

Application Number	Date of Appln	Committee Date	Ward
114604/FO/2016	14th Dec 2016	9 th March 2017	Miles Platting And Newton Heath Ward

Proposal Erection of a mixed use development comprising a 120-bedroom hotel (Use Class C1)(7 storeys), office (Use Class B1)(5 storeys), nursery (Use Class D1)(2 storeys and basement), drive-through restaurant/retail unit (Sui Generis), and multi-storey car park(6 storeys) , additional surface car parking, access, servicing, landscaping and associated infrastructure works, following the demolition of existing buildings and structures

Location Land Bounded By Oldham Road, Baltimore Street And The Gateway, Manchester, M40 5AU

Applicant Mr James McGarr , Holiday Inn, 888 Oldham Road, Central Park, Manchester, M40 2BS,

Agent Mr John Bradley, Leach Rhodes Walker, Riverside, New Bailey Street, Manchester, M3 5AA

Description

The application site fronts onto Oldham Road and The Gateway, and lies within the Central Park strategic employment6 site. The site is bounded to the west by Baltimore Street, and to the north by the Manchester to Huddersfield railway and Metrolink lines. It comprises an area of cleared brownfield land (formerly occupied by St Ann's Church and two industrial buildings), and a row of three storey townhouses (known as St. Anne's Terrace 749-759 Oldham Road).

Nos. 749-753 Oldham Road are currently in use as a day nursery (Class D1), no.757 is vacant and no. 759 is in use as two self-contained flats. Elvey Street runs partially through the site, and borders a large area of hardstanding (site of a cleared warehouse) and additional hardstanding adjacent to The Gateway. To the west of Baltimore Street are a cluster of single and two storey industrial and warehouse units, and to the south of Oldham Road there is a deep landscaped buffer which separates a residential development from the dual carriageway.

The application seeks permission for a mixed use development comprising a 120 bedroom hotel (Class C1) (7 storey building, 4,304m²) ; offices (Class B1) (5 storey building, 2,491m²) ; a nursery (two storey 1,537m²) drive thru retail/restaurant use (sui generis 196m²) and a multi storey car park (6 storey 12,027m²) .

The proposed hotel would be sited at the junction of Oldham Road and The Gateway, with the proposed drive thru' restaurant /retail unit located at the junction of Oldham Road and Baltimore Street. The proposed nursery would be located on the

Oldham Road frontage between the proposed hotel and drive thru unit. This would replace the existing nursery facility on the site.

The 461 space multi storey car park would be located to the rear of the site adjacent to the rail line. 552 parking spaces would be created in total within the overall development; 25 spaces to serve the office development, 24 spaces for the nursery, and 17 for the hotel accommodation would be located at surface level within the remainder of the development. Within the overall parking provision, there would be 30 spaces for disabled users and 6 parent and child spaces. 10 motorcycle spaces have been included, together with 76 cycle storage spaces (48 of which would be located in a secure area at ground floor level within the multi storey car park). The proposed car park has two lifts giving access to all floors. Spaces for disabled users and parent and child spaces are located at first, second and third floor, with additional spaces for disabled users at ground level. Six of the parking spaces at ground level would also include electric charging points.



The hotel has been designed as a contemporary building in black rainscreen cladding, with areas of glazing. It would comprise a lounge/lobby /reception area with bar and breakfast room, together with a meeting room and ancillary offices, kitchen and toilet facilities at ground level. There would be a mix of twin and double rooms, family rooms and accessible bedrooms on the upper floors.

The nursery would be two storeys above ground level with a basement below used solely for storage. The nursery would have lift access to all floors. Children aged 0-2, and children staying overnight would be accommodated at ground level with children

aged 2-5 accommodated at first floor level. The nursery would be formed from shipping containers, with the eastern section of the roof comprising a green roof.



LeachRhodesWalker
ARCHITECTS

Two vehicular access points are proposed from Baltimore Street – one to service the multistorey car park and the other to serve the remainder of the overall development. Pedestrian access to the site would be available from The Gateway (via either a ramped or stepped route), Oldham Road and Baltimore Street. Within the site, vehicular circulation space is proposed, and includes taxi and coach drop off areas. The proposal would involve the closure of Elvey Street and Cramer Street, which lie within the site boundary.

Landscaped areas are also proposed at the junction of Oldham Road and The Gateway and around the curtilage of each of the proposed buildings. 26 trees would be planted within the development, in particular on the street frontages and between the proposed hotel and nursery buildings to replace those which would be lost as part of the proposed development.

Planning History

Central Park Applications

062842/00/NORTH1/01 Erection of a business park with class B1 (business use), class B2 (general manufacturing), with elements of class B8 (warehousing and distribution) and supporting uses including class D2 (indoor leisure), class A1 & A3 (retail), class D1 (crèche and education facilities) with a public transport interchange and associated public transport facilities, access and highway works,

footpaths and cycleways, landscaping, car parking and engineering works – approved 30th November 2001

079876/JO/2006/N1 (Central Park, Oldham Road/Northampton Road) - application to change the time limit in condition no.1 attached to outline planning permission ref 062842/00/NORTH1/01 for the erection of a business park comprising class B1, B2, B8, uses and class A1, A3, D1 supporting uses and transport interchange to allow a further period of 10 years for finalisation of reserved matters – approved 10th August 2006.

Site Specific Applications

025491 (759, Oldham Road, Newton Heath) - conversion of dwellinghouse into two self-contained flats and a self contained bedsit – approved 18th December 1985.

028742 (751 & 753, Oldham Road, Newton Heath) - conversion of two dwellinghouses into a total of four self-contained flats and two bedsitting rooms with private kitchens and shower rooms - approved 26th May 1987.

031802 (763, Oldham Road, Newton Heath) - erection of new portal framed warehouse/workshop to form extension to existing premises – approved 15th August 1988.

059370/FO/NORTH1/00 (749/753, Oldham Road, Newton Heath) - change of use of premises from flats to day nursery Class D1 including play areas, parking, balcony, fencing, railings and two storey rear extension – approved 29th August 2000.

060871/FO/NORTH1/00 (Cramer Street, Newton Heath) - formation of car park to include Cramer Street with erection of fencing and gates – withdrawn 17th January 2001.

088448/FO/2008/N1 (Junction Of Baltimore Street And Elvey Street Newton Heath M40 5AL) - proposed erection of a new building to form cash and carry (sui generis use) with associated car parking and boundary treatments – withdrawn 6th April 2009.

Consultations

The application has been advertised on site (29th December 2016) and in the press (10th January 2017) .

Local residents/ Local Businesses - No comments received.

Highways Services – Recommends the internal road layout and access arrangements should be reconfigured in two areas to reduce the likelihood of traffic conflicts and provide clearer guidance for pedestrians.

In order to discourage indiscriminate parking associated with the development, parking restrictions will be required on Baltimore Street. Whilst tactile paving is depicted and welcomed it is noted that some appears to be misaligned (not in line with the crossing movement) particularly on corners and this will need to be addressed by the applicant.

It is recommended that a right-turn pocket be created so that traffic entering the development can position themselves safely between the ahead lanes on Oldham Road.

The proposals include for the stopping up of the eastern section of Elvey Street and the applicant should note that it will also be necessary to stop up Cramer Street (even though it is no longer accessible for motor vehicles it remains highway).

The applicant has sent further plans showing the required changes to the internal road layout, and the creation of a right hand turn pocket on Oldham Road. These have been forwarded to Highway Services for further consideration. Any further comments will be reported to committee.

Detailed comments have been submitted in respect of data for trip generation and junction modelling used in the Transport Assessment (TA). These were relayed to the planning agent. The Transport Assessment has been revised to address the issues raised in connection with trip generation and junction modelling, and has been forwarded to Highway Services for consideration. Any further comments will be reported to committee.

In relation to onsite parking, whilst the overall numbers are acceptable the forecourt parking layout should be reviewed as detailed above. It is also recommended that cycle storage should be located in a central, convenient and accessible location and that it be future proofed to allow for additional secure cycle parking to be provided at a later date should it be required.

Recommend conditions relating to the submission of a full travel plan , and a construction management plan.

The proposals submitted for the management of waste are acceptable given that suitably sized bin storage areas are being provided for each building which can be accessed by a large refuse vehicle.

Environmental Health - Have reviewed the waste management strategy and advised that the waste strategy for the Nursery and the drive thru restaurant /retail unit and hotel restaurant is acceptable, but there is no waste strategy submitted for the hotel itself (as per BS 5906:2005 it is estimated between 150l and 350l per bedroom per week depending on star rating). A refuse storage condition is therefore recommended for this element of the development.

They have assessed the information in the submitted Acoustic Report by John Braiden and recommend that external equipment installation, and the proposed building are insulated in accordance with the details in the report.

The Phase 1 Geo-Environmental Site Assessment has been assessed and the preliminary Risk assessment is acceptable. The author has proposed a detailed Phase II Intrusive Ground Investigation. Further information relating to:-

- (i) Submission of detailed Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy
- (iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed;

is required to be submitted.

Further conditions relating to hours of use of outdoor seating areas, servicing hours, fume extraction, contaminated land, construction management strategy, and air quality impact assessment are also recommended.

They have also advised that the nearest residential properties are some 80m away on the opposite side of Oldham Road, and thus operational noise will not be a problem. They do not have concerns that the drive through operation is proposed to be on a 24hr basis. Furthermore, as the plans for the Holiday Inn Express do not show a function room and there are no concerns regarding entertainment noise.

Design for Security Team – Advise that the proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (16/11/2016 – URN: 2016/0294/CIS/01) and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

In summary, the application is supported subject to further consideration of the above matters.

United Utilities - Have no objection to the proposed development, but recommend conditions relating to foul and surface drainage being on separate systems, and the maintenance and management of Sustainable Drainage Systems.

They also advise that a public sewer runs across the site, and they will not grant permission to build over or within 3 metres of the centre line of it.

Metrolink (TfGM) - Any significant comments will be reported to Committee.

TfGM - Have advised that their response forms part of the comments received from the Head of Highways Services.

Head of Corporate Property- Any significant comments will be reported to Committee.

Arboricultural Officer - Has no objections to the proposed development, provided that the recommended mitigation planting is implemented as a condition of planning consent.

Flood Risk Management Team – Recommend that drainage conditions are attached to this planning application relating to surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage, and details of the implementation, maintenance and management of the sustainable drainage scheme.

Network Rail – Have advised that the scale and location of the proposal adjacent to the existing operational railway could import a risk of construction works impacting the safe operation and integrity of the railway. They made detailed observations in relation to working in proximity to an operational railway, which have been forwarded to the applicant. In particular, they have advised that a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail; a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway should be submitted to Network Rail; secure trespass

proof boundary treatment is required; scaffolding must not oversail the railway; a method statement is required if any vibro compaction works are proposed; the submission of an agreement over the use of any tower cranes which may oversail the railway; any demolition must be carried out in accordance with an agreed method statement; all surface water is to be directed away from the direction of the railway; all excavation and earthworks within 10m of the railway boundary to be reviewed to assess potential impacts to the railway. Network Rail recommend that no works commence on site until asset protection agreements are in place and that the works on site have been agreed with Network Rail.

Strategic Development – Have no objections in principle to the proposed development.

Greater Manchester Ecology Unit – The submitted ecological assessment, confirms the site to have a low ecological value, but a number of recommendations (section 6) have been made for mitigation and enhancement measures. They advise that these recommendations be required by condition, should permission be granted.

Policy

National Planning Policy Framework - The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals which accord with the development plan should be approved without delay unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or Specific policies in this Framework indicate development should be restricted.

National Policy Framework has been related to the proposed development, with particular emphasis given to the following:

Core planning principles in Framework - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In this case specific weight is given to the need to:

- i. Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- ii. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- iii. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- iv. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources, including renewable energy; Contribute to conserving and enhancing the natural environment and reducing pollution;

- v. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- vi. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
- vii. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- viii. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
- ii. Chapter 4: Promoting sustainable transport - States that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
- iii. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- o whether or not a significant adverse effect is occurring or likely to occur;
- o whether or not an adverse effect is occurring or likely to occur; and
- o whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- o engineering: reducing the noise generated at source and/or containing the noise generated;
- o layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- o using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- o mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- o layout - the way in which buildings and spaces relate to each other

- o form - the shape of buildings
- o scale - the size of buildings
- o detailing - the important smaller elements of building and spaces
- o materials - what a building is made from

Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Appendix C of the Core Strategy has a list of superseded policies and their replacements.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The following specific policies are considered to be particularly relevant to the proposed development:

Policy EC1 - Employment and Economic Growth in Manchester

Policy EC1 advises that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2), and distribution and warehousing (B8).

Key locations for major employment growth showing indicative distribution figures will be:

Regional Centre including Manchester City Centre 33ha; City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha; Central Park and Eastlands 65ha ; Manchester Airport and the surrounding area 50ha

In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1.

The proposed development would accord with policy EC1 in that 2,491 sq.m of Class B1a office floorspace is proposed within the overall development which lies within Central Park Strategic Employment location, and the other elements of the proposed scheme would support the needs of the businesses within Central Park.

Policy EC3 – The Regional Centre

Policy EC3 advises that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

- They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and
- The scale and type of office development does not undermine delivery of employment space within the City Centre.

The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable. Proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.

The proposal would accord with the aspirations of policy EC3, in that the development lies within the Regional Centre and would involve the creation of hotel and office accommodation, which would be delivered with a nursery, a drive thru' restaurant/retail unit and multi storey car park , which would support the needs of the proposed and existing employment uses within the business park.

Policy C1 - Centre Hierarchy

Policy C1 states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres.

It is noted that the application site is not within a defined centre, however, the application site does fall within the regional centre boundary as defined in the Core Strategy. In this regard, weight should be attached to the aspirations of this document that seek to enhance the role of the regional centre. This in turn has a positive impact on the regeneration aspiration of areas such as Central Park.;

Policy C9 - Out of centre development

Policy C9 states that development of town centre uses in locations which are outside a centre identified in policy C1 (or a strategic location) will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

The planning application is not supported by a sequential test on the basis that it now forms part of the Regional Centre, and is located within Central Park a Strategic employment location in East Manchester identified by policies EC5 and EC6. Furthermore , the applicant has confirmed that the existing Holiday Inn hotel (which the applicant operates) further south on Oldham Road operates at 74% capacity and for over 100 days a year is at 100% capacity. This demonstrates the demand for additional hotel rooms in the City outside the City Centre, and that site in the regional centre has a role to play . It is considered that a hotel in this location would support and serve the business park, and be situated in a highly accessible location.

Policy CC4 - Visitors - Tourism, Culture and Leisure

Policy CC4 advises that The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all

cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.

Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable. The location of the proposed hotel would meet the needs of business visitors to facilities within Central Park. The proposed hotel is also located in close proximity to the transport interchange within the business park, and is thus very accessible for train, metrolink and bus users in addition to car users, visiting the business park.

Policy EC5 – East Manchester

Policy EC5 states that East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically: Central Park (see policy EC6), B1, B2;

Eastlands (see policy EC7), a major leisure visitor destination with ancillary retail and offices. City Centre Fringe (see policy CC1) along Great Ancoats Street, providing an extension to City Centre employment opportunities;

Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

The Council will promote development which: ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops;

The proposed development would accord with the aspirations of policy EC5 in that the scheme will lead to employment opportunities in Central Park, on a main radial route into the city, which is easily accessible by public transport in the form of rail, tram and bus

Policy EC6 - Central Park Strategic Employment Location

Policy EC6 states that Central Park is a large scale employment location in East Manchester suitable for 60ha of employment uses as shown in Figure 8.4 below. A range of employment types will be encouraged across the whole of the Central Park area including B1 (b) and (c), B2, B8 and sui generis employment uses, with ancillary commercial services supporting the creation of a sustainable employment destination. The key sectors will be within creative and media and manufacturing. B1 (a) offices will also be acceptable on the part of the site located to the north of Oldham Road alongside other employment uses. Development in this area should contribute to the creation of an attractive environment for offices.

It offers the potential for a range of accommodation types from low density to high density floor-plates and small to large scale business accommodation. It can accommodate training and incubator facilities, spin-off businesses associated with

the higher education sector and offers opportunities in digital and creative media businesses.

Proposals will be expected to show how development will: ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision; consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Oldham Road; take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure; incorporate the Rochdale Canal in creating a sense of place; contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the energy policies in the Core Strategy.

It is considered that the application proposals would broadly accord with the policies, outlined above. The site is located within the Central Park Strategic Employment location and is located to the south of the GMP headquarters within the business park. The proposal would create Class B1a floorspace and, provide a range facilities to support /meet the needs of the businesses within the park, in particular increasing demand for parking from visitors, employees and events.

Policy T1 - Sustainable Transport

Policy T1 seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- o Improve choice by developing alternatives to the car;
- o Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- o Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- o Improve pedestrian routes and the pedestrian environment;
- o Improve and develop further Manchester's cycle network;
- o Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- o Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes.

Policy T2 - Accessible areas of opportunity and needs

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

- o Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;

o Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including - links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.

The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through the City.

The proposed development would accord with policy EN1 in that the scheme would bring forward landmark buildings at a gateway into the Central Business Park, from Oldham Road, would have active frontages at ground floor level, and would not have an adverse impact on the character of the area.

Policy EN4 – Reducing CO2 emissions by enabling low and zero carbon development

Policy EN4 requires all development to follow the principle of the energy Hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- Reduce the need for energy through energy efficient features should as improved insulation and glazing; and
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies.

The planning submission is accompanied by an Environmental Standards Statement which confirms that the scheme would include measures within the early stage design to improve energy efficiency such as improving the building fabric and building services; would reduce CO2 across the development by more than 11% beyond the requirements of 2013 Part L2A (which is equivalent to 20% over 2010 Part L2A); and minimise the reliance upon energy using equipment through

improving daylighting where possible and improving the buildings thermal performance. It is therefore considered that the proposed development would accord with the aspirations of policy EN4.

Policy EN5 -Strategic Areas for low and zero carbon decentralised energy infrastructure

Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:

- The Regional Centre, which also includes the Oxford Road Corridor and Eastlands District Centres and associated major development sites
- Airport Strategic Site
- Strategic housing location
- Strategic employment locations

Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.

Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy network or in creating opportunities for CO2 reduction funded by contributions.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies

Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows
Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).

Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.

Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

The Environmental Standards Statement, Energy & Ventilation Statement , and BREEAM pre-assessment report accompanying this proposal states that the scheme would deliver a reduction in CO2 across the development by more than 11% beyond the requirements of 2013 Part L2A (which is equivalent to 20% over 2010 Part L2A);

and each of the proposed buildings, nursery, offices, hotel and drive thru restaurant/retail unit has an indicative BREEAM rating of Very Good. It proposed that Air Source heat pumps are used within the Hotel, Office and Drive thru restaurant /retail unit, and that solar PV arrays are installed on the roof of the Hotel and Office building. This accords with policies EN4 and EN6. It is recommended that these aspects of the scheme are conditioned.

Policy EN8 - Adaptation to Climate Change

Policy EN8 advises that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability

Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways

The need to control overheating of buildings through passive design

The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation

Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN14 (Flood Risk)

Policy EN14 advises that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse,

taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This issue is dealt with in greater detail elsewhere in this report.

Policy EN 18 - Contaminated Land and Ground Stability

Policy EN18 relates to Contaminated Land and Ground Stability and explains that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them. This issue is dealt with in greater detail elsewhere in this report.

Policy SP1- Spatial Principles

Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

Policy DM1 (Development Management)

Policy DM1 (Development Management) states that all development should have regard to various issues, including:

- Appropriate siting, layout, scale, form, massing, materials and detail
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes
- Refuse storage and collection
- Vehicular access and car parking
- Effects relating to landscape, archaeological or built heritage.

Due to the temporary nature of the proposed facility, the use of tarmac plantings as surfacing material has been considered to be acceptable in this location.

Saved Unitary Development Plan policies

Policy E3.3 Environmental Improvement & Protection

Policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. This scheme will create a quality development at the fronting onto a radial route. The proposed scheme would involve the redevelopment of a predominantly vacant cleared site (with a row of terraced properties) with a comprehensive development creating a strong frontage within the streetscene on a main radial route.

Policy DC10 - Food and Drink uses.

Policy DC10.1 In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people; and
- e. the storage and collection of refuse and litter.

DC10.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

DC10.5 The Council will consider on their individual merits proposals for larger, free-standing restaurants, public houses, clubs etc. which require a main road location and do not clearly meet the locational criteria set out in policy.

Issues raised by policy DC10 are considered in detail elsewhere in this report.

Policy DC26 – Development and Noise

Policy DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

This issue is dealt with in greater detail elsewhere in this report.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development, and embed Green Infrastructure part of major employment developments. The trees on the site which would be lost as a result of the development contribute to existing tree coverage within the Regional Centre. The site has been identified as a development site within Central Park for some time and the loss of the existing trees is considered necessary in order to deliver further commercial development in a strategic employment location. The loss of trees would be compensated by new tree planting on the site (26 replacement trees) The proposal would have a positive impact on the green and blue infrastructure in this area of the city, improving the environment on a main radial route into the city and The Gateway into Central Park..

PLANNING ISSUES

Principle - The principle of mixed use development comprising hotel, offices, nursery drive-through restaurant/retail unit (Sui Generis), and multi-storey car park is considered to be acceptable, in this location. The introduction of Class B1 ,D1, A1 and A3 uses was established as part of the outline planning consent ref: 062842/OO/NORTH1/01 in 2001. This was re-affirmed as part of the outline planning approval to vary condition no.1 attached to 062842/OO/NORTH1/01 to enable reserved matters to come forward for a further period of 10 years, which was granted consent in 2006 (ref: 079876/JO/2006/N1).

Regeneration Benefits

Regeneration is an important planning consideration. The site is located in the Central Park in the regional centre. The construction of the proposed development would bring forward development on a gateway site into the business creating an environment into which further new investment can be brought forward.

In summary the proposed development will have significant economic benefits , including; direct employment in the proposed commercial floorspace; the creation of construction jobs directly impacting on the local economy; and reducing worklessness through early intervention by investing in skills, education and training.

Layout and Design

The design and layout of the development has been designed within the spirit of the Guide to Development for Manchester. It has been located close to the back of pavement to Oldham Road and The Gateway, with the seven storey hotel development located at the Oldham Road junction to create a strong focal point in the streetscene.

The site has been arranged to have the taller buildings (offices (5storey) and hotel (7storeys)) fronting onto The Gateway which is the main route into Central Park, thereby creating a strong frontage in the vicinity of the transport interchange within the business park. Active ground floor uses are proposed to The Gateway, Baltimore Street and Oldham Road frontages.

The proposed development has been designed as a contemporary scheme comprising a combination of black rainscreen cladding, and glazed areas for the proposed hotel, offices , and drive thru' restaurant/retail unit, and metal structures forming the proposed nursery . The proposed multi storey car park would be clad with perforated metal cladding. The shipping containers which are proposed to form the day nursery would form part of a cohesive design strategy in terms of colouration, and relationship with the proposed adjacent buildings.

It is recommended that this aspect of the scheme is conditioned, in order to ensure that final details of the proposed materials are appropriate. It is considered that the materials which are proposed would be appropriate in this location, taking into account weathering characteristics and maintenance requirements. The design has been developed to ensure that the scheme would be sympathetic to its surroundings. Although the development comprises a range of uses, to ensure

continuity throughout the scheme, the buildings have been designed to have themes, such as the use of materials, which continue through the overall site

The proposed development would range in height from the hotel at seven storeys (which provides a focal point at the main junction into the business park), decreasing in height to the six storey multi-storey car park to the northern boundary and the five storey office development. Heights of the buildings on Oldham Road decrease in height from the hotel as they are positioned further south.

Adjacent sites to the north-east are characterised by buildings ranging from 3 to 6 storeys in height, with building to the south being two /single storey. It is considered that the scale and massing are appropriate for a major commercially led, mixed-use destination within this area at this gateway to Central Park, and in the context of the existing buildings in proximity to the site.

The proposal would create a strong well defined frontage in the streetscene, would bring an underutilised site back into use, and provide a landmark development at a gateway into the business park, which would be clearly visible from further northwards on Oldham Road.

Hours of operation

Consent is sought for all the uses (hotel, nursery, offices, drive thru restaurant /retail unit and multi storey car park) to be in operation 24 hours a day seven days a week.

The nursery are proposing to offer an element of overnight care. Due to the distance between the existing residential properties to the north-east of the site (approx.80 metres), it is not anticipated that the proposed 24 hour seven days a week use of the overall site would give rise to residential disamenity in relation to noise. Furthermore, the site is located directly to the south of GMP Headquarters, which operate outside standard office hours, so this is not expected to be an issue. However, it is proposed to attach a condition to require the submission of hours of operation for all of the outdoor seating areas in accord with the recommendation of Environmental Health officers, in order to ensure that the use of these outdoor seating areas is controlled during more sensitive times when the background noise levels are lower.

Secure by Design

A Crime Impact Statement has been submitted which demonstrates the types of crimes most prevalent in the locality at present. The volume of crime in the study area is high with the most frequently occurring crimes in that last 12 months being less serious woundings, and criminal damage.

The Design for Security officers have indicated that the proposed development is generally acceptable, but advise that the proposed stepped and ramp access from The Gateway could potentially generate criminal and antisocial behaviour, and measures should be taken to prevent misuse of these area.

They recommend a number of measures. In relation to the proposed hotel, nursery, and offices these include the control of the access, secure boundary treatment and monitored alarm system to the nursery, lighting CCTV coverage and that any landscaping does not create hiding places.

It is therefore recommended that any approval is conditioned to ensure that the proposed development is constructed to Secure by design standards and relating to the design and location of lighting and CCTV installation.

Traffic/Public Transport

A traffic assessment has been submitted to accompany this application which reviews, the transport networks in the vicinity of the site, an overview of transport policy accessibility, existing traffic conditions, trip generation, and impacts of the proposed development on the surrounding highway network.

The impact of traffic at six junctions in the vicinity of the development has been fully assessed. The assessments show that the junctions either have sufficient spare capacity to accommodate the proposed development or the development will not have a material impact on their operation. The residual cumulative impact of the development cannot therefore be considered 'severe' and, as such it is considered that the potential impacts to local junctions would not be so significant to warrant refusal of the scheme.

The Transport Assessment suggests that the proposals can be safely accessed by pedestrians, cycles and vehicles. The development is in a highly sustainable location, which is fully accessible by a range of transport modes. There are signalled controlled crossings in the vicinity of the development, and two cycle routes (one along Oldham Road to the south west and another along the Rochdale Canal approximately 700m to the south east) locally. There are numerous bus services on Oldham Road. The Central Business Park transport Interchange has bus, rail and tram services located in close proximity to the site.

The applicant has sent an indicative plan by email showing the required changes to the internal road layout, and a finalised plan is now awaited.

The Transport Assessment has been revised to address the issues raised in connection with trip generation and junction modelling, and has been forwarded to Highway Services for consideration.

Parking and Access

Two vehicular access points are proposed from Baltimore Street – one to service the multistorey car park and the other to serve the remainder of the overall development.

Pedestrian access to the site would be available from The Gateway (via either a ramped or stepped route), Oldham Road and Baltimore Street. Within the site, vehicular circulation space is proposed, and includes taxi and coach drop off areas. The proposal would involve the closure of Elvey Street and Cramer Street, which lie within the site boundary.

The proposed development would accommodate 552 parking spaces, with 461 of the spaces being located within the multi storey car park facility (MSCP) . In terms of traffic entering the car park, barriers will be provided at both entry points. As no finalised designs of the proposed vehicle barriers, or bollards form part of the planning submission under consideration, it is recommended that the bollard and barrier designs be conditioned.

Based on the parking standards of the Core Strategy the proposed hotel will require a total of 120 car parking spaces. 17 spaces will be provided at the hotel, with the remaining 103 to be accommodated in the MSCP. Additionally, based on the parking standards, the proposed office will require a total of 78 car parking spaces. 25 spaces will be provided at the offices, with the remaining 53 to be accommodated in the MSCP.

In total, 305 parking spaces in the proposed MSCP will be allocated for park and ride overspill parking associated with the Central Park Metrolink Station. The primary purpose of the multi storey car park will therefore be for long term parking for business park users and commuters.

Within the overall parking provision, there would be 30 spaces for disabled users and 6 parent and child spaces. 10 motorcycle spaces have been included, together with 76 cycle storage spaces (48 of which would be located in a secure area at ground floor level within the multi storey car park). Spaces for disabled users and parent and child spaces are located at ground, first second and third floor, with additional spaces for disabled users at ground level. Six of the parking spaces at ground level would also include electric charging points. Of the 28 proposed cycle spaces not located within the MSCP, 10 would be located close to the proposed office accommodation, 12 spaces would be located close to the proposed hotel, 4 would be located close to the nursery, with 2 near to the entrance of the drive thru' restaurant /retail unit.

The proposed multi storey car park facility would reduce the potential for inappropriate on street parking taking place, and support local businesses, within the proposed development and the existing business park.

A drop off / pick up area would be provided within the site primarily to serve the hotel accommodation, however its central location within the overall site would enable use by visitors to all uses within the development.

It is considered that adequate parking would be provided within the scheme in this location for staff and visitors to the overall development, and that the scheme would not have a detrimental impact on the highway network.

Observations in relation to the changes to the internal road layout and the need for a right hand turn pocket on Oldham Road have been considered and shown on recently received plans. It is recommended that a highways works (including off site works) condition is attached to any approval to ensure the implementation of the proposed revisions.

Servicing

Service deliveries, and refuse removal would take place at ground floor level within the proposed buildings, and would be accessed from the circulation space within the development, taking access from Baltimore Street. It is proposed to restrict the hours of servicing by the attachment of a condition to any planning approval.

Travel Plans

The site is in a highly sustainable location close to bus, tram and rail interchanges and this will allow staff to use non car based transport to travel to work.. The

proposed development is supported by a travel plan, which provides a toolkit of sustainable travel measures, and provides a framework strategy for implementation and timescales for subsequent monitoring and evaluation of the success of the travel plan.

It is proposed that this aspect of the scheme is conditioned.

Lighting

There is existing street lighting on streets surrounding the site, and on Elvey Street and Cramer Street, which are located within the site and would be closed as part of this proposal. The proposed development would involve the relocation of a street light on Oldham Road. It is considered that this should form part of the recommended off site highways condition to ensure that the streetlight is satisfactorily relocated. No details in relation to any proposed external lighting within the development have been submitted, but it is anticipated that elements of external lighting will be required to ensure a safe and attractive 24 hour environment. It is recommended that a condition be attached to any approval to require full details of all external lighting to be erected to be submitted and agreed in writing. This is in order to enable the full impact of such proposals on security.

Waste Management Strategy

The proposed development include areas allocated for refuse storage either within the building or directly adjacent to the building in respect of the proposed hotel, nursery, offices and drive thru' restaurant /retail uses.

The measures include the following provision :-

Hotel : General Waste 5 x 1100 litre bins ;Pulpable Recycling 1 x 1100 litre bin;
Mixed Recycling 1 x 1100 litre bin; Food Waste 1/2 x 240 litre bin

Nursery : General Waste 2 x 1100 litre bins; Pulpable Recycling 1 x 500 litre bin;
Mixed Recycling 2 x 500 litre bins; Food Waste 1 x 240 litre bin.

Drive thru' restaurant /retail unit: General Waste 5 x 1100 litre bins; Pulpable
Recycling 1 x 1100 litre bin; Mixed Recycling 1 x 1100 litre bin; Food Waste 1/2 x 240
litre bin

Offices: General Waste 3 x 1100 litre bins; Recycling (50%) – Allow for 3 x 1100 Litre
bin

The above figures are based on the applicant's assumption that collection for the entire site will occur twice per week.

The waste management strategy for the Nursery and the drive thru restaurant /retail unit and hotel restaurant is considered to be acceptable, but there is no waste strategy submitted for the hotel itself. A refuse storage condition is therefore recommended for this element of the development. . However, it must be noted that the submitted drawings show the waste storage area has adequate space for the storage and collection of waste.

Ecology

An Ecological Appraisal has been submitted to accompany this application. This confirms that the surrounding area is highly urbanised, with poor habitat connectivity leading to and from the site. The site survey found the habitats on the site to be of low ecological importance, consisting of hardstanding with ephemeral vegetation, grassland dense shrub and ornamental species. Himalayan Balsam was found to be present on the north west boundary of the site. Given the proposed development will disturb ground where Himalayan Balsam is currently present, it is proposed to attach a condition to require full details of a scheme for the management, destruction and /or disposal of Himalayan Balsam in relation to this development to ensure that any contaminated soils are appropriately treated and handled as part of the planning application also under consideration.

An inspection of the building on site found no evidence of bats, and it was determined that the building had low potential of roosting bats. A further dusk emergence survey also recorded no evidence of bats entering or leaving the building.

The dense scrub and trees on the site have the potential for nesting birds. It is therefore recommended that either no works are carried out during the bird nesting season, or that a nesting bird check is carried out within 48 hours prior to works commencing, and if any nesting birds are present tree/scrub removals should be postponed until all the chicks have fledged. An appropriate condition is recommended to be attached to any planning approval. Furthermore, the recommendations within the Ecological Report suggest that the loss of bird nesting habitat is mitigated by the incorporation of bird boxes within the proposed development. It is recommended that this aspect of the scheme is conditioned.

Landscaping

The proposed development would include landscaping to form the setting to each of the proposed buildings. The scheme includes both hard and soft landscaping. Indicative plans show a combination of hedging, grass, and trees, with evergreen climbers used to screen bin stores. Furthermore, a courtyard garden space is proposed for the nursery, together with a green roof for the building.

The proposed landscaping scheme would create an area of public realm at the junction of Oldham Road and The Gateway, and would re-create a green setting to the frontages to both Oldham Road and The Gateway, which would enhance the streetscape on a main radial route, and continue the theme of green settings to buildings, which is present in Central Park. This represents an improvement over the existing situation at the site.

It is considered that the proposed landscaping scheme would enhance the setting of the proposed buildings, and improve local biodiversity, which accords with policies SP1, EN9 and DM1 of the Core Strategy. It is recommended that a landscaping condition is attached to any approval to finalise the planting scheme (including tree planting), materials for the hard landscaped area, and the on-going maintenance regime for the landscaped areas.

Trees

The layout of the proposed development would necessitate the removal of most if not all of the trees within the site (4 trees in Elvey Street, 6 trees on the Oldham Road frontage , 8 trees on The Gateway frontage) . It is not clear whether all eight trees within the site along The Gateway frontage would need to be removed, but the provision of an access ramp and steps will necessitate the removal of some. The Ecological Appraisal which accompanies this application recommends that the removal of any trees are mitigated by a like for like planting scheme. Within the Ecological Appraisal 26 trees are proposed to be planted. It is proposed to include the requirement of tree planting within the recommended landscaping condition. This accords with policies SP1, EN9 and DM1 of the Core Strategy.

Furthermore, the site has been identified as a development site within Central Park for some time and the loss of the existing trees is considered necessary in order to deliver further commercial development in a strategic employment location. The loss of trees would be compensated by new tree planting on the site. The proposal would have a positive impact on the green and blue infrastructure in this area of the city, improving the environment on a main radial route into the city and The Gateway into Central Park.

Sustainability

An Environmental Standards Statement, Energy & Ventilation Statement, and BREEAM pre-assessment report have been submitted to accompany this application

The statements outline how the development would meet the environmental standards outlined in Manchester's Core Strategy, and the Guide to Development 2 with appropriate technology -current or future. The applicant gives a commitment that the buildings proposed would achieve the equivalent of a BREEAM rating of Very Good.

Key sustainability issues that have been considered in the development of the scheme include:

- (1) Resource management.
- (2) Access/Transport.
- (3) Health and well being (lighting, thermal comfort, and sound insulation).
- (4) Water consumption.
- (5) The design of the building envelope to minimise heat losses and solar gains, and the provision of energy efficient lighting.
- (7) Waste minimisation.
- (8) Land use and ecology

The Environmental Standards Statement and Energy & Ventilation statement accompanying this proposal confirm that the scheme would deliver a reduction of CO2 across the development by more than 11% beyond the requirements of 2013 Part L2A (which is equivalent to 20% over 2010 Part L2A.. It proposed that Air Source heat pumps are used within the Hotel, Office and Drive thru restaurant /retail unit, and that solar PV arrays are installed on the roof of the Hotel and Office building.

Ground Conditions

A Phase 1 desk study has been submitted to accompany the application, based on the historical development of the site there is considered to be the potential for locally deep areas of Made Ground associated with backfilled basements and cellars. Relict foundations and relict slabs are present in the northwest of the site, and these will require removal prior to the proposed development. Furthermore, the east of the site is relatively undulating and the proposed development may therefore require some degree of cut-fill earth works to facilitate development.

A detailed Phase II intrusive Geo-Environmental Investigation will be undertaken to confirm the findings of the desk study. In view that a detailed site investigation and risk assessment are required together with a remediation strategy and verification report, it is recommended that a contaminated land condition be attached to any approval.

Noise

A noise assessment has been submitted in relation to the operational phases of the development, which identifies impacts relating to noise from the various plant; noise break out from the hotel; and noise from the 24 hour drive thru' restaurant /retail unit.

In respect of the proposed development, it is considered that the proposed nursery, offices , drive thru' restaurant/retail unit (sui generis) and hotel are likely to have a minimal effect in respect of noise generation in this location on main radial route in the city and situated within a business park. There is a minimum of 80m between the nearest residents, and there is no function room proposed at the hotel, but rather conference and meeting rooms. Furthermore, any noise from the drive thru' restaurant/retail unit going to be in the form of doors closing and low engine noise.

Noise from traffic and the general comings and goings from the site have been fully considered. The levels of noise from the proposed development would not have a significant impact at this location, due to the background levels of road noise and as the nearest residential accommodation is approximately 80m away to the south beyond a landscaped buffer.

Given the observations of Environmental Health officers regarding the potential for noise from the proposed outdoor seating areas, a condition to ensure that prior to the development being occupied, a schedule of the days and hours for the use of the outdoor areas outside the hotel and drive thru' restaurant/retail unit shall be submitted and approved by the local planning authority, is also proposed.

Air Quality

The site is within Manchester's Air Quality Management Area. From an air quality perspective, the application is accompanied by a frame work travel plan to reduce reliance on travel by private car; a BREEAM pre-assessment report and an Environmental Standards Statement. Furthermore, the site is located directly to the south of the Central Park transport interchange, with regular rail , tram and bus services. It is therefore envisaged that the location of the proposed development, together with measures forming part of the development have the potential to limit any adverse impacts to air quality. Furthermore, the construction phase is proposed to be conditioned to require the submission of a Construction Management Strategy, which would include mitigation measures in relation to dust suppression. However,

given the observations by Environmental Health officers it is recommended that any approval be conditioned to require an air quality assessment .

Flood Risk and Drainage

The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications which is being introduced from 6 April 2015 (Paragraph 103 of National Planning Policy Framework and Ministerial Statement on SuDS). As per the guidance issued by the Department of Communities and Local Government (DCLG), all 'major' planning applications being determined from 6 April 2015, must consider sustainable drainage systems. Developers are advised to assess the suitability of sustainable drainage systems in accordance with paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance (PPG) for Flood Risk and Coastal Change. Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for SuDS and local policies EN08, EN14 and EN17 of the Core Strategy. Hydraulic calculation and drawings to support the design need to be provided along with proposed standards of operation and maintenance in accordance with paragraph 081 of NPPF (PPG).

The application is accompanied by a floodrisk assessment and drainage strategy. The site is located within Flood Zone1 which is defined as land assessed as having a less than 1 in 1000 annual probability of primary river or sea flooding in any year (<0.1%). The Rochdale Canal is the closest canal to the site and is approximately 30m to the south. This site is located outside the breach zone in relation to flooding from a breach or overtopping from the canal on the SFRA map. The Flood Map for Surface Water indicates that there are locations within the site boundary which have a low risk in relation to surface water flooding. It is considered that the probability of the site flooding from all sources is low.

The floodrisk assessment and drainage strategy, indicates that during storm events some flows will be prevented from leaving the site and will require attenuating. This will likely be in the form of cellular crates under the access road.

In view of the issues raised, it is recommended that a surface water drainage condition and maintenance condition be attached to any planning approval, The applicant has advised that the sewer referred to by United Utilities would be abandoned and diverted. As such a condition requiring an easement would, not be required.

Access for Disabled People

The proposed building within the development would have level access, and the nursery, office , hotel and multi storey car park developments have lift access to all floors. Within the hotel element of the scheme, an accessible bedroom is provided in close proximity to the lifts on each floor.

Routes around the site are at level or up to 1:20 gradient, enabling access throughout the site. There are however two alternative short ramped routes, one alongside the nursery and one to the northern elevation of the hotel which are at a 1:12 gradient .

Provision has been made for designated parking bays located close to the entrances of each of the buildings and at ground , first second and third floor of the multi storey car park (30 in total).

TV Reception

A baseline (pre-construction) signal survey and reception impact assessments have been undertaken to determine the potential effects on the local reception of television broadcast services from the proposed Oldham Road development, due to the height of the proposed hotel and office buildings exceeding four storeys in height.

The findings of the report are that no interference has been identified for the reception of terrestrial digital television services (Freeview), due there being no viewers located in any areas where signal interference could occur. The report also indicates that the proposed development will not impact the reception of digital satellite television services because there are no viewers located in any impact areas.

Overall, the proposed development is expected to have a neutral impact upon local television reception. It is therefore not proposed to attach any conditions in respect of television reception.

Local Labour Agreement

The proposed development has the potential to deliver significant economic benefits, including direct employment in the proposed commercial floorspace and the creation of construction jobs directly impacting on the local economy. It is anticipated that the scheme would create 250 jobs when the development is in operation, and a significant number of jobs during the construction process.

It is therefore recommended that a condition to require the submission of a Local Labour Agreement prior to the development commencing on site.

Conclusion

The proposal will see the redevelopment of a brownfield site within the Regional Centre with a quality development that would bring forward major environmental and regeneration benefits. The proposals would bring about the comprehensive redevelopment of the site and will be a major catalyst for further regeneration.

Careful consideration has been given to the siting, scale and appearance of the development to ensure it provides a high quality development along with minimising the impact on existing businesses.

It is considered that the scheme would continue the development of Central Park with the provision of quality commercial development, and would facilitate job creation.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to traffic with the planning application.

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the drawings numbered :-

7497-L-(00) 184 – Application Boundary Site Edged Red;
7497-L-(00) 70 –Existing Location Plan;
7497-L-(00) 183 –Existing Site Plan;
7497-L-(00) 180 –Proposed Site Plan;
7497-L-(00) 124 – Hotel Visualisation;
7497-L-(00) 138 – Context South Elevation;
7497-L-(00) 139 – Context East Elevation;
7497-L-(00) 140 – Context West Elevation;
7497-L-(00) 141 – Context North Elevation;
7497-L-(00) 116 rev.A – Hotel Ground and Typical Plan; 28^{/11/16}
7497-L-(00) 179 – Hotel Roof Plan ; 28/11
7497-L-(00) 125 rev.A – Hotel South Elevation; 28/11
7497-L-(00) 175 – Hotel West Elevation; 28/11
7497-L-(00) 126 rev.A – Hotel North Elevation;

7497-L-(00) 174 – Hotel East Elevation;
7497-L-(00) 186 – Hotel Section A-A ;
7497-L-(00) 150 – Nursery Basement Plan;
7497-L-(00) 119 rev. D – Nursery Ground Floor Plan;
7497-L-(00) 151 rev. B – Nursery First Floor Plan;
7497-L-(00) 177 – Nursery Roof Plan;
7497-L-(00) 128 rev. B – Nursery North and East Plan;
7497-L-(00) 129 rev. B – Nursery South and West Plan;

7497-L-(00) 132 rev. A – Starbucks South and West Elevation;
7497-L-(00) 133 rev. A – Starbucks North and East Elevation;

7497-L-(00) 122 rev. A – MSCP Ground Floor;
7497-L-(00) 123 rev. A – MSCP levels 2-3 ;
7497-L-(00) 163 – MSCP level 4;
7497-L-(00) 164 – MSCP level 5;
7497-L-(00) 142 rev. A – MSCP South and East Elevation;
7497-L-(00) 166 – MSCP North and West Elevation;
7497-L-(00) 170 – Office Ground Floor Plan;
7497-L-(00) 182– Office Typical Floor and Roof Plan;
7497-L-(00) 171 – Office North and East Elevations;
7497-L-(00) 172 – Office South and West Elevations;
7497-L-(00) 117 rev.A Photomontage View 01;
7497-L-(00) 185 Photomontage View 02;

And Design and Access Statement; Planning and Sequential Statement; Waste Management Strategy; Transport Assessment; Framework Travel Plan; BREEAM pre-assessment report rev.0; Environmental Standards Statement; Ecological Appraisal ref: BE-398.1 ; TV Signal and Reception Assessment; Phase 1 Geo-Environmental Site Assessment Report Ref: C1195/EAJ/PJQ/jt/20160104 Date Issued: July 2016 ; Vibration Report; Acoustic Report; Crime Impact Statement; Flood Risk and Drainage Statement; Energy & Ventilation Statement; date stamped received 28th November 2016.

7497-L-(00) 160 rev.A – Starbucks proposed plan and illustrative layout; date stamped received 14th December 2016

7497-L-(00) 180 –Proposed Site Plan, as revised in respect of vehicle circulation areas by 7497 L(00) 173 rev. D and plan ref: SCP/16102/F02 ; date stamped received 27th February 2017.

Reason -To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

3) Prior to commencement of works on site, a construction method statement (including details of any vibro compaction works, wheel cleaning , hours of operation), and a strategy for the management of construction traffic, (including information regarding site approach routes, and directional signage) shall be submitted to and approved in writing by the City Council as local planning authority.

The construction method statement and strategy shall be implemented in full throughout the construction period.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

4) Final samples and specifications of all materials to be used on the elevations of the hotel, offices, drive thru' restaurant /retail unit, multi storey car park and nursery development hereby permitted shall be for approval in writing by the City Council, as local planning authority, prior to the erection of the above ground floor level structures. The approved materials shall then be used in the construction of the development.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

5)The proposed Hotel (Class C1) , Offices (Class B1) , Nursery (Class D1), and Drive-Thru restaurant /retail unit (sui generis) shall not be occupied until the Multi Storey Car Park has been implemented and is available for use . The multi storey car parking spaces shall then be available at all times whilst the buildings are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

6) The car parking shall be surfaced, demarcated and made available for use before the first building is occupied, in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The car parking spaces shall then be available at all times whilst the buildings are occupied. Should the development be occupied on a phased basis, spaces will be made available for use on a pro-rata basis according to the building(s) being occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

7) The development shall be implemented in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (16/11/2016 – URN: 2016/0294/CIS/01) and the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secure by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for Manchester and to reflect the guidance in the National Planning Policy Framework.

8) The development hereby approved shall be carried out in accordance with the Environmental Standards statement ; BREEAM pre-assessment report rev.0; stamped as received by the City Council, as local planning authority on 28th November 2016. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

9) Full detailed designs (including specifications of right hand turn pocket on Oldham Road, TRO's if required and relocation of lamp post on Oldham Road) of all highways works shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details prior to any property within the development being first occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

10) No part of the development shall be occupied until the facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority, and in accordance with the locations shown on plan ref: 7497-L(00)180. These facilities shall then be permanently retained and reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant T1 and DM1 of the Core Strategy for Manchester.

11) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

12) Within six months of first occupation of the development, a repaving strategy for the public footpaths and redundant vehicular crossings within the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant policy DM1 of the Core Strategy for Manchester.

13) No construction of the development above ground level shall commence until finalised details of the route widths, levels and gradients are submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the Local Planning Authority.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester saved policy DC7, and policy DM1 of the Core Strategy for Manchester

14) No loading or unloading to the Class C1, B1, D1 development and sui generis drive thru' restaurant /retail unit (including and deliveries, servicing, waste collections), shall be carried out outside the following hours: 07:30 to 20:00, Mondays to Saturdays and 10:00 to 18:00 Sunday/Bank Holidays.

Reason - In the interests of residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Core Strategy for Manchester.

15) The hours of use of within the development of any outside seating areas in connection with the hotel and drive thru' restaurant /retail unit, are to be submitted to and agreed in writing by the City Council as Local Planning Authority, prior to the first occupation of the buildings for those uses. The development shall only be carried out in accordance with the approved hours of opening.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26

of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

16) Before the proposed Hotel (Class C1) , Offices (Class B1) , Nursery (Class D1), and Drive-Thru restaurant /retail unit (sui generis) uses commences, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy for Manchester.

17) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with any mitigation measures identified within the assessment.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution comply with policies SP1 and DM1 of the Core Strategy for Manchester.

18) The hotel , offices, drive thru' restaurant /retail unit , and nursery development shall be implemented in accordance with the measures outlined in the submitted Acoustic Report by Braiden Acoustics Limited. The approved noise insulation scheme shall be completed before are the hotel, offices, drive thru' restaurant /retail unit , and nursery accommodation is occupied.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant policies SP1, H1 and DM1 of the Core Strategy for Manchester.

19) Any externally mounted ancillary plant, equipment and servicing in relation to the hotel , offices, drive thru' restaurant /retail unit , and nursery development shall be implemented in accordance with the measures outlined in the submitted Acoustic Report by Braiden Acoustics Limited. The approved scheme shall be completed before are the hotel , offices, drive thru' restaurant /retail unit , and nursery accommodation is occupied.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant policies SP1, H1 and DM1 of the Core Strategy for Manchester.

20) Prior to the erection of the above ground floor structures, details of the strategy for all external lighting, including lighting on the hotel , offices, drive thru' restaurant /retail unit , and nursery buildings, within the site curtilage, and lighting units within

the public realm works, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

21) If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as LPA confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

22) Prior to their installation, finalised details of any CCTV to be incorporated within the scheme, including design and location of columns and cameras, within the curtilage of the site, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate security within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

23) No construction of the hotel development above ground level shall commence until a scheme for the storage and disposal of refuse (including both waste from bedrooms and the restaurant) has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme, shall be implemented as part of the development in conjunction with the waste strategy for the hotel, offices, drive thru' restaurant /retail unit, and nursery development, and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason -To protect the amenity and public health of the occupiers, once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

24) Before the erection of the above ground floor structures, a signage design strategy for the hotel, offices, drive thru' restaurant /retail unit, and nursery development, including a strategy for the treatment of vacant units to including an explanation, in drawings or text, of how the proposed works will resist fly posting and

graffiti, and how they will be maintained in good condition, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with the approved details.

Reason - To protect the visual amenity of the development, and to ensure that the frontage of the units (prior to occupation) have a good appearance within the streetscene, and that this appearance is maintained pursuant saved Unitary Development Plan polices E3.3 , DC15.1 and DC15.2, and policies SP1 and DM1 of the Core Strategy for Manchester.

25) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include :-

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area. Existing brownfield runoff rates should be based on the capacity of the existing drainage system;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented.
- A 40% uplift to account for climate change impact should be considered in line with revised climate change allowances published by the Environment Agency in 2016;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to national policies within the

NPPF and NPPG, and policies EN8, EN14 and DM1 of the Core Strategy for Manchester.

26) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To ensure a satisfactory method of surface water disposal and prevent the increased risk of flooding elsewhere, and ensure future maintenance of the surface water drainage system, pursuant to policies EN8, EN14 and DM1 of the Core Strategy for Manchester.

27) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority, prior to any works being undertaken

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for Manchester.

28) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment,

machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

29) Within 3 months of development commencing full details of the design and locations of bird boxes, as part of the approved development (referred to in submitted document - Ecological Appraisal ref: BE-398.1) (October 2016), shall be submitted and agreed in writing by the City Council as Local Planning Authority. The permanent bird boxes shall be installed in accordance with the agreed design.

Reason - To provide bird boxes to comply with policy EN15 of the Core Strategy for Manchester.

30) Before the erection of the above ground floor structures, a hard and soft landscaping treatment scheme (including hard landscaping materials, tree planting and maintenance regime) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

31) No landscaping works shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected on the site boundary, together with the proposed timing of the erection of the boundary treatment. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

32) Prior to the installation of the gates and barriers within the development, full detailed designs of the gates and barriers , together with the location , and

specifications of the method of gate control (closure and locking mechanisms) shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - In the interests of highway safety and pedestrian safety, pursuant to policies DM1, SP1 and T1 of the Core Strategy for Manchester.

33) Prior to the installation of bollards within the development, full detailed designs of the bollards shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - In the interests of highway safety and pedestrian safety, pursuant to policies DM1, SP1 and T1 of the Core Strategy for Manchester.

34) Before the erection of the above ground floor structures, full details of a scheme for the management, destruction and /or disposal of Himalayan Balsam, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval. Any such scheme shall be implemented in full.

Reason - To prevent the spread of Himalayan Balsam, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

35) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in

accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

36) No development in excess of the external floorspace limits set out below shall take place:-

Class C1 Hotel 4,304m²

Class B1 offices 2,491 m²

Class D1 – Nursery 1,537 m²

Drive thru' restaurant /retail sui generis use 196m²

Reason - To ensure that the development does not exceed the quantum hereby permitted, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester .

37) The first use of each of the commercial units to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant policy DM1 of the Core Strategy for Manchester .

38) Prior to development commencing a local labour agreement shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC5 of the Core Strategy for Manchester.

39) Prior to commencement of works on site, a construction method statement in relation to works taking place in proximity to the rail line (including details of any vibro impact works, scaffolding, boundary treatment, use of tower cranes, earthworks, and surface water drainage), shall be submitted to and approved in writing by the City Council as local planning authority. The construction method statement and strategy shall be implemented in full throughout the construction period.

Reason – In the interest of railway safety, and to prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Core Strategy for Manchester.

Informatives

(1) Construction/demolition works shall be confined to the following hours:

- Monday - Friday*: 7.30am - 6pm
- Saturday*: 8.30am - 2pm
- Sunday / Bank holidays: No work

*Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour

(1) If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer.

- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

(2) With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Engineer prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could over-sail onto Network Rail air-space and potentially impact any over-head lines, or drop materials accidentally onto the operational railway.

(3) The developer is to submit directly to Network Rail a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway. Network Rail would need to be assured the works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and operational railway infrastructure. Review and agreement of the RAMS will be undertaken once a BAPA has been set up between Network Rail and the applicant/developer. The applicant /developer is to submit the RAMs directly to:AssetProtectionLNWNorth@networkrail.co.uk

(4) The developer may need to serve a Party Wall Act 1996 notification on Network Rail for the works adjacent to the railway boundary. The developer should email the notice (and a plan of the proposal site) to:
OperationalPropertyLNW@networkrail.co.uk
The developer would be liable for all costs incurred by Network Rail in facilitating the Party Wall works.

(5) If not already in place, the developer must provide, at their own expense, a suitable trespass proof steel palisade fence **of at least 1.8m in height** adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon or over-sailing of Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment. Any fencing must be constructed and maintained wholly within the applicant's land ownership footprint, including foundations which must not encroach onto or over-sail the railway boundary.

Any existing Network Rail fencing at the site has been erected to take account of the risk posed at the time the fencing was erected and not to take into account any presumed future use of the site, where increased numbers of people and minors may be using the areas adjacent to the operational railway. As the applicant has chosen to develop a proposal next to the railway, they are requested to provide a suitable trespass proof fence to mitigate any risks imported by the proposal.

(5) Any scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, should they topple over in the direction of the railway then there must be at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

(6)

The MSCP could in all likelihood require extensive earthworks less than 10m from the existing operational railway boundary, as well as basement works for the nearby nursery.

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.

- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

(7)

The MSCP may require the use of tower cranes to be constructed which could over-sail the existing railway boundary.

With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Engineer prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could over-sail onto Network Rail air-space and potentially impact any over-head lines, or drop materials accidentally onto the operational railway.

(8)

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service and that demolition works on site do not impact the safety and performance of the railway.

(9)

All surface water is to be directed away from the direction of the railway. Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Drainage works could also impact upon culverts on developers land.

Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

Full details of the drainage plans are to be submitted to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage proposals without agreement of the documentation by the Network Rail Asset Protection Engineer.

(10)

Network Rail will need to review all excavation and earthworks within 10m of the railway boundary to determine if the works might impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to be informed of any alterations to ground levels, de-watering or ground stabilisation and we would need to agree the works on site to ensure that there is no impact upon critical railway infrastructure.

(11)

Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and our boundary fencing. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). To ensure that should the buildings and structures on site fail or collapse that it will do so without damaging Network Rail's boundary treatment or causing damage to the railway (e.g. any embankments, cuttings, any lineside equipment, signals, overhead lines) and to prevent the materials from the buildings and structures on site falling into the path of trains. To ensure that the buildings and structures on site cannot be scaled and thus used as a means of accessing Network Rail land without authorisation.

(12)

The LPA and the developer (along with their chosen acoustic contractor) are recommended to engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that

there will be no future issues for residents once they take up occupation of the dwellings.

Network Rail is aware that residents of dwellings adjacent or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the LPA via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

To note are:

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
- Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
- Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.
- Network Rail may need to conduct emergency works on the existing operational railway line and equipment which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
- Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for project or emergency works.
- The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.
- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
- Any assessments required as a part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
- Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
- Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.

(13)

The proposal includes vehicle parking spaces adjacent to the railway boundary. Where a proposal calls for the following adjacent to the boundary with the operational railway or running parallel to the operational railway:

- Hard standing areas
- Turning Circles

- Roads, public highways to facilitate access and egress from developments Network Rail would very strongly recommend the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from private land and public rights of way impacting upon the safe operation of the railway.

We would draw the LPA and developer's attention to the Department of Transport's, 'Managing the accidental obstruction of the railway by road vehicles,' (2003) for reference.

The developer is advised to provide a risk assessment (RVI) to determine what protection should be given to the railway and its boundary as a result of placing roads, parking spaces or turning circles adjacent to railway land.

The Road Vehicle Incursion (RVI) Risk should be considered by the developer in conjunction with the LPA and the Highways team. A risk assessment will provide a clear framework for any mitigation measures necessary when constructing a proposal that includes vehicle parking or vehicle movements adjacent to the railway.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 114604/FO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

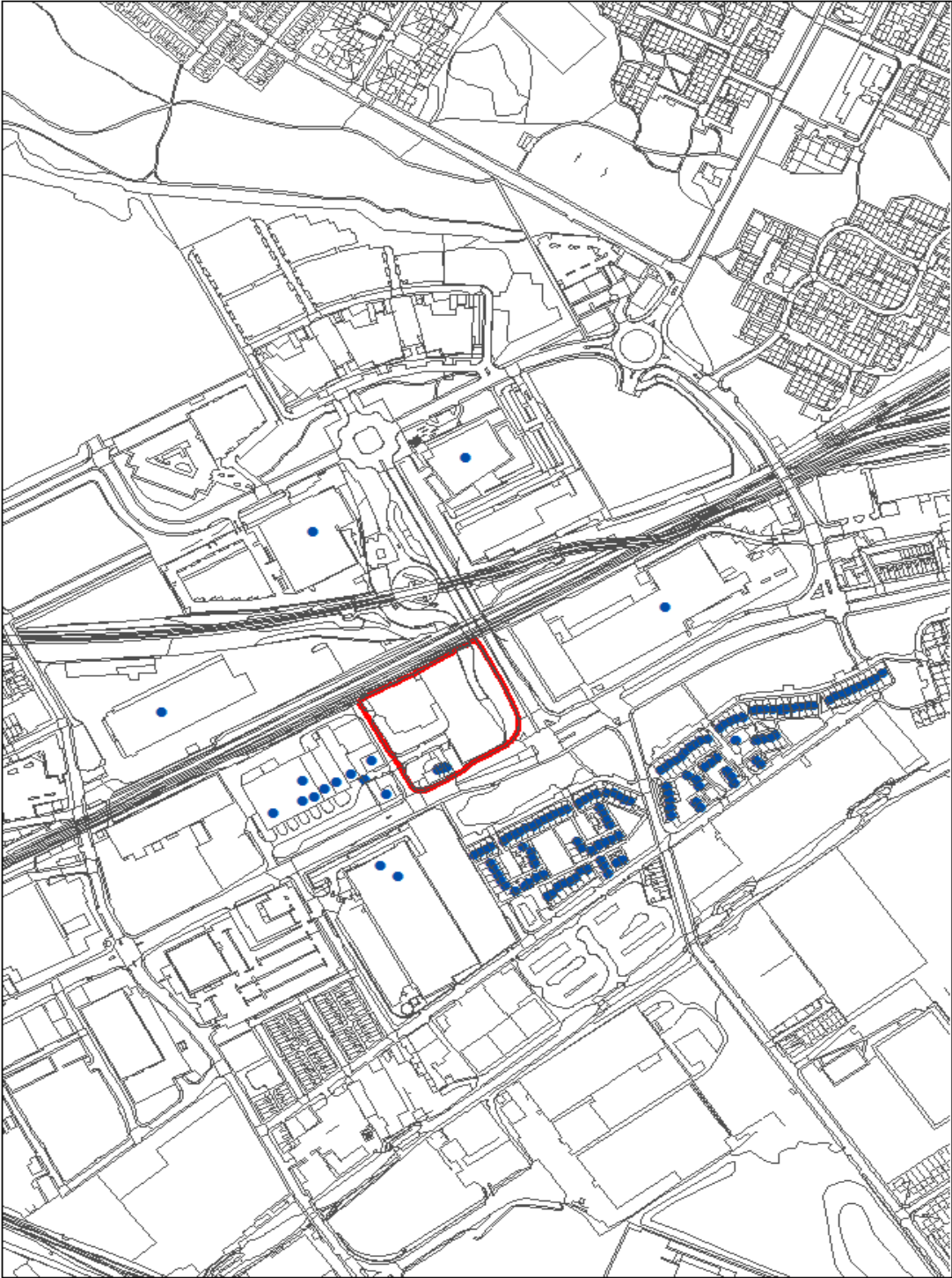
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Contaminated Land Section
Strategic Development Team
Metrolink
Greater Manchester Ecology Unit
Network Rail
United Utilities Water PLC

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Sue Wills
Telephone number : 0161 234 4524
Email : s.wills@manchester.gov.uk



 Application site boundary  Neighbour notification
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