton

Ecologist

Planning

Planning and Transportation

Place

[Tameside MBC](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

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From: Benjamin Dyson
Sent: 25 Oct 2021 12:53:17 +0000
To: Development Management (Planning)
Subject: FAO Cormac McGowan: Archaeological Consultation, App. 105905/OUT/21 - World of Pets, Thorley Lane, Timperley

FAO Cormac McGowan

Cormac,

Thank you for consulting GMAAS on this application. In line with the NPPF paragraph 194, the application is supported by a desk-based assessment compiled by Archaeological Services Durham University in December 2020.

Having checked against our records, GMAAS agree with the results of the DBA that there is low potential for any buried remains of archaeological interest at the site.

A WWII era Nissen Hut occupies part of the proposed development area. The hut is likely to have been moved to this location from a military site, potentially a POW camp, following the end of the war. There are no records to trace from where the hut came and there are no records to suggest that Timperley was used as a centre or satellite site during the period. The hut has been much adapted for use as a motor garage and contains very little original fabric other than the corrugated steel sheet cladding, resting upon a modern concrete pad with raised kerbs. There would be little to be gained from the production of a historic building record of the structure, and to impose any such mitigation would be unproportionate to its significance.

On this basis GMAAS are satisfied that the current application has no archaeological implications.

Kind regards,
 Ben



Ben Dyson BA MLitt ACIfA
Senior Planning Archaeologist
 Greater Manchester Archaeological Advisory Service,
 School of Science, Engineering & Environment,
 Room LG20, Peel Building, Peel Park Campus,
 University of Salford, Salford, M5 4WX



From: Development Management (Planning)
Subject: FW: 105905/OUT/21 - URN:2016/0760/PLA/02
Importance: Low

From: [REDACTED]
Sent: 18 October 2021 09:25
To: McGowan, Cormac [REDACTED]
Subject: [REDACTED] 105905/OUT/21 - URN:2016/0760/PLA/02
Importance: Low

Good Morning,

Thank you for the opportunity to comment on the above application, having looked at the proposed development, we would support the outline application subject to the layout issues within Section 3.3 being addressed and recommend that when full permission is sought for the development, a full version of the Crime Impact Statement should be submitted, in order to show how crime has been considered for the proposal and the surrounding area.

The report should be completed by a suitably qualified security assessor, and identify, predict, evaluate and mitigate the site-specific crime and disorder effects of a development and should be produced by a professional individual/organisation independent of the design process. The CIS can then be submitted as part of the planning application, indicating that the proposed development has been designed to avoid/reduce the adverse effects of crime and disorder and enabling the planning process to run more smoothly.

Kind Regards

Sean Bastow Bsc Hons

Designing Out Crime Officer (DOCO)
 Assistant Design For Security Consultant

for and on behalf of Greater Manchester Police| Crime Prevention Team
 designforsecurity | preventandsecure

COVID-19

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Thank you for your co-operation.

From: Lewis, Elisabeth
Sent: Mon, 1 Nov 2021 16:17:45 +0000
To: McGowan, Cormac
Subject: World Of Pets Thorley Lane Timperley 105905/OUT/21

Dear Cormac,

Thank you for consulting me on the above application. I confirm I have no objections on heritage grounds.

Best wishes,

Elisabeth Lewis

Heritage Development Officer

Place Directorate

Trafford Council |Trafford Town Hall | Talbot Road |Stretford |M32 0TH

T. Direct Dial [REDACTED]

T. Planning General Enquiry Line 0161 912 3149

T: Mobile [REDACTED]

Email: elisabeth.lewis@trafford.gov.uk

-
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The advice in this letter is given in good faith on the basis of the information provided by you and available to me at this time and is an informal opinion only, which does not constitute a formal determination under s.192 of the 1990 Town & Country Planning Act as amended.

-

PLANNING APPLICATION CONSULTATION
--

F.A.O. – Cormac McGowan

LOCATION:

World Of Pets Thorley Lane Timperley WA15 7PJ

DEVELOPMENT:

Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.

APPLICATION No:

105905/OUT/21

APPLICATION TYPE:

Outline

Hi Cormac

I have no objections in principle to the above application which will bring much needed residential units into Timperley, Altrincham. The overall scheme intends to deliver 116 residential dwellings.

Altrincham is within the 'hot' market location with a requirement of 45% affordable housing under Trafford's current 'good' market conditions. For this scheme there will be an expectation that 52 units would be affordable.

The recent Housing Need Assessment (HNA) 2019 confirmed a particular shortage of 3 and 4 bed houses and 2 or more bedroom flats in Altrincham generally and in terms of affordable accommodation a need for 2, 3 or 4 bed properties. There is an annual net need of 114 new affordable housing units required in Altrincham with 81.6% being intermediate tenure (shared ownership) and 18.4% being for affordable/social rent.

The 'Planning Statement' states the following:

The proposed development will provide a significant contribution towards the provision of affordable housing (at least 45% which is fully policy compliant, or around 52 homes) in an area where there is substantial affordable housing need as evidenced in the Trafford Housing Needs Assessment (2019);

The proposed development will deliver affordable housing tenures which are specifically focused on the local identified needs, as evidenced in the Trafford Housing Needs Assessment (2019), namely through the provision of 75% intermediate tenure / 25% affordable or social tenure;

The proposed application is supported by interest from Trafford Housing Trust, Irwell Valley Homes, Your Housing Group, Great Places and Onward Homes who have confirmed requirements for affordable housing in this location and that a tenure and mix of affordable housing weighted towards intermediate tenure / shared ownership is favoured;

The provision of affordable housing, which is fully policy compliant, to meet significant unmet need also attracts very substantial weight in favour of the proposal.


Therefore I have no objections with the proposed scheme.

Kind Regards

Caroline Siddall

Housing Strategy & Growth Manager, Trafford Council

LOCAL HIGHWAY AUTHORITY RESPONSE TO PLANNING CONSULTATION

Planning Application:	105905/OUT/21	Response No.:	02
Location:	World of Pets Thorley Lane Timperley WA15 7PJ		
Description:	Outline planning application for up to 116 residential dwellings with all matters reserved aside from access, for which detailed consent is sought.		
Planning Officer:	Cormac McGowan		
Date of Receipt:	03/02/2022	Date of Response:	15/02/2022
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1 Latest 5-year planning history

106043/EIASCR/21	Town and Country Planning (Environment Impact Assessment) Regulations 2017 – Screening Opinion Request under Regulation 5 - Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.
89944/OUT/16	Outline application for the erection of 23 dwellings (consent is sought for access and layout with all other matters reserved). Refused

2 The Proposals

2.1 Background to the Proposals

Planning application 89944/OUT/16 for a much smaller development (23 dwellings) was refused planning permission in February 2017 for non-highway related reasons. The latest application is for 116 dwellings on the site and proposes to maintain 2 accesses; the main access being off the A5144 Thorley Road and the minor access being off Wood Lane.

2.2 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks approval for detailed consent for the access arrangements off both Thorley Road and Wood Lane.

The first response from the LHA dated 25/10/2022 highlights some initial highway concerns which the details being reviewed are supposed to be addressing.

3 Latest 5-Year Personal Injury Collision (PIC) Data

A5144 Thorley Road

There have been no personal injury accidents within the last 5 years within 120m of the proposed development access (www.crashmap.co.uk). However, in 2012 there was a slight personal injury accident at the access on the east side of the road 115m north of the proposed development access.

Wood Lane

There have been no personal injury accidents within the last 5 years within 90m of the existing access (www.crashmap.co.uk).

4 Access

A5144 Thorley Road Junction

The current proposal by the applicant is to construct a simple T junction (on a 40mph road) to allow all manoeuvres to take place in and out of the development. The LHA do not believe this is the right form of junction (over 300 vehicle turning movements would be expected per day) and request that it is changed to a ghost island junction with a physical traffic island 2m (minimum) width on the minor arm. The development junction itself lies just beyond 180m (acceptable distance between consecutive junctions being 1.5 x SSD; where SSD=120m for a 40mph road) from the existing roundabout at the confluence of Thorley Lane, Wood Lane and Clay Lane.

However, it should also be noted that Timperley Wedge Development (status unknown) is promoting a roundabout junction on Thorley Road. This itself would have to be at least 180m from the existing roundabout on Thorley Road (ie it would be best built where the proposed development junction is sited); there must be a joined up approach to developments as far as highway safety is concerned.

Wood Lane

The current proposal by the applicant is to construct a simple T junction (on a 30mph road) to allow all manoeuvres to take place in and out of the development. The LHA do not believe there is justification for this junction as it will create a rat-run to allow traffic to avoid the existing roundabout at the confluence of Thorley Lane, Wood Lane and Clay Lane. Visibility to the right out of the proposed access is reduced to circa 36m by the fence erected on the frontage to No 124 Wood Lane ideally this should be 50m minimum.

The access into the car park for Timperley Vets would be compromised.

Furthermore, the access would also be within 75m of the junction of Wood Lane and Highfield Lane; this is too much activity within a short distance.

Highways Act, 1980: Section 278 Legal Agreement

Notwithstanding the above, the developer will be required to enter into a S278 agreement for all proposed highway works. The S278 agreement process will include an LHA technical design check of all submitted highway design drawings for which an administration fee will apply.

It shall be noted that planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured, and ideally also the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

5 Servicing Arrangements

Not Applicable to this review

6 Parking Arrangements

6.1 Car Parking Arrangements

Not Applicable to this review

6.2 Accessibility Car Parking

Not Applicable to this review

6.3 Motorcycle Parking

Not Applicable to this review

6.4 Cycle Parking and Storage Arrangements

Not Applicable to this review

7 Transport Assessment

Not Applicable to this review

8 Travel Plan

Not Applicable to this review

9 Bee Network

Not Applicable to this review

10 Illuminated Signs

Not Applicable to this review

11 Public Rights of Way

Not Applicable to this review

12 Adopted Highway

It appears it may be the intention of the developer for the proposed internal roads to be adopted. Whilst the Highway Authority comments on planning applications, planning consent cannot be deemed as acceptance of suitability for adoption. If it is intended that the highway subsequently be adopted by the Council, the LHA offer preliminary comment for guidance:

The developer should submit with any full planning application a plan showing clearly the areas to be offered for adoption and the following information to allow the LHA to comment on suitability:

- a) Clearly dimensioned carriageway and footway widths
- b) Clearly dimensioned radii for road centre line and junctions/turning heads kerb lines.
- c) Forward visibility and junction visibility to demonstrate that the development has been designed in accordance with Manual for Streets.
- d) Continuous adoptable footways should be provided around the full perimeter of the cul-de-sac / turning head (delete or amend as appropriate).
- e) A wholly independent stage 1 Road Safety Audit (RSA) should be submitted with the planning application. It is requested that the RSA is completed in accordance with highway standard GG 119.

13 Stopping up of the Adopted Highway

Not Applicable to this review

14 Structures Over-Sailing the Public Highway

Not Applicable to this review

15 TfGM Metrolink

Not Applicable to this review

16 Event Traffic Management

Not Applicable to this review

17 Highway Mirrors

Not Applicable to this review

18 Traffic regulation Orders (TROs)

Not Applicable to this review

19 Speed Surveys

Not Applicable to this review

20 Third Party Attachments to Street Lights

Not Applicable to this review

21 Requests for Planning Conditions

21.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) the parking of vehicles of site operatives and visitors
- b) deliveries to site
- c) loading and unloading of plant and materials
- d) storage of plant and materials used in constructing the development
- e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate
- f) wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
- g) measures to control the emission of dust and dirt
- h) a scheme for recycling/disposing of waste resulting from demolition and construction works
- i) days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
- j) contact details of site manager to be advertised at the site in case of issues arising.

21.2 Residential Garage

Not Applicable to this review

working
with

Amey
Tatton House
11 Caldey Road
Roundthorn Industrial Estate
Manchester, M23 9LF

21.3 Cycle Parking and Storage

Not Applicable to this review

21.4 Travel Plan

Not Applicable to this review

21.5 Digital Signs

Not Applicable to this review

22 Requests for Planning Informatives

22.1 S247 Stopping-up of the Adopted Highway

Not Applicable to this review

22.2 AIP

Not Applicable to this review


23 Summary

Whilst there are no objections in principle on highway grounds to the proposed development, the LHA requests:

- 1) that the proposals for a secondary junction on Wood Lane are dropped
- 2) that the junction proposals on Thorley Lane are changed to a ghost island junction. A condition should be allowed for in dedicating land to permit the roundabout to be delivered which would serve this development and the Timperley Wedge development in the near future.

Adrian Porter Amey consulting 14/02/2022

LOCAL HIGHWAY AUTHORITY RESPONSE TO PLANNING CONSULTATION

Planning Application:	105905/OUT/21	Response No.:	01
Location:	World of Pets Thorley Lane Timperley WA15 7PJ		
Description:	Outline planning application for up to 116 residential dwellings with all matters reserved aside from access, for which detailed consent is sought.		
Planning Officer:	Cormac McGowan		
Date of Receipt:	04/10/2021	Date of Response:	25/10/2021
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1 Latest 5-year planning history

106043/EIASCR/21	Town and Country Planning (Environment Impact Assessment) Regulations 2017 – Screening Opinion Request under Regulation 5 - Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.
89944/OUT/16	Outline application for the erection of 23 dwellings (consent is sought for access and layout with all other matters reserved). <i>Refused permission</i>

2 The Proposals

2.1 Background to the Proposals

Planning application 89944/OUT/16 for a much smaller development (23 dwellings) was refused planning permission on 21 February 2017 for non-highway related reasons.

2.2 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks outline planning permission for up to 116 residential dwellings, with all matters reserved except access, for which detailed consent is sought.

As detailed by the submitted Planning Statement, detailed consent is not sought for other matters including the proposed development layout. The Statement notes “*Two safe and suitable accesses will be provided to the site, both of which will be priority-controlled T-junctions where cars, service and refuse vehicles can access and egress the site in a forward gear. Detailed consent is sought for these access points as part of the outline planning application*”

3 Access

The proposed development site is currently accessed from two locations, namely from the A5144 Thorley Lane on the eastern boundary (left turn only), opposite an existing garden centre and shed warehouse (Cheshire Gardens and Landscape Supplies), and Wood Lane on the northern boundary adjacent to Timperley Veterinary Centre.

It is proposed to retain and upgrade each access to provide a minimum 5.5m wide carriageway (Thorley Lane would be wider to accommodate large vehicles and a centre island) with 2m wide footways on both sides of the road, and 8m turning radii. The LHA is unclear why an 8m turning radii is proposed given the submitted information indicates the potential for overrun to occur and it is requested a 10m turning radii is provided.

The existing 'left turn only' restriction would be also be removed from the Thorley Lane access. A stage 1 Road Safety Audit (RSA) has been undertaken which did not raise any road safety Problems for either the proposed Wood Lane or Thorley Lane junctions. However, the existing access along Thornley Road is located within a 40-mph section of relatively straight, wide road with good visibility in both directions, and it is understood average vehicle speeds along this section road are already a concern, with the 85th percentile speed believed to be circa 48 mph (it is noted the Audit Brief provided to the RSA team did not contain any traffic speed data or swept path vehicle analysis).

It is considered the proposed development will see an increase in traffic movements at the access in comparison to the permitted use, with vehicles egressing the site able to turn both left and right (unlike now where vehicle egress is restricted to left-turn movements only), and it is also noted from the supporting information that it is intended to make this access wider to accommodate use by larger vehicles. Furthermore, and whilst not directly associated with this application which seeks detailed consent for access, the submitted masterplan does not show an intention to prevent through traffic which could result in the development being used as a 'rat-run' by drivers wanting to avoid the roundabout junction, resulting in a further increase in traffic movements at both junctions.

The LHA is therefore concerned a road safety problem could be created where none currently exists and would not wish to be put in a position of having to retrofit highways measures following occupation of the proposed development to address vehicle access/egress and/or road safety problems at this junction (or indeed the Wood Lane junction). It is therefore requested a traffic survey is completed to establish the mean and 85th percentile vehicle speeds.

The LHA would also request a long section is provided to demonstrate the proposed level of landscape removal needed and the visibility splays.

It is understood that the existing footway along Wood Lane located at the proposed site entrance is privately maintained but is expected to be submitted for adoption at the reserved matters stage.

4 Servicing Arrangements

It is considered there is adequate space within the site for the storage of refuse / recycling, however, no detailed information has been provided for the outline application and it is understood a waste management strategy will be submitted at the reserved matters stage.

The Waste Management Team should also be consulted at the reserved matters stage to ensure that they are satisfied with the proposed development servicing arrangements.

The masterplan indicates a refuse vehicle may not be able to successfully navigate through and turn within the estate and at the reserved matters stage it must be demonstrated by the developer that a refuse vehicle will be able to access and egress the development in a forward gear. The refuse vehicle in use in Trafford is the Mercedes-Benz Econic 2630LL 6x2 Rear-steer Euro 6 Crew Cab Chassis-cab.

It should be noted that a rear steer vehicle should be used for tracking as it is understood that the vehicle tends to pivot on the drive axle, with a 4.55m measurement as the overhang from drive axle to rear of bin lift assembly. The overall length of the vehicle is 10.4metres.

5 Parking Arrangements

5.1 Car Parking Arrangements

The car parking standards as detailed within Supplementary Planning Document 3 'Parking Standards and Design' (SPD3) state that for this location a one-bedroom dwelling unit requires one car parking space, a two or three-bedroom dwelling unit requires two car parking spaces, and a four-or-more-bedroom dwelling unit requires three car parking spaces.

The development will include a mix of households and whilst final details for the proposed housing schedule are not yet known, it is intended to provide circa 164 spaces and a shortfall in car parking spaces. Trafford 2011 Census data for the relevant areas (location references Trafford 023, 026, and 028) indicates average car ownership levels of between 1.5 – 1.7 (average 1.6) vehicles per household, and the proposals include an average provision of 1.4 parking spaces per dwelling. For the three locations quoted in the report, the percentage of households owning two or more vehicles ranges from 47% to 59%, with an average of 53%.

For 'method of travel to work', the census data shows 73% of residents travel to work by car, with a further 5% as a car or van passenger. Only 11% of people use public transport, with the percentage of those who walk or cycle being even lower (8% and 3% respectively).

The Transport Assessment states limiting the number of parking spaces available will lower car ownership levels further. However, where the option to park on-street also exists having access to a reduced level of private parking spaces does not necessarily result in an equivalent reduction in vehicle ownership. Furthermore, section 4.4.2 confirms the site is located in an area of low accessibility, and when measured against the Greater Manchester Accessibility Levels the site only achieves a score of 2 to 3 (where a score of 1 is described as 'very poor' and 8 is 'excellent'). The submitted public transport information indicates that potentially, the frequency and location of services could result in public transport being as less favourable to using a private motor vehicle. For example, the closest high frequency bus stop is detailed as being circa 750m away from the site and the closest rail station (Navigation Road) is circa 2.2km away (it is also noted a free park and ride car park is provided at Navigation Road which may encourage future residents to drive from the development to the station).

Section 3.3.10 states it is proposed to provide a reduced number of parking spaces to achieve "the over dominant impact of parking" but it is the LHA's view that given the low level of accessibility this may not be sufficient to reduce the impact, particularly if the internal layout was designed to allow on-street

parking (which could also result in vehicles parking on the footway and/or on both sides of the road, and an increased dominance of parking).

Given the location of the development and poor level of access to public transport links, it is the LHA's view that the proposed level of parking (which is also below average car ownership levels for the area), is inadequate. Furthermore, if it is intended that the internal roads are adopted, the parking spaces proposed to be located within the extent of the highway will be public spaces, available for anyone to use, thereby reducing the proposed level of development parking further (public spaces cannot be counted towards the parking allocation for the development).

As such the LHA would request the number of car parking spaces is increased and any spaces proposed to be located within the extent of the adopted highway are removed. It is further requested that the internal layout submitted at the reserved matters stage should include measures which remove the ability for parking to take place along the adopted highway unless it is within a marked parking area.

For note, subject to information provided at the reserved matters stage, it may be appropriate for any subsequent planning decision to request a parking review be undertaken for the roads surrounding the development, to determine the need and support for additional measures to control parking in these areas.

5.2 Electric Vehicle Charging (EVC) Spaces

It is proposed to install two EVC spaces which would be available for anyone to use, and as no separate on-plot EVC capability is proposed it is considered the proposed provision is woefully inadequate for the size of the development, more so as information seen also suggests the EVC points are needed due to a lack of current provision in the area. The LHA would therefore request the number of spaces proposed at the reserved matters stage is increased, and EVC management plan is also submitted which should include details of the specification of equipment and vehicle charging times, and how it is intended to enforce the spaces (e.g., stop the spaces being used by standard motor vehicles and electric vehicles which no longer need to charge).

5.3 Cycle Parking and Storage Arrangements

The minimum cycle parking standards as detailed within SPD3 state one cycle parking space is required for a one-bedroom dwelling unit, one communal or two allocated spaces are required for a two or three-bedroom dwelling unit, and a four or more-bedroom dwelling unit requires two communal or four allocated cycle spaces

No specifics have been submitted at this stage for the proposed cycle parking and storage arrangements, but it is understood sufficient space will be provided to provide either communal or individual cycle stores, and detailed information for the proposed secure cycle parking arrangements will be submitted at the reserved matters stage.

For information, whilst the LHA would support the provision of communal cycle parking for any proposed apartment blocks, it is requested allocated cycle parking is provided for all dwelling houses, for example, a three-bedroom house should be provided with at least two secure and covered cycle parking spaces.

6 Transport Assessment

It is noted that, as agreed with Trafford Council, the trip generation figures have utilised trip rates used for a previously approved residential development located in Partington (planning permission 94949/HYB/18).

The forecast scenarios for 2026 (which include with and without the proposed development) show junction capacity for the existing Wood Lane and Thorley Lane accesses will remain significantly below theoretical capacity in both scenarios (i.e., the ratio of flow to capacity (RFC) is below 1), and also practical capacity (i.e., the RFC is below 0.85).

For the Wood Lane/ Thorley Lane / Clay Lane roundabout junction the story is slightly different with RFCs shown in excess of 1 for three of the four arms during either the am or pm peak hour. However, the forecast increase in both traffic flow and queue length is applicable to both scenarios (with / without the development), and with the exception of Clay Lane which shows an increase in the mean maximum queue (MMQ) length from 28.6 vehicles (without the development) to 40.3 (with the development). Whilst the LHA is concerned and it is considered and the situation is not ideal, given the layout of the highway at the junction any options to mitigate impact at this junction would be complex and costly. It is further determined that the development itself would not constitute a severe traffic impact.

Lane Descriptor	2026 Base				2026 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ
A5144 Thorley Lane (N)	1.01	40.7	0.81	4.1	1.01	43.7	0.82	4.5
Clay Lane	0.74	2.8	1.00	28.6	0.74	2.9	1.02	40.3
A5144 Thorley Lane (S)	0.62	1.7	0.81	4.1	0.64	1.8	0.82	4.3
Wood Lane	1.02	39.1	0.65	1.8	1.05	64.1	0.66	1.9

Table 6.9 – A5144 Thorley Lane / Wood Lane / Clay Lane Roundabout '2026 Scenarios'

7 Travel Plan

The submitted interim Travel Plan is accepted, and the LHA requests a full Travel Plan (TP) shall be submitted to the Local Planning Authority for review and approval in writing prior to first occupation of the proposed development. It is considered that as this is a residential TP-

- marketing and sales information will be utilised by the developer to promote sustainable travel and inform perspective residents of the reduced level of car parking, including the potential for future parking restrictions to be implemented along the roads surrounding the site.
- initial TP measures, incentives, targets, and objectives will be established prior to first occupation of the development and the TP implemented straight away (as detailed by the Department for Transport in their report 'Making residential travel plans work: guidelines for new development').

The TP should include realistic, measurable targets and developer led incentives to promote the use of sustainable transport options and reduce car use, in particular single occupant vehicle trips-

- The TP Co-ordinator (TPC) shall be appointed prior to first occupation, and their name and contact details provided to the LPA in addition to a list of their duties and responsibilities.
- The TP shall be implemented from the outset, and a firm commitment to long-term monitoring and implementation of the TP shall also be demonstrated.
- TP targets shall be reviewed and monitored against a baseline which will be established within 3-months of 75% occupancy levels.
- Resident's travel surveys will be completed not less than once every two-years, taken from the date of first occupation of the development.
- The TP shall be implemented for a period of not less than 10 (ten) years from the date of first occupation of the development.

8 Public Rights of Way

Not applicable

9 Adopted Highway

It appears it may be the intention of the developer for the proposed internal roads to be adopted. Whilst the Highway Authority comments on planning applications, planning consent cannot be deemed as acceptance of suitability for adoption.

If it is intended that the highway subsequently be adopted by the Council, the developer should submit at the reserved matters stage a plan clearly showing the areas to be offered for adoption and the following information to allow the LHA to comment on suitability:

- clearly dimensioned carriageway and footway widths
- clearly dimensioned radii for road centre line and junctions/turning heads kerb lines
- forward visibility and junction visibility to demonstrate that the development has been designed in accordance with Manual for Streets.
- continuous adoptable footways should be provided around the full perimeter of any cul-de-sacs, and

- a wholly independent stage 1 RSA is required to be undertaken for the proposed internal road design.

10 Requests for Planning Conditions

10.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the parking of vehicles of site operatives and visitors
2. deliveries to site
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
7. measures to control the emission of dust and dirt
8. a scheme for recycling/disposing of waste resulting from demolition and construction works
9. days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
10. contact details of site manager to be advertised at the site in case of issues arising.

10.2 Travel Plan

No occupation or use of the development hereby approved shall take place until such time as the travel plan which, should include assessable targets to reduce car travel and measures to promote sustainable transport options, has been submitted to and approved in writing by the Local Planning Authority. It is considered that as this is a residential travel plan-

- a. marketing and sales information will promote sustainable travel and clearly inform perspective residents of the reduced level of car parking, including the potential for future parking restrictions to be imposed along the roads surrounding the site.
- b. measures, incentives, targets, and objectives will be established prior to first occupation of the development and the TP implemented straight away.
- c. The TP Co-ordinator (TPC) shall be appointed prior to first occupation, and their name and contact details provided to the LPA in addition to a list of their duties and responsibilities.

- d. The TP shall be implemented from the outset, and a firm commitment to long-term monitoring and implementation of the TP shall also be demonstrated.
- e. TP targets shall be reviewed and monitored against a baseline which will be established within 3-months of 75% occupancy levels.
- f. Resident's travel surveys will be completed not less than once every two-years, taken from the date of first occupation of the development.

11 Summary

Whilst there are no objections in principle on highway grounds to the proposals -

- A. The existing access along Thornley Road is located within a 40-mph section of relatively straight, wide road with good visibility in both directions, and it is understood 85th percentile vehicle speeds along this section of road are circa 48 mph. Unlike now where vehicle egress is restricted to left-turn movements only, the proposed development will allow vehicles to turn left or right into/out of the site. It is also noted that the intention is to make this access wider to accommodate use by larger vehicles. It is therefore requested a traffic survey is completed to establish the mean and 85th percentile vehicle speeds. Refer to Section 3 above.
- B. It is requested the proposed junction turning radii is increased to 10m

The LHA would request the conditions detailed in Section 11 are secured by the LPA and attached to any subsequent planning approval.

Whilst the forecast increase in traffic flows at the Wood Lane/ Thorley Lane / Clay Lane roundabout junction is a concern and the situation is not ideal, options to mitigate the impact would be complex and costly. Furthermore, it is determined that the development itself would not constitute a severe traffic impact.

Reserved Matters: for information / consideration by the applicant

1. Whilst the Highway Authority comments on planning applications, planning consent cannot be deemed as acceptance of suitability for adoption. If it is intended that the highway subsequently be adopted by the Council, the developer should submit at the reserved matters stage a plan clearly showing the areas to be offered for adoption and the following information to allow the LHA to comment on suitability:
 - clearly dimensioned carriageway and footway widths
 - clearly dimensioned radii for road centre line and junctions/turning heads kerb lines
 - forward visibility and junction visibility to demonstrate that the development has been designed in accordance with Manual for Streets.
 - continuous adoptable footways should be provided around the full perimeter of any cul-de-sacs, and

- a wholly independent stage 1 RSA is required to be undertaken for the proposed internal road design.
2. A waste management strategy will be submitted at the reserved matters stage. It must be demonstrated by the developer that a refuse vehicle will be able to access and egress the development in a forward gear. *Refer to Section 4 above.*
 3. It is understood the proposed secure cycle parking arrangements will be submitted at the reserved matters stage. Whilst the LHA would support the provision of communal cycle parking for any proposed apartment blocks, it is requested allocated cycle parking is provided for all dwelling houses, e.g., a three-bedroom house will be provided with at least two secure and covered cycle parking spaces etc. *Refer to Section 5 above.*
 4. Given the location of the development and poor level of access to public transport links, it is the LHA's view that the proposed level of parking (which is also below average car ownership levels for the area), is inadequate. Furthermore, if it is intended that the internal roads are adopted, the parking spaces proposed to be located within the extent of the highway will be public spaces, available for anyone to use, thereby reducing the proposed level of development parking further (public spaces cannot be counted towards the parking allocation for the development).

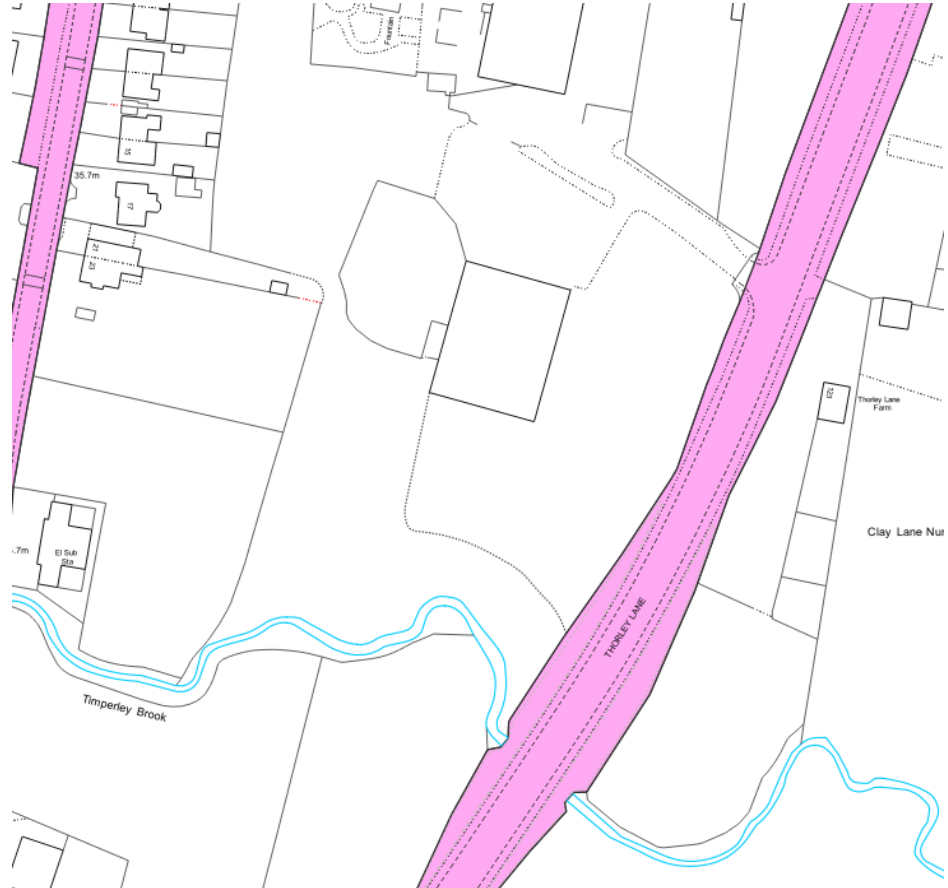
As such the LHA would request the number of car parking spaces is increased and any spaces proposed to be located within the extent of the adopted highway are removed. It is further requested that the internal layout submitted at the reserved matters stage should include measures which remove the ability for parking to take place along the adopted highway unless it is within a marked parking area.

For note, subject to information provided at the reserved matters stage, it may be appropriate for any subsequent planning decision to request a parking review be undertaken for the roads surrounding the development, to determine the need and support for additional measures to control parking in these areas. *Refer to Section 5 above*

5. The LHA would request the number of spaces proposed at the reserved matters stage is increased, and EVC management plan is also submitted which should include details of the specification of equipment and vehicle charging times, and how it is intended to enforce the spaces (e.g., stop the spaces being used by standard motor vehicles and electric vehicles which no longer need to charge). *Refer to Section 5 above.*

Elaine Hendren, 25 October 2021

LOCAL HIGHWAY AUTHORITY RESPONSE TO PLANNING CONSULTATION

Planning Application:	105905/OUT/21	Response No.:	02
Location:	World of Pets Thorley Lane Timperley WA15 7PJ		
Description:	Outline planning application for up to 116 residential dwellings with all matters reserved aside from access, for which detailed consent is sought.		
Planning Officer:	Cormac McGowan		
Date of Receipt:	17/11/2021	Date of Response:	18/11/2021
Extract of Adopted Highway	<p>© Crown copyright and database right 2021. Ordnance Survey 100023172.</p> 		

1 Latest 5-year planning history

106043/EIASCR/21	Town and Country Planning (Environment Impact Assessment) Regulations 2017 – Screening Opinion Request under Regulation 5 - Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.
89944/OUT/16	Outline application for the erection of 23 dwellings (consent is sought for access and layout with all other matters reserved). <i>Refused permission</i>

2 The Proposals

2.1 Background to the Proposals

Planning application 89944/OUT/16 for a much smaller development (23 dwellings) was refused planning permission on 21 February 2017 for non-highway related reasons.

2.2 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks outline planning permission for up to 116 residential dwellings, with all matters reserved except access, for which detailed consent is sought.

As detailed by the submitted Planning Statement, detailed consent is not sought for other matters including the proposed development layout. The Statement notes “*Two safe and suitable accesses will be provided to the site, both of which will be priority-controlled T-junctions where cars, service and refuse vehicles can access and egress the site in a forward gear. Detailed consent is sought for these access points as part of the outline planning application*”

This (reconsultation) response (02) considers additional information received on 17 November 2021 and should be read in conjunction with LHA Response 01.

3 Update: Access

The proposed development site is currently accessed from two locations, namely from the A5144 Thorley Lane on the eastern boundary (left turn only), opposite an existing garden centre and shed warehouse (Cheshire Gardens and Landscape Supplies), and Wood Lane on the northern boundary adjacent to Timperley Veterinary Centre.

- A. It is understood the previously proposed 8m turning radii has been increased to 10m to address the results of swept path analysis which showed the potential for large vehicles to overrun the footway. However, information suggests only the Thorley Lane junction has been amended and both junctions should be subject to a 10m radii

- B. As previously stated, whilst not directly associated with this application which seeks detailed consent for access, the submitted masterplan does not show an intention to prevent through traffic which could result in the development being used as a 'rat-run' by drivers wanting to avoid the roundabout junction, resulting in a further increase in traffic movements at both junctions. Whilst it is accepted that an internal road layout will be subject to a 20-mph speed limit and traffic island will also be provided to narrow the carriageway (but not restrict motor vehicle access), based on there being known rat running issues through existing 20mph traffic calmed areas, (including those subject to narrow carriageway widths) the LHA is not convinced by the applicant's argument that the proposed measures will be sufficient to deter the same from happening at the proposed development.

Driver behaviour is such that many will seek out the best route for them to avoid queuing in traffic, and if cutting through the estate was to become a more favourable option to queuing at the junction, then it is likely some drivers will take advantage regardless of the speed limit. Therefore, given the intention is for the internal roads to be adopted by the Council, it is requested that prior to the submission of any reserved matters application this concern is revisited, and robust measures are proposed to stop future rat running becoming a problem.

For note, the internal road system should be designed to achieve self-enforcing vehicle speeds of 20mph or less. The LHA would not wish to see a signed 20mph zone

Alternatively, the applicant may wish to consider the provision of a privately maintained residential development, including the internal road system (and footways).

- C. The LHA would reiterate its previous request for a traffic speed survey to be completed. The applicant has suggested moving the speed limit terminal, extending the 30mph; however, this cannot be considered until the 85th percentile speeds are known. If the speeds are too high, the limit cannot be extended without introducing measures to reduce vehicle speeds.
- D. It is understood a detailed landscaping strategy will be submitted for any subsequent reserved matters application

4 Servicing Arrangements

The masterplan indicates a refuse vehicle may not be able to successfully navigate through and turn within the estate and at the reserved matters stage it must be demonstrated by the developer that a refuse vehicle will be able to access and egress the development in a forward gear. The refuse vehicle in use in Trafford is the Mercedes-Benz Econic 2630LL 6x2 Rear-steer Euro 6 Crew Cab Chassis-cab. It should be noted that a rear steer vehicle should be used for tracking as it is understood that the vehicle tends to pivot on the drive axle, with a 4.55m measurement as the overhang from drive axle to rear of bin lift assembly. The overall length of the vehicle is 10.4metres.

It is understood the aforementioned concerns will be addressed for any future reserved matters application. The Waste Management Team should also be consulted at the reserved matters stage to ensure that they are satisfied with the proposed development servicing arrangements.

5 Parking Arrangements

5.1 Car Parking Arrangements

It is noted that the number of parking spaces and the proposed internal layout will be addressed at any subsequent reserved matters stage. The proposed development would have a poor level of access to public transport links and for the reasons stated in LHA Response 01, it is the LHA's view that the proposed level of parking (which is also below average car ownership levels for the area), is inadequate.

Therefore, the LHA would reiterate its previous request that for any subsequent reserved matters application, the proposed level of parking is increased. For note, subject to information provided at the reserved matters stage, it may be appropriate for any subsequent planning decision to request a parking review be undertaken for the roads surrounding the development, to determine the need and support for additional measures to control parking in these areas.

5.2 Electric Vehicle Charging (EVC) Spaces

It is understood the number of EV charging points/location, specification of equipment and how it is intended to manage and enforce the spaces will be addressed at the reserved matters stage.

5.3 Cycle Parking and Storage Arrangements

No specifics have been submitted at this stage for the proposed cycle parking and storage arrangements, and it is understood detailed information for the proposed secure cycle parking arrangements will be submitted at the reserved matters stage.

For information, whilst the LHA would support the provision of communal cycle parking for any proposed apartment blocks, it is requested allocated cycle parking is provided for all dwelling houses, for example, a three-bedroom house should be provided with at least two secure and covered cycle parking spaces.

6 Financial Contribution

The LHA notes the applicant is proposing a financial contribution of £35,000 towards future highway improvements at the Thorley Lane/Clay Lane junction but would question the validity based on there being no indicative scheme. It is also considered that the assumed construction cost of £500,000 for the roundabout is too low, and there is no junction design /evidence of previous experience provided to indicate how this figure has been achieved. The LHA is concerned that in the event of any appeal it would not be possible to justify the proposed £35,000 contribution.

7 Requests for Planning Conditions

7.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the parking of vehicles of site operatives and visitors
2. deliveries to site
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
7. measures to control the emission of dust and dirt
8. a scheme for recycling/disposing of waste resulting from demolition and construction works
9. days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
10. contact details of site manager to be advertised at the site in case of issues arising.

7.2 Travel Plan

No occupation or use of the development hereby approved shall take place until such time as the travel plan which, should include assessable targets to reduce car travel and measures to promote sustainable transport options, has been submitted to and approved in writing by the Local Planning Authority. It is considered that as this is a residential travel plan-

- a. marketing and sales information will promote sustainable travel and clearly inform perspective residents of the reduced level of car parking, including the potential for future parking restrictions to be imposed along the roads surrounding the site.
- b. measures, incentives, targets, and objectives will be established prior to first occupation of the development and the TP implemented straight away.
- c. The TP Co-ordinator (TPC) shall be appointed prior to first occupation, and their name and contact details provided to the LPA in addition to a list of their duties and responsibilities.
- d. The TP shall be implemented from the outset, and a firm commitment to long-term monitoring and implementation of the TP shall also be demonstrated.
- e. TP targets shall be reviewed and monitored against a baseline which will be established within 3-months of 75% occupancy levels.

- f. Resident's travel surveys will be completed not less than once every two-years, taken from the date of first occupation of the development.

8 Summary

The LHA would reiterate its previous request for a traffic speed survey to be completed. The applicant has suggested moving the speed limit terminal, extending the 30mph; however, this cannot be considered until the 85th percentile speeds are known. If the speeds are too high, the limit cannot be extended without introducing measures to reduce vehicle speeds.

Information suggests only the Thorley Lane junction has been amended and both junctions should be subject to a 10m radii.

For any subsequent reserved matters application, the LHA would request the proposed level of car parking is increased. The proposed development would have a poor level of access to public transport links and for the reasons stated in LHA Response 01, it is the LHA's view that the proposed level of parking (which is also below average car ownership levels for the area), is inadequate.

Whilst it is accepted that an internal road layout will be subject to a 20-mph speed limit and traffic island will also be provided to narrow the carriageway, the LHA is not convinced by the applicant's argument that the proposed measures will be sufficient to deter the same from happening at the proposed development (rat running is known to take place in existing traffic calmed 20 mph areas). Therefore, given the intention is for the internal roads to be adopted by the Council, it is requested robust measures are included for any subsequent reserved matters proposal to stop future rat running becoming a problem. Alternatively, the applicant may wish to consider the provision of a privately maintained residential development, including the internal road system (and footways).

For note, the internal road system should be designed to achieve self-enforcing vehicle speeds of 20mph or less. The LHA would not wish to see a signed 20mph zone

It is understood detailed information for the proposed servicing, EV charging spaces, and secure cycle parking arrangements will be submitted at the reserved matters stage.

The LHA notes the applicant is proposing a financial contribution of £35,000 towards future highway improvements at the Thorley Lane/Clay Lane junction but would question the validity based on there being no indicative scheme. The LHA is concerned that in the event of any appeal it would not be possible to justify the proposed £35,000 contribution.

Elaine Hendren, 18 November 2021

From: Evenson, Geoff
Sent: Tue, 8 Mar 2022 11:55:59 +0000
To: McGowan, Cormac
Cc: Lowes, Sarah
Subject: RE: World of Pets

Cormac

Further to this mornings discussion on the above development, I would confirm the following:

1. Rat running – This matter was discussed during the initial pre-consultation discussions, in that the LHA were supportive of two points of access as long as the site layout prevented rat running through the site so as to avoid the Thorley Lane/Wood Lane roundabout. The LHA belief this could be conditioned and addressed at reserve matters stage.
2. In terms of a ghost island to serve the Thorley Lane access, I understand the recent LHA responses and would fully support. However, given the daily trip rate was agreed some time ago which would result in less than 500 movements/day the LHA don't believe that a ghost island junction onto Thorley Lane could be justified assuming the site is served by the two points of access.
3. PTE – In terms of the proposed Timperley Wedge allocation and the suggested access strategy which includes a roundabout onto Thorley Lane. In terms of the World of Pets development the LHA don't belief that a roundabout junction is necessary to serve this development and therefore it would be unreasonable to either request such a junction or seek a contribution for such, given that the Timperley Wedge has no status at present.
4. TFGM – The LHA would support the suggested pedestrian connectivity improvements and would suggest that the developer includes a zebra crossing on Wood Lane and a controlled crossing onto Thorley Lane near the Roundabout with Wood Lane/Clay Lane.
5. Swept Paths – It would appear swept paths have been provided within the original Transport Assessment and show that large vehicle have difficulties accessing/egressing the development through the Wood Lane access. The LHA belief that this could be addressed through a condition and addressed at the detail design stage.

Hoping the above is the information you require and covers the points discussed this morning.

Regards,

Geoff Evenson

Principal Engineer | Development Management | One Trafford

e: geoff.evenson@amey.co.uk

Amey | Tatton House | 11 Caldey Road | Manchester | M23 9LF

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with



F.A.O: Cormac McGowan
Planning and Development
Trafford Town Hall

Gareth Owen
Trafford Council
Lead Local Flood Authority

Application No: 105905/OUT/21 &
106043/EIASCR/21

Ward: Timperley

Location: World of Pets, Thorley Lane,
Timperley, WA15 7PJ

Proposal: Outline planning application for up to
116no. residential dwellings with all matters
reserved aside from access, for which detailed
consent is sought.

Date Received: 05 October 2021

Date to Return: 26 October 2021

Drainage Comments

Trafford Council Flood Risk Management position

As the current outline application is only seeking approval for access, our comments regarding surface water flood risk and drainage are advisory.

On review of the Flood Risk Assessment (FRA) (Ref: 071662-CUR-00-XX-RP-D-001, Revision: V07) we accept the proposed surface water discharge rate and approximate attenuation figures, however as mentioned in the document, we will want to see further clarification on the potential for infiltration.

The proposed SuDS at this stage as indicated in the FRA and the Landscape Masterplan are in accordance with the Council's policies and we are keen to see these features progressed at the Reserved Matters application.

With regards to the management and maintenance of the site. Once the detailed drainage design is confirmed, we will need to see who the responsible authorities are with relevant contact details.

Name: Gareth Owen

Date: 12 October 2021

Disclaimer – Comments provided in this response, including conditions, are advisory and it is the decision of the Local Planning Authority (LPA) whether any such recommendations are acted upon. It is ultimately the responsibility of the Local Planning Authority to approve, or otherwise, any drainage strategy for the associated development proposal. The comments given have been composed based on the current extent of the knowledge of the LLFA and the information provided with the application at the time of this response.



AERODROME SAFEGUARDING CONSULTATION RESPONSE

Response under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

PLANNING APPLICATION DETAILS:

Planning Authority:	Trafford Council	Application No: 105905/OUT/21
Our Reference:	2021/326	Date Application Received (including sufficient information as required by Circular 1/03): 04/10/2021
Response Date on Consultation:	25/10/2021	Date Response Returned: 26/10/2021
Development Proposal:	Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.	
Location:	World Of Pets, Thorley Lane, Timperley, WA15 7PJ	Application Type: OUT
OS Co-ordinates (Eastings/Northings):	378853 / 387833	

MAN AERODROME SAFEGUARDING:

Aerodrome Safeguarding Zone	Grey All development		Red ≥ 10m		Green ≥ 15m	
	Yellow ≥ 45m	X	Blue ≥ 90m		Notes:	
	Birdstrike Avoidance 13 km	X	Renewable Energy 30km	X		


MAN Aerodrome Safeguarding Response:				
No Objection	Crane Advisory Permit Required	Need to engage with MAG Safeguarding	Request Conditions	Objection
	X		X	

The Safeguarding Authority for Manchester Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We have no objection subject to the following Conditions:

- Further details of the SuDS are required; open water attenuation features have the potential to attract and support hazardous birds including waterfowl, and the inclusion of open water should be kept to a minimum necessary for attenuation.
Reason: Flight safety – Birdstrike avoidance.
- During demolition & construction, robust measures must be taken to control dust and smoke clouds.
Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.
- During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission. A bird hazard management plan for construction and in perpetuity may be necessary.
Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN.
- All exterior lighting to be capped at the horizontal with no upward light spill.
Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.
- No reflective materials to be used in the construction of these buildings. (*please liaise with MAN to check).
Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.
- No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for MAN. A Glint & Glare assessment may be necessary.
Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.

Informative:
The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Signed: Diane Jackson  (Authorised MAG Aerodrome Safeguarding Officer)
Date: 26/10/2021

The appropriate office for the purpose of consultation is:
Email: SafeguardingMAN@magairports.com

Group Planning Director, Group Planning,
MAG, 3rd Floor Olympic House,
Manchester Airport, Manchester, M90 1QX
Tel: 0161 489 2767





National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd
 Operations Directorate
 North-West Region
 National Highways
PlanningNW@highwaysengland.co.uk

To: Trafford Council FAO Cormac McGowan

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 105905/OUT/21

National Highways Reference: 92814

Location: World of Pets, Thorley Lane, Timperley, WA15 7PJ

Proposal: Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.

Referring to the consultation on a planning application dated 4 October 2021 referenced above, in the vicinity of the M56 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is / is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 11 October 2021
Name: Adam Johnson	Position: Spatial Planner
National Highways Piccadilly Gate, Store Street, Manchester, M1 2WD	

¹ Where relevant, further information will be provided within Annex A.

From: Pollitt, Richard
Sent: Wed, 10 Nov 2021 16:28:19 +0000
To: Development Management (Planning)
Subject: 105905/OUT/21 - Air Quality

105905/OUT/21 - Air Quality

I have reviewed the air quality assessment, Ref: 102505, which has been submitted in support of the above application for the creation of 116 residential at the former World of Pets site off Thorley.

Operational Phase

The results of the model predict that changes in annual mean concentrations of nitrogen dioxide do not lead to a significant impact at any sensitive receptors and that air quality at the development site will be suitable for future site users. The modelling also confirms that all concentration changes are negligible with reference to the Institute Air Quality Management significance criteria. However, incorporating mitigation into the scheme will help to reduce any increase in emissions associated with development traffic flows and it is recommended that the following condition is included on any decision notice:

The development hereby approved shall not be occupied unless and until a scheme for the installation of electric vehicle charging points, comprising of the provision of electric vehicle (EV) charge points in every new house (minimum 7kWh), has been submitted to and approved in writing by the Local Planning Authority. The approved charging points shall be installed and made available for use prior to the development being brought into use and shall be retained thereafter. Reason: In the interests of promoting sustainable travel, having regard to Policies L4 and L5 of the Trafford Core Strategy and guidance in the National Planning Policy Framework.

Construction Phase

The qualitative construction dust risk assessment shows that the site is high risk for adverse impacts during demolition and construction in the absence of mitigation being in place. To effectively reduce the risk of impacts to negligible, appropriate mitigation measures should be adopted. To ensure that the development does not present a nuisance risk or impacts on the wider environment the following condition shall be included on any decision notice:

Prior to the commencement of development a Construction Environmental Management Plan, incorporating dust management strategy, shall be submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter be carried out in full accordance with the agreed Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: In accordance with the Trafford Core Strategy L5:13

-

Richard Pollitt
Team Leader (Environmental Protection)
Trafford Council
Trafford Town Hall
Talbot Road
Stretford
Richard.pollitt@trafford.gov.uk
[REDACTED]

From: Ali, Nasreen
Sent: Fri, 17 Dec 2021 15:47:49 +0000
To: Development Management (Planning)
Cc: McGowan, Cormac
Subject: 105905/OUT/21 World Of Pets Thorley Lane Timperley WA15 7PJ

The application reference, 105905/OUT/21 is for; Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought at World Of Pets Thorley Lane Timperley WA15 7PJ.

The application and supporting documentation has been reviewed. In particular, the noise assessment submitted with the application has been reviewed. The assessment advises that measurements have been taken to determine the ambient noise levels affecting the proposed dwellings at the site and a noise model has been developed for the site. A recommended glazing and ventilation specification has been provided for an indicative plot to enable the recommended internal noise levels to be achieved within the properties. The report advises:

- Further monitoring can be undertaken at reserved matters stage to confirm façade noise levels
- Final proposals for glazing and ventilation options would need to be reviewed as the final master plan of the site is developed at the reserved matters stage
- Further advice on site reconfiguration or additional mitigation is recommended to be introduced to take account of noise in plots closest to Thorley Lane and the veterinary surgery on Wood Lane.

Final proposals for glazing and ventilation options together with some re-configuration of the site/introduction of additional mitigation measures will therefore be necessary as the final masterplan of the site is developed at the reserved matters stage. This information should be submitted to the Pollution team for review and approval.

In addition to the above the following is also recommended:

- The rating level (LAeq,T) from any plant and equipment associated with the development, when operating simultaneously, shall not exceed the background noise level (LA90,T) at any time when

measured at the nearest noise sensitive premises at the quietest time that the equipment would be operating/in use. Noise measurements and assessments should be compliant with BS 4142:2014 "Rating industrial noise affecting mixed residential and industrial areas".

- Prior to the commencement of the development, a Construction and Pre-Construction Environmental Management Plan (CEMP) shall be submitted and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:
 - a. Suitable hours of construction and pre-construction activity (see below)
 - b. the parking of vehicles of site operatives and visitors,
 - c. loading and unloading of plant and materials including times of access/egress
 - d. storage of plant and materials used in constructing the development
 - e. the erection and maintenance of security hoardings
 - f. measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site)
 - h. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity
 - i. 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
 - j. information to be made available for members of the public

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

Acceptable site working hours are as follows:

Monday - Friday: Start 7:30am (with a restriction on the hours of operation heavy plant and machinery and major demolition and construction works until 8:00am) and finish at 6pm.

Saturday: Start 9am and Finish at 1pm.

Sundays and Bank Holidays: No work permitted.

- It would be necessary for provision to be made for low emission vehicle charging points as part of the development. This will benefit local air quality and help promote the uptake of low emission vehicles. The following is recommended:

The provision of electric vehicle (EV) charge points in every new house (minimum 7kWh) with dedicated parking or 1 charge point (minimum 7kWh) per 10 car parking spaces for unallocated car parking. For commercial developments there should be the provision for 1 charge point (minimum 7kWh) per 1000m² of commercial floorspace

- The lighting provided in the scheme should be erected and directed so as to avoid nuisance to residential accommodation in close proximity. The impact of new exterior lighting should be considered to ensure that any impact into habitable windows, either within or off-site, would be within acceptable margins, following the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01:2020. A condition requiring an Exterior Lighting Impact assessment to be submitted for approval prior to the first occupation of the development would be appropriate.

Further comments may be made upon review of further information at the reserved matters stage.

Kind regards

Nasreen Ali
Environmental Health Officer
Pollution and Housing Team
Regulatory Services
Trafford Council,
Trafford Town Hall,
Talbot Road,
Stretford

M32 0YJ



[REDACTED]
E-mail: nasreen.ali@trafford.gov.uk

Trafford Council is a well-performing, low-cost council delivering excellent services to make Trafford a great place to live, learn, work, and relax. You can find out more about us by visiting www.trafford.gov.uk.

Whilst dealing with the Coronavirus outbreak, we are having to prioritise work that is essential or urgent. We will respond to your email as soon as possible. We apologise for this delay but hope that you can understand that we have to direct our resources to critical areas of service delivery.

From: Planning North
Sent: Wed, 17 Nov 2021 12:27:08 +0000
To: McGowan, Cormac
Subject: 105905/OUT/21

Thank you for consulting Sport England on the above application.

The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

General guidance and advice can however be found on our website:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

If the proposal involves the **loss of any sports facility** then full consideration should be given to whether the proposal meets Par. 99 of National Planning Policy Framework (NPPF), link below, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

If the proposal involves the provision of a **new sports facility**, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes:

<http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

If the proposal involves the provision of additional **housing** (then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how **any new development**, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

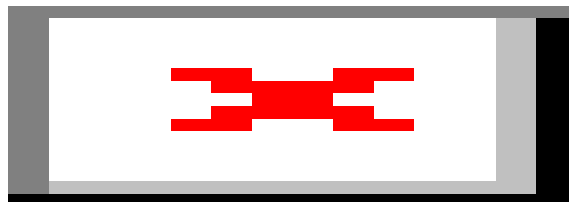
PPG Health and wellbeing section: <https://www.gov.uk/guidance/health-and-wellbeing>

Sport England's Active Design Guidance: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

Please note: this response relates to Sport England's planning function only. It is not associated with our funding role or any grant application/award that may relate to the site.

Yours sincerely,

Planning Administration Team
Planning.north@sportengland.org



Sport Park, 3 Oakwood Drive, Loughborough, Leicester, LE11 3QF



We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy Statement is published on our [website](#), and our Data Protection Officer can be contacted by emailing [Gaile Walters](#)

The information contained in this e-mail may be subject to public disclosure under the Freedom of Information Act 2000. Additionally, this email and any attachment are confidential and intended solely for the use of the individual to whom they are addressed. If you are not the intended recipient, be advised that you have received this email and any attachment in error, and that any use, dissemination, forwarding, printing, or copying, is strictly prohibited. If you voluntarily provide personal data by email, Sport England will handle the data in accordance with its Privacy Statement. Sport England's Privacy Statement may be found here <https://www.sportengland.org/privacy-statement/> If you have any queries about Sport England's handling of personal data you can contact Gaile Walters, Sport England's Data Protection Officer directly by emailing DPO@sportengland.org



Trafford Council Strategic Planning and Growth Team

Planning application consultation response

Application No:	105905/OUT/21
Application Type:	Outline Application
Location:	World Of Pets , Thorley Lane, Timperley, WA15 7PJ
Proposal:	Planning application for up to no.116 residential dwellings with all matters reserved aside from access, for which detailed consent is sought.
Case Officer:	Cormac McGowan

Officer comments:	LF
Date issued:	17 th November 2021

Thank you for consulting the Strategic Planning and Growth Team on the proposal outlined above.

The application has been assessed against relevant policies of the Trafford Development Plan including the Core Strategy (adopted January 2012) and remaining saved policies of the Revised Unitary Development Plan (adopted June 2006), as well as policies in the emerging Places for Everyone (2021) strategic plan.

Places for Everyone Plan 2021

The area surrounding the site is currently suburban to the north and rural to the south. However, both the site and the surrounding area is a proposed mixed use allocation within the Joint Development Plan Places for Everyone 2021 - Regulation 19 Publication Draft, for removal from Green Belt. The site is known as 'Timperley Wedge' and it is proposed for approximately 2,500 new homes and 60,000 sqm of office floorspace. This specific site is proposed for residential use. Some material consideration can be given to PfE as the Plan is considered to be at an advanced stage in the plan making process. The Plan has recently been subject to a Regulation 19 consultation and is currently being prepared for Submission. However the plan has not been through Examination and is not yet adopted and so the site should be considered as presently being within Green Belt.

Housing

The Council does not, at present, have a five year supply of immediately available housing land and therefore consideration of the tilted balance in Paragraph 11 of the NPPF should be applied.

In September 2021 the interim housing land supply was 3.13 years, which is an increase from the March 2021 position of 2.58 years. The increase follows a review

of large sites and permissions granted and reflects the improving housing land supply situation in Trafford.

The proposal would make a positive contribution to the Council's housing land supply. The proposed 116 units would help to meet Trafford's overall target of 1,377 new net homes per annum based on the current LHN. However, it is preferable for sites in the existing urban area to come forward ahead of Green Belt sites.

Open space and Sport

A proposal for on-site open space and play facilities is welcome as outlined in the landscape masterplan, with the inclusion of a range of pocket parks and informal spaces of differing character. Further details on this will need to be provided at reserved matters to ensure the Policy R5 standard of 1.35 ha/1000 pop or 0.00135 ha/person (13.5 sqm pp) is met, an approach taken forward as part of the draft Trafford Local Plan policy OS-1, with further detail contained in SPD1.

An assessment also needs to be made regarding the impact of the development on formal sports facility provision locally in terms of existing capacity and demand generated by the new development. This should take place in the context of the council's adopted Playing Pitch Strategy and in consultation with Sport England, linked to Core Strategy Policy R5 and SPD1, although it should be noted that the approach outlined in Core Strategy Policy R5 and SPD1 has now been replaced with an approach consistent with current Sport England facilities planning guidance, reflected in draft Trafford Local Plan Policy OS-3.

Green Infrastructure

The proposed SUDS, tree, hedgerow and shrub planting, soft landscape features and biodiversity enhancement features such as the SUDS pond, meadow and swales have the potential to provide effective on-site GI provision in order to mitigate the direct impacts of the development and meet the policy aims of Core Strategy Policy R3 and SPD1 and emerging thematic and allocation policies in the Places for Everyone Plan such as JP-G 2 – Green Infrastructure network, JP-G 6 – Urban greenspace and JP-G 7 – Trees and woodland. The north-south access route is a positive feature of the landscape masterplan, although additional emphasis should be placed on publicly accessible routes into/throughout the wider allocation in line with Policy JP Allocation 3.2 and the need to create accessible green infrastructure including green links in the proposed development areas.

Details will need to be agreed as part of reserved matters in consultation with GMEU and the Environment Agency.

Natural Environment

The Biodiversity Net Gain based approach is welcomed and is in line with the NPPF emphasis on achieving measurable net gain, the mandatory requirements of The Environment Bill once introduced and the emerging policies of the draft Trafford Local Plan and Places for Everyone (NE 1 and JPG-9). Given the acknowledged inability to achieve the necessary net gain on site, appropriate off site mitigation will need to be agreed in conjunction with partners, framed by a long-term management agreement.

Climate Change

The integrated approach of the sustainability and energy statement is welcomed in its consideration of a range of climate change issues in the context of draft Trafford Local Plan policy CC1 – Climate change, CC2 – Low carbon and renewable energy, emerging Places for Everyone Policies JP-S 1-JP-S 7 as well as Policy JP Allocation 3.2 and the focus on decentralised heat and energy; on-site renewables; GI and biodiversity (addressed elsewhere) and the requirement for all new development to be net zero carbon from 2028.

The regulatory framework outlined in line with the emerging Future Homes Standard and Future Buildings Standard and interim arrangements also provide an acceptable approach, combined with the proposed fabric and mechanical/electrical systems and controls.

The energy strategy concludes that district heating, PV and air source heat pumps are feasible for the development site, with details to be agreed as part of reserved matters, plus the potential for a financial contribution to address any further offsetting requirements. This approach links well with The Carbon Neutral Action Plan for Trafford in conjunction with cross-sectoral partners, as well as the GM 5 Year Environment Plan, 2038 carbon neutrality target and related projects such as Local Area Energy Plans.

Green Belt

Policy R4 of the Core Strategy confirms that Green Belt land will be protected from inappropriate development and refers extensively to national guidance. Policy R4 is consistent with the NPPF and is considered to be up to date so full weight should be afforded to this policy.

Paragraph 147 of the NPPF advises that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The proposed development at Thorley Lane is within the existing defined Green Belt, and as such residential development in this location is considered to be inappropriate development.

Paragraph 148 goes on to state that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

As regards development on the PDL part of the site the second criterion of paragraph 149 (g) of the NPPF is most relevant. This allows for the limited infilling or the partial or complete redevelopment of previously developed land which would not cause substantial harm to the openness of the Green Belt (where the development would re-use previously developed land and contribute to meeting an identified affordable housing need). Approximately 45% of the site has been identified by the applicant as previously-developed, the remaining 55% remains greenfield and undeveloped. Consequently, while the red-edge of the site encompasses a substantial area of PDL, this does not provide that the development of whole of the site can be considered to meet the criteria of paragraph 149(g) of the NPPF.

Notwithstanding the above, openness as stated in NPPG (July 2021) is capable of both spatial and visual aspects. Therefore, the visual and spatial impacts of the proposed development and how this sits within the character of the surrounding environment should be considered as well as its volume.

A detailed Landscape and Visual Impact Assessment (LVIA) should therefore be submitted which assesses both the spatial (m²) and volume (m³) aspects of the proposed development and how these are distributed within the site. The assessment should consider a full range views of the site from various agreed locations in the locality. The assessment should also clearly illustrate the difference in both the spatial and volume aspects of the proposed development against the current position and set out how the existing built areas and volumes are distributed within the site, including any increases or reductions to the current position.

Very Special Circumstances

The applicant has put forward a number of 'very special circumstances' which they consider would outweigh harm to Green Belt. However these appear to simply meet the existing policy requirements of the Local Plan, excluding Policy R4, and are not considered to offer additional community benefit to offset harm to Green Belt.

The applicant has stated that, having regard to the five purposes of Green Belt land, the comprehensive development of the entire site would have a very low impact/low level of harm to the Green Belt. However the Green Belt in this area is still considered to meet the purposes of Green Belt and until such time as the land is removed from Green Belt, development on the land is inappropriate.

Reference is made to the emerging policy in the Places for Everyone Plan (PfE) and that the application is considered to be in accordance with JP Allocation Policy 3.2 'Timperley Wedge'. The applicant has clearly had regard to this policy (and the wider

PfE policies) in preparing this application and in previous pre-application discussions which is welcomed. However, whilst the PfE Plan is now at an advanced stage this is not considered to overcome the current Green Belt designation of the land.

In addition, a key requirement of the Policy JP-A 3.2 is to deliver the development at Timperley Wedge in a phased and coordinated manner, alongside the delivery of infrastructure. The policy requires an approved masterplan and equalisation mechanism to be in place prior to planning application approvals, which will ensure that the development of individual sites have full regard to the whole Timperley Wedge allocation. Although a high level masterplan has been produced and indicative infrastructure requirements provided within the Regulation 19 Draft PfE, further detail Masterplanning is required, as well as an equalisation framework. The proposals for the application site have very limited regard to the wider infrastructure requirements.

Conclusion

It is considered the application is not in accordance with the adopted Local Plan and that very special circumstances have not been demonstrated in the information provided that outweigh the potential harm to the Green Belt by reason of inappropriateness.

A detailed Landscape and Visual Impact Assessment (LVIA) should therefore be submitted which assesses both the spatial (m₂) and volume (m₃) aspects of the proposed development and how these are distributed within the site.

In the absence of a detailed LVIA as set out and/or further evidence to robustly demonstrate very special circumstances, the application is contrary to policy R4 of the adopted Core Strategy and paragraph 149 of the NPPF and should therefore be recommended for refusal.



2 Piccadilly Place
Manchester M1 3BG

0161 244 1000
www.tfgm.com

Planning and Development
Trafford Council
Trafford Town Hall
Talbot Road
Stretford
M32 0TH

Our ref TRA/21/347

Your ref:

27th October 2021

Dear Sir / Madam

Application Number: **105905/OUT/21**

Location: **World of Pets, Thorley Lane, Timperley WA15 7PJ**

Proposal: **Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought**

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks outline approval for a residential development for up to 116 dwellings on land formerly occupied by the World of Pets, bordered by Thorley Lane and Wood Lane in Timperley.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) prepared by Curtins submitted in support of the proposed residential development. Sections 5 and 6 of the TA examine the potential trip generation of the residential use of the site.

I. Trip Distribution

HFAS would draw the LA's attention to paragraph 5.4.8 of the TA and request confirmation as to whether the LA agrees with the approach described regarding Timperley New Road. If this is not agreed, then revisions would be required.

TfGM would suggest that a potential solution is to assess both scenarios, with the link road and without the link road.

II. Trip Rates

The TA reports that the trip rates used are in accordance with those previously agreed with the Local Authority (LA).

III. Junction Assessments

The roundabout of Clay Lane / Wood Lane / Thorley Lane has been modelled and the ARCADY assessment demonstrates an RFC value over 0.85 without the development. This demonstrates that the roundabout is already operating at capacity in the existing situation.

The addition of development flows would cause further congestion and queuing as shown in the assessment work.

In light of the outcome of the modelling, TfGM UTC recommend that suitable mitigation is explored and conditioned as part of any planning approval. This is considered necessary to reduce the impact of the development.

IV. Mitigation

Site observations have confirmed that pedestrian crossing facilities in the area are lacking and it is difficult to cross at the roundabout. It is therefore recommended that a signalised crossing is provided across Thorley Lane. Additionally, it is

recommended that pedestrian refuges and zebra crossings are provided across Wood Lane.

These improvements are considered necessary to safely accommodate the increase in footfall that the residential development is likely to generate.

V. Access Arrangements

The TA confirms that the development will be served by two existing access points on Thorley Lane and Wood Lane, both of which will be priority junctions.

The access points should be designed to ensure dropped kerbs and tactile paving with sufficient sightline visibility. TfGM would refer to the LHA to determine whether the vehicle access proposals are acceptable.

VI. Traffic Regulation Orders

TfGM would suggest that a review is undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

In particular to review the need for a TRO ('No Waiting At Any Time' double yellow lines) either side of the site access points on Wood Lane and Thorley Lane. This will help to ensure that sightline visibility is unimpeded and reduce any traffic conflicts.

VII. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Bee Network

There may be an opportunity for this development to connect into the proposed Bee Network. The Bee Network will be the largest joined-up system of walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on <https://www.tfgm.com>.

Site Accessibility

I. Public Transport

An appraisal of the site accessibility confirms that the development is not particularly well served by public transport. The nearest bus stops are located on Wood Lane within a 1-2-minute walk of the site, providing services between Timperley Grange and Altrincham at hourly intervals during the daytime.

II. Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings. The development should be designed so as to integrate with the surrounding area to create a safe pedestrian environment with natural surveillance.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future residents, as follows:

Recommendations:

- Any redundant vehicle access points surrounding the site should be reinstated as continuous footway to adoptable standards.
- Footway resurfacing and renewal undertaken as appropriate surrounding the site.
- Provision of continuous 2 metre wide footways throughout and surrounding the development.
- Tactile paving and dropped kerbs provided at all of the vehicle access points.

- Each dwelling should have provision for secure cycle parking within the site curtilage and secure covered cycle parking should be provided for apartment blocks at a ratio of 1:1, as confirmed within the TA.

III. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a robust Residential Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Residential Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

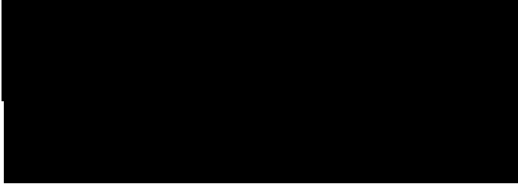
In order to encourage sustainable journeys to mitigate the traffic impact of the development, incentives should be offered through the Travel Plan to encourage residents to use public transport. These could include measures such as concessionary bus fares, discounted cycles, journey planning etc.

Condition: Should Trafford Council be minded to approve this application it is suggested that a condition for the development, submission, implementation and monitoring of a Full Residential Travel Plan be attached to any planning consent.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer



From: Martin, Alice
Sent: 20 Oct 2021 11:02:04 +0100
To: McGowan, Cormac
Subject: 105905/OUT/21 World Of Pets Thorley Lane Timperley WA15 7PJ

Hi Cormac

The site does not have any TPOs across it nor is it within a Conservation Area.

There is an initial assessment of tree quality in the D&A Statement and it states that the trees are low to moderate value.

With regards determining the access at this stage, this is not controversial from a tree point of view.

Having looked at their landscape proposals I would question whether it is possible/desirable to shoe-horn that many trees within the streets of the proposed units. At this stage the landscaping looks uncohesive. There doesn't seem to be a decent amount of open space to plant larger species of trees and also I would suggest there needs to be a larger green buffer on site adjacent to Timperley Brook.

Happy to discuss.

Alice Martin
Arboriculturist
Planning & Development,
Trafford Council,
Trafford Town Hall, Talbot Road, Stretford, M32 0TH

alice.martin@trafford.gov.uk

My working days are Wednesday mornings, Thursday and Friday. If you have an urgent enquiry outside of these hours please ring general planning management on 0161 9123149 or email development.management@trafford.gov.uk

"The Planning and Development Service privacy notice can be viewed [here](#)."



United Utilities Water Limited
 Grasmere House
 Lingley Mere Business Park
 Lingley Green Avenue
 Great Sankey
 Warrington WA5 3LP

unitedutilities.com

Planning.Liaison@uuplc.co.uk

Trafford MBC
 Waterside House
 Sale
 M33 7ZF

Your ref: 105905/OUT/21
Our ref: DC/21/4311
Date: 08-NOV-21

Dear Sir/Madam,

Location: World Of Pets Thorley Lane Timperley WA15 7PJ.

Proposal: Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought.

With regards to the above development proposal, United Utilities Water Limited ('United Utilities') wishes to provide the following comments.

Drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

We request the following drainage conditions are attached to any subsequent approval to reflect the above approach:

Condition 1 – Surface water

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;***
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and***
- (iii) A timetable for its implementation.***

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Condition 2 – Foul water

Foul and surface water shall be drained on separate systems.

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

We notice that the proposal incorporates a SuDS component(s) which interacts with a sewer network that may be offered for adoption by United Utilities and therefore recommend the applicant seeks further advice regarding the SuDS design. They should visit our website: www.unitedutilities.com/builders-developers/larger-developments/wastewater/sustainable-drainage-systems/

The applicant can discuss any of the above with Developer Engineer, **Shoaib Tauqeer**, by email at wastewaterdeveloperservices@uuplc.co.uk.

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise

the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example:

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and*
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.*

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

Water Supply

Although water supply in the area is compliant with current regulatory standards, we recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

Our water mains may need extending to serve any development on this site and the applicant may be required to pay a contribution.

Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

Please note that for properties over two stories high and commercial properties we recommend the developer considers the installation of tanks and pumps.

The applicant should be instructed to lay their own private pipe, to United Utilities standards, back to the existing main. If this should involve passing through third party land United Utilities must receive a solicitor's letter confirming an easement, prior to connection.

The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense.

We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk.

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

United Utilities' Property, Assets and Infrastructure

The applicant should be aware of water mains in the vicinity of the proposed development site. Whilst this infrastructure is located outside the applicant's proposed red line boundary, the applicant must comply with our 'Standard Conditions for Works Adjacent to Pipelines'. We provide this information to support the applicant in identifying the potential impacts from all construction activities on United Utilities infrastructure and to identify mitigation measures to protect and prevent any damage to this infrastructure both during and after construction. This includes advice regarding landscaping in the vicinity of pipelines.

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets – DeveloperServicesWater@uuplc.co.uk

Wastewater assets – WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring [0370 751 0101](tel:03707510101) to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>

Yours faithfully

David Talbot
Planning Analyst
Planning, Landscape and Ecology