

Application Number	Date of Appln	Committee Date	Ward
118625/FO/2017	22nd Jan 2018	28th Jun 2018	Hulme Ward

Proposal Outline application for development comprising: Erection of a part 14, part 15 storey building to form 280 residential apartments (C3a) together with ground floor commercial unit (373 sqm) (Use Classes A1, A2 or A3) with associated access, car parking, landscaping, public realm and other associated works following demolition of existing buildings: and

Outline planning application (with all matters reserved) for the erection of part 11, part 15 building to form a 154 bed hotel and 88 bed apart-hotel building (Use Class C1) together with a single storey retail building (140 sqm) (Use Classes A1, A2, A3, A4 or A5)

Location Land Bounded By Dinton Street, Cornbrook Road, Chester Road And Trentham Street, Manchester, M15 4FX

Applicant Mr Stuart McCrone , Glenbrook CB Limited & Peel Land (Intermediate) Limited, C/o Agent,

Agent Miss Emma Williams, HOW Planning LLP, 40 Peter Street, Manchester, M2 5GP

Description

The site is irregular in shape, measures approximately 0.84 ha and is bounded by Cornbrook Road, Chester Road. Trentham Street and Metrolink and railway lines. It contains Dinton Street, which runs parallel to the railway/Metrolink line, and Runcorn Street and Westminster Street which run down the centre of the site parallel with Trentham Street.

Two warehouse buildings face onto Cornbrook Road/Runcorn Street and Dinton Street. The remainder of the site is vacant and split into two distinct plots. The first is bound by Runcorn Street, Chester Road, Trentham Street and Dinton Street, and includes Westminster Street, and the second is a narrow strip of land bounded by Dinton Street and the railway. Both plots are secured by a hoarding.

The site forms part of the Cornbrook Hub Strategic Regeneration Framework (SRF) (2014) which is a joint document between Manchester City Council and Trafford Metropolitan Borough Council. The framework is indicative and aimed to identify the opportunity presented by this gateway site to help guide future development. It promotes high density commercially led, mixed use developments that would create a new gateway into the city centre from the west.

The surrounding area has undergone significant change and regeneration in recent years. A number of residential schemes have or are in the process of being delivered. There are high density residential scheme which sit alongside older buildings along sections of Chester Road.

Cornbrook Metrolink stop is located approximately 150 metres from the site providing trams across the network. Bus services are available along Chester Road and Deansgate train station is a 15 minute walk. The site is highly accessible and is within walking distance of the city centre where a wide range of amenities and services can be accessed.

The Proposal

This application comprises two elements:

- a detailed proposal for a part 14, part 15 storey building, with ground floor commercial, to form 280 apartments available for rent (dark grey); and
- Outline proposal, with all matters reserved, for a part 11, part 15 storey 155 bed hotel and 88 bed apart-hotel, with associated commercial, and single storey retail unit (yellow).



Accommodation schedule

The residential element would be within two buildings and provide 280 homes for rent as part of a PRS model. The accommodation comprises:

- 84 one bedroom/2 person apartments (30%),
- 168 two bedroom/4 person apartments (60%), and

- 28 three bedroom/6 person apartments (10%).

The proposal would provide a variety of accommodation sizes with over 70% being on the larger size and suitable for families. The majority of the apartments exceed the space standards outlined within the Residential Quality Guidance.

Contribution to the local environment

The public realm in and around the application site would be enhanced including the provision of outdoor seating, planting and upgrades to the footway. Each apartment would have a private external balcony.

A comprehensive series of measures would improve access to Cornbrook Metrolink Station with a particular focus on the pedestrian routes from the development and through the Cornbrook Road underpass. The measures would include:

- Aesthetic improvements to underpass structures (including anti-graffiti measures)
- Improved boundary treatment to Pomona site opposite the station entrance;
- Removal of overgrown vegetation in the area and replacement with new landscaped scheme;
- Pigeon deterrent measures;
- Lighting improvement;
- Wayfinding improvements;
- Footway/cycle way and public realm improvements (including landscaping and tree planting);
- Improvement to existing CCTV provision.

These measures would be secured by planning conditions and would be delivered on a phased basis.

50 space car spaces would be provided in the ground floor of the residential element together with 280 cycle spaces. The scheme would be supported by a comprehensive travel plan to encourage residents to take advantage of the sustainable location. The hotel would have a 30 space car park (including 4 accessible bays) within its site and a 47 space car park on the opposite side of Dinton Street. Secure cycle parking would be provided.

A dedicated management strategy would enable waste to be separated and encourage recycling and there would be a dedicated waste management arrangement team onsite. Each apartment could segregate waste which would then be taken to the ground floor waste refuse store. There would be a new lay on Trentham Street for refuse vehicles.

Land within Trafford Metropolitan Borough Council (MBC)

The proposal involves improvements to a small section highway on Cornbrook Road which falls within the administrative boundary of Trafford MBC. Trafford MBC have authorised and delegated power to Manchester City Council, under section 101 of the Local Government Act 1972, to discharge Trafford MBC's functions as Local

Planning Authority and determine this planning permission for the area of land within Trafford MBC administrative boundary.

a) The Delegation

More specifically, under Section 101 of the Local Government Act 1972, Trafford MBC has agreed that Manchester City Council shall have delegated powers to determine any of the following application types pursuant to this planning permission:

- Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached), only where the footprint of the built development does not extend on to or overhang within the Trafford Council administrative boundary.
- Section 96A of the Town and Country Planning Act 1990 (Power to make non-material changes to planning permission).
- Section 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Applications for approval of reserved matters) only where the footprint of the built development does not extend on to or overhang land within the Trafford Council administrative boundary.
- Section 27 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Applications made under a planning condition).

b) The Condition of the Delegation

This Delegation is subject to the condition that if planning obligations under section 106 of the Planning Act are to be imposed, which relate to this 118625/FO/2018 planning application or other within the Delegation planning applications and which affect land within the Trafford Council's administrative area, Trafford MBC will be formally consulted, will review and approve in writing these obligations before they are agreed by Manchester City Council.

c) the Approval of the Delegation

In accordance with Manchester City Council's Constitution, the approval of the Delegation has to be made by the full Council, which is meeting on 11th July 2018.

For these reasons, if Manchester City Council's Planning and Highways Committee is MINDED TO APPROVE to approve this planning application it shall be SUBJECT TO the full Council's decision relating to Trafford MBC's Delegation and delegates the power to grant the planning permission to this planning application to the Head of Planning, Building Control and Licensing should the full Council's decision is approval of the Trafford MBC' Delegation and Subject to the conditions listed below.

The planning submission

This planning application has been supported by the following information:

- Supporting planning and tall buildings statement;
- Design and access statement (hotel and residential element);

- Transport and Travel Plan statement;
- Flood risk and drainage strategy;
- Ground conditions report;
- TV reception study;
- Archaeological assessment;
- Ecology Assessment;
- Environmental Standards statement;
- Daylight and sunlight assessment;
- Wind assessment;
- Noise impact assessment;
- Waste management strategy;
- Crime Impact Statement.

Consultations

Local residents/public opinion - The proposal has been advertised as a major development and of being of public interest, site notices were displayed and neighbours have been notified. A further round of notification followed the receipt of revised drawings. Responses to each round of notification are summarised below.

1st notification

Five letters of objection were received and the comments are summarised below:

- Improvements to Cornbrook Station is welcomed but there should also be improvement to the access along Dinton Street;
- The architectural quality of developments in the local area is high. The design of this proposal is not on a par with other developments in the local area.
- There needs to be an active frontage onto Dinton Street otherwise the road will be unsafe;
- The land in-between Dinton Street and the railway should be developed and not left as a surface car park. The space should be used for commercial units or townhouses;
- The car parking to the rear of the hotel is unacceptable and should be sited underneath the building;
- The design of the proposed building is not acceptable for this gateway location into the city centre;
- The hotel will add a transient group of people to the area. This will undermine efforts to create a community;
- The construction will have an impact on the local highway network;
- There are too many developments in this area, the roads are chaotic and dangerous. Hulme Hall Road is the only way in and out for too many developments. The infrastructure needs to be addressed before new developments are approved;
- There are is saturated with apartments and there are not enough family homes;
- There is no provision for schools, doctors, dentist and there is no green space for children to enjoy;
- Crime has increased due to more cars coming into the area;

- The design is unsympathetic to the local area where the historical red brick buildings are common;
- The junction onto Chester road is a hazard and needs to be reviewed.

No further comments were received to the subsequent notification.

Highway Services The trip generation levels in the transport statement are considered appropriate and there are no underlying safety issues in the vicinity. In order to maximise the benefits of the sites location, all redundant vehicular access points should be reinstated as footways. The Framework Travel Plan should form part of the conditions of the approval. The proposed drop off loading bay on Cornbrook Road is acceptable in principle, however, consent will need to be sought from Trafford Council. A construction management plan will be required for the duration of the works.

Transport for Greater Manchester (TfGM) This development is fully supported as it is ideally located to maximise public transport through its proximity to Cornbrook Metrolink stop. It is vital that prior to the occupation of the development, the applicant deliver high quality, well lit, attractive, safe and secure pedestrian access to the Metrolink stop entrance.

Assurances should be provided that a secondary entrance to the station will be safeguarded as part of the development proposals adjacent to the coffee hub.

Environmental Health Information has been submitted in respect of the ground conditions. Further information will be required, particularly around site investigations, risk and remediation proposal and asbestos management. Following completion of the works a verification report shall be submitted for consideration.

Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with Sundays 10:00 to 18:00. Details of any fume extraction system(s) should be submitted for approval. Full details of fugitive dust emissions during earthworks and construction would be required.

The operating hours of the commercial premises are required to be agreed and further information would be required in relation to the acoustic insulation of the commercial and residential accommodation together with the hours of use of any external seating and communal areas. Any condition should include the requirement for post completion verification. Details of plant shall be agreed as part of any planning approval.

Further details are required in respect of the waste management element of the proposal.

Flood Risk Management Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Neighbourhood Services (trees) No objections to the proposed development from an arboricultural prospective.

Greater Manchester Archaeology Advisory Service (GMAAS) It is considered that archaeology investigations and recording during the development would probably be unproductive. Having considered the assessment and examined other records, GMAAS are satisfied that no further action is required.

Greater Manchester Ecology Unit (GMEU) The impact on bats and roosting potential is negligible and no further assessment is required. Japanese knotweed is present on site and a method statement should be agreed to control this. An informative should also be imposed to highlight the potential of the bare ground and breeding birds.

Environment Agency The previous industrial use of the site presents a high risk of contamination that could pollute controlled waters. Controlled waters are particularly sensitive in this location because the site is located upon the principal aquifer with secondary aquifer.

The ground conditions report details that these impacts can be managed. Further information would, however, be required before the development takes place and this should form conditions of the planning approval which should including remediation proposals, verification works and details of piling.

Design for Security at Greater Manchester Police The development should be carried out in accordance with the submitted Crime Impact Statement and conditioned so to achieved Secured by Design accreditation.

Network Rail Conditions and informatives are required to protect the rail infrastructure.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well-located housing to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

SO5. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

SO6. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis 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. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with promoting a high quality design and new public realm and linkages.

Policy EC3 'The Regional Centre' states that housing would be appropriate within the Regional Centre and should complement mixed use employment areas and higher density development is appropriate. The proposal would provide a dense residential development thus contributing towards the City housing growth.

Policy CC1 'Primary Economic Development Focus: City Centre and Fringe' states that the City Fringe (particularly Ancoats which the application site is located in for the purpose of this policy) will make provision for a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities to support the development of a vibrant employment location. The area is also considered suitable for high density building and commercially led mixed use schemes. This proposal will provide a significant mixed use scheme within the Strangeways part of the City Centre together with offering new and enhanced public realm and linkages to the City Centre.

Policy CC3 'Housing' states that residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size. This proposal offer a mixture of property types with the predominate offer being larger accommodation suitable for families and in line with adopted space standards.

Policy CC5 'Transport' states that proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The proposal also seeks to encourage developments have adequate car and cycle provision. This proposal seeks to provide a significant new amount of public realm and footway improvements at the application site. the proposal also will provide a pedestrian crossing to improve linkages with the heart of the city centre. Whilst this scheme does offer a low car parking provision, cycle provision has been maximised along with a packages of measures to improve access to alternative forms of transport.

CC6 'City Centre high density development' states that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. The proposal is a significant development in terms of its density and scale. It is considered that whilst the development exceeds surrounding parameters it is appropriate in that it will offer the most efficient use of land with a high quality development scheme.

CC7 'Mixed Use development' states the City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. This policy also encourages active ground floor uses. This development offers a high quality mixed use scheme with active ground floor uses to support the high density residential accommodation.

CC8 'Change and Renewal' states that the approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment

and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

Policy CC9 'Design and Heritage' states that design of new buildings will need to be of the highest standard in terms of appearance and function. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment. The proposal is considered to be of the high design quality and provide a significant opportunity to regenerate this part of the City Centre.

Policy CC10 'Place for everyone' states the City Centre will develop as a location which appeals to a wide range of residents and visitors

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 'Accessible areas of opportunity and needs' This proposal would be in a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 'Design principles and strategic character areas' The proposal's considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN2 'Tall Buildings' must be of excellent design quality, appropriately located, contribute sustainability and place making and bring regeneration benefits. They must complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including to its skyline and approach views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The proposal is considered to be a high quality development that will have a positive impact on views into the City and the regeneration of the area.

Policy EN3 'Heritage' proposals for development that complements and takes advantage of the distinct historic and heritage features of the City Centre are encouraged. They must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance,

including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Whilst there are no immediate heritage assets on or near the site, consideration has been given to any heritage assets nearby by together with any on site archaeology associated with the former brewery use.

Policy H1 ‘Overall Housing Provision’ states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised..

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed site in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

The development will form a dense residential scheme within an area that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The accommodation is generous in size with a large number of the properties being 2, 3 and 4 bedroom accommodation.

Policy H2 ‘Strategic Housing Location’ states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal is considered to comply with policy H2 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide for sale accommodation as part of diversifying the area and offering housing choice. The viability of the scheme has been considered and is deliverable in its current form. Further details will be provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. There is limited green infrastructure at the application site and that which is present is of limited quality. There will, however, be opportunities improve green infrastructure as part of the development proposals in the form of landscaping.

Policy EN14 'Flood Risk' development should minimise surface water run off, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The application site is not considered to be of high quality in ecology terms. The biodiversity of the site will be improved through the additional tree planting and soft landscaping which will be prevalent across the site.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' Consideration has been given to minimising the impact on the surrounding water courses including those which may be under ground.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment together with mitigation secured in relation to improvement to the pedestrian environment around the application site.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- 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;

- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

For the reasons given, and within the below analysis, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC19 'Listed Buildings' - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

Saved policy DC26, Development and Noise₁ states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new

development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

The report recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

Cornbrook Strategic Regeneration Framework (SRF) (2013)

This Regeneration Framework was prepared by Manchester City Council and Trafford Borough Council and provides a vision and strategic level planning guidance for the comprehensive and coordinated regeneration of an area known as "Cornbrook Hub". This would transform an important strategic site, which is underutilised, and create a significant new gateway to the City Centre, Trafford, Pomona Island and Media City UK.

The area should deliver a range of uses to complement existing and planned residential communities within the surrounding area. The document explains that a variety of uses including commercial, office, retail, hotel, residential and community facilities would be appropriate.

It indicated that this site could accommodate a food retail offer and a hotel. It also identified an opportunity to provide a new entrance to the Metrolink stop with access from Dinton Street.

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

“...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes on to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 11 *conserving and enhancing the natural environment* provides guidance of the minimising the impacts of new developments of existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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

- whether or not a significant adverse effect is occurring or likely to occur;

- whether or not an adverse effect is occurring or likely to occur; and
- 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:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- 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;
- 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;
- 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:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the

Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within "Urban Development Projects" being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

Principle of the proposal and the schemes contribution to regeneration

Regeneration is an important planning consideration. The proposal forms the first phase of the Cornbrook Strategic Regeneration Framework which seeks to regenerate key sites around the western edge of the City Centre. The City Centre is the primary economic driver of the Manchester City Region. Housing growth is a key part of economic growth to meet the needs of a growing population.

The SRF indicated that the site could accommodate a food retail and a hotel, but the overall framework included a significant component of residential accommodation. The proposal would deliver 280 one, two and three bedroom apartments which would be suitable and attractive to families. The sizes would be consistent with the City's adopted space standard with much of the accommodation exceeding the adopted standards and offering a wide range of accommodation types with the emphasis being on larger family accommodation.

Residential accommodation is critical to delivering the housing growth required to meet the City's growing population, which is expected to increase by 100,000 by 2030. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposal would provide the right quality and diversity of product.

The housing would be consistent with these growth priorities and as part of meeting the objectives of policies H1, EC3, CC3 and CC6 of the Core Strategy which seek to encourage high density residential growth within the City Centre. These homes would meet the demands of a growing economy and population in a well-connected location where there is access to public transport and within easy walking distance of city centre amenities.

The hotel element is consistent with the SRF in that it will bring forward a 154 bed hotel and 88 bed apart hotel on the site. Tourism is a critical part of the growing Manchester economy. Recent figures indicate that within Greater Manchester the tourism industry generates up to £6.6 billion a year and support approximately 84,000 full time jobs.

This growth has been significant over the last decade with new developments at the Etihad campus, HOME, National Football Museum along with cultural/music events at the Manchester Area and premier league football, plus improving in the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport are also envisaged to add a further 10 million annual passengers over the next decade which will strength the tourism economy in the City and wider region further.

The provision of hotel accommodation is vital to meeting the growth of the tourism and business sectors. The existing hotel market in the City Centre is currently strong having recovered positively from the economic downturn. The need to provide further hotel accommodation remains strong.

The policy requirement for new hotel provision within the city centre is outlined within policy CC4. This recognises that hotels have become increasingly important uses across the city, particularly in the city centre. The proposed hotel is therefore entirely in accordance with this and would contribute positively towards meeting the objectives of the policy.

The proposal would deliver commercial space which would help activate the ground floor of the premises and bring natural surveillance and activity to the street scene and along this key pedestrian route to Cornbrook Station.

In addition, the development would deliver significant economic and social benefits including the creation of construction jobs and employment associated with the operations of the buildings particularly the hotel and the commercial units. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant in regard in order to fully realise the benefits of this proposed scheme.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 sets out how developments should help to ensure that 20% of housing that is built in the City is affordable. Developers should consider providing new homes for social or affordable rent or with a focus on affordable home ownership options or, provide an equivalent financial contribution.

Whether affordable housing will be required is based upon an assessment of the local need, any requirement to diversify the existing housing mix and the need to deliver other key outcomes particularly a specific regeneration or place-making objective. A critical consideration inevitably is viability. Part 4 of the policy clarifies the details of how this should be addressed.

The proposal is for 280 homes for private rent. No onsite affordable housing or an equivalent financial contribution is included in the application with the applicant citing viability as an issue ie the provision of affordable housing would render the scheme undeliverable.

The applicant has sought to demonstrate that they satisfy the exemption test through a viability report.

In particular they have stated:

- That the inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

This is an important regeneration site and there is a clear desire to see it developed. The proposal offers a high density residential development that would add to the mix of accommodation in this part of the city. It would deliver a high quality

scheme that fulfils the Council's requirement for a highly sustainable, high spec design which fully complies with the space standards set out in the Residential Quality Guidance; it also incorporates landscaping and public realm improvements which affect the schemes viability.

The viability report has been independently verified to determine if the costs attributed to this scheme particularly construction, design quality and other planning obligations in the form off site highways and public realm/environmental improvements, would, as the applicant states, render the scheme undeliverable and therefore not viable.

Although the advice is that an onsite provision would not be appropriate in this instance, a financial contribution towards an offsite affordable housing provision would be reasonable and should not undermine the overall viability of this scheme. The applicant has given a commitment to providing a financial contribution and discussions are ongoing about this matter.

The financial contribution will be secured by a legal agreement and on this basis the application is minded to approve subject to the signing of that legal agreement.

As such the proposed development meets the policy requirements as set out above.

Tall Building Assessment including impact on townscape

The proposal consists of two apartment buildings of 14, and 15 storey and a part 11, part 15 storey hotel. It would change the character and visual amenity of the area and change long range views.

The Core Strategy supports tall buildings where they are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and would deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes.

A key considerations is whether the proposed buildings are of an appropriate scale and quality. The applicant has undertaken a tall building assessment using the criteria set out in the Guidance on Tall Buildings Document published by English Heritage and CABI. Historic England's Advice Note 4, 2015 updated the CABI and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application which are addressed in the information submitted in support of the application.

A tall building assessment has been prepared and the scheme has been considered by Places Matter! Design Review. The assessment demonstrate that the design has been carefully considered on a key gateway plot. It would enhance key views of the city add character and distinctiveness to this part of the city centre whilst allowing nearby heritage assets to be fully appreciated.

The partially derelict nature of the site detracts from the area and it needs to be regenerated. The proposal would deliver the overall objectives of the SRF by proposing a development which responds positively to the geometry of the site. The composition of the buildings create a degree of transparency and space around the buildings and allows the route to the Cornbrook Metrolink Station to be enhanced.

The elevations of the apartment blocks would use a limited range of materials. A pre-cast concrete slab would be expressed on each floor with glazing and cladding inserted in between. The ground floor commercial unit and entrance lobby would be expressed with double height glazing, providing an active frontage to Chester Road and Trentham Street.

The hotel also relates to the road layout and the prominence of the site. The indicative information submitted illustrates a quality development with the further details being considered at reserved matters stage.

Car parking has been located and designed to minimise its impact and public realm improvements and landscaping in around the site would provide an appropriate setting.

Layout, scale, external appearance and visual amenity

The site is split into two distinctive plots. The hotel /apart hotel would front onto Cornbrook Road and Chester Road. Car parking associated with the hotel would be located immediately to the rear of the site and on the opposite side of Dinton Street.

The apartments would be located on Chester Road and Trentham Street with parking beneath the building at ground floor level. Both buildings are set slightly back from the street edge to allow new areas of public realm to be created including seating and tree planting as well as providing a setting to the buildings. The footways would be improved to provide a cohesive pedestrian environment.

The position of the residential provides a strong relationship with Chester Road. The ground floor commercial unit and take residential entrance would provide an active frontage creating interest and bringing vitality to street scene.

As the hotel/aparthotel and commercial unit are considered for outline planning permission only with all matters reserved. The position of the buildings could alter at the detailed design stage. However, the indicative layout show the hotel building clearly addressing the corner of Cornbrook Road and Chester Road providing an appropriate visual impact in the street scene.

The apartments would be within two wings of accommodation accessed from independent cores. Open plan apartment layouts would allow natural light to be maximised. The apartments on the east and west faces of the wings would have balcony space. The roof of the northern wing would contain a residents lounge and external terrace space with yoga and gym space.

The car parking would be positioned to minimise its impact on road frontages and would be screened by a combination of solid panels and wire mesh. Dinton Street

would be widened to create an area of public realm and allow street trees to be provided.

The scale of the development would create a landmark envisaged within the SRF. It would mark the entrance to the city centre from the west and the junction of Chester Road and Pomona Island.

The hotel/apart hotel mirrors this scale by proposing an indicative height of 15 storeys for the hotel element and 11 storeys for the apart-hotel.

A ground floor podium to the residential block would create a solid base. The commercial unit and entrance would be pre-cast concrete, expressed vertically with curtain wall glazing in between to provide an active façade facing onto Chester Road.

The upper floor would comprise a combination of transparent and solid panels. A precast concrete floor slab would be expressed at each level which would protrude further than the exterior wall to provide shadow and articulation to the elevation. Where the outer wall is faceted, balcony areas would be created giving additional depth to the facades. Between the solid floor slabs, the elevations would be filled with bronze anodized aluminium panels and glazed curtain wall. The aluminium panels would also be used on the roof. This would create a simple elevational treatment with a limited palette of materials used to maximum effect. The building has a very strong horizontal and vertical emphasis created by the repeated solid floor slab and the window arrangement.

The proposal is therefore considered to comply with policies EN1 and EN1 of the Core Strategy.



Credibility of the Design

The design team has produced high quality residential schemes. Places Matter! reviewed the scheme and landscaping elements were refined, internal room layouts were modified to maximise natural light and the appearance was refined,

The scheme has costed to ensure that it can be delivered.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The footways around the site would be re-surfaced with trees planted. The proposal would improve the public realm, landscaping and the entrance of Cornbrook Metrolink Station to provide a more inviting route and encourage its use. The apartments would have private balconies and there would be a roof top terrace and gym area.

Impact of the historic environment and cultural heritage

The site is not within a Conservation Area but a number of Listed Buildings are nearby with 11 heritage assets within a 250 metre radius of the site. The Grade former Turville Public House is the closest heritage asset on the eastern side of Trentham Street. Its significance is derived from its red brick, sandstone dressing and slate roof. It is unusual in that it has triangular plan form. It is two storeys, with cellar and attic accommodation, a 7-bay side walls with a sill-band and a prominent cornice to the ground floor and first floor arched windows. There is a prominent over sailing of the eaves and large attic dormers. The building is considered to be unusual and distinctive in form.

The site is close to the Castlefield Conservation Area whose character in this area is derived from its transport infrastructure associated with the canal and river network with oversailing railways viaducts. The site currently has a neutral impact on the surrounding heritage assets although the buildings which do remain together with the boundary treatment and temporary hoardings detract from the area and the nearby heritage assets.

Given the close proximity of the nearby listed building and conservation area, it is necessary to assess the impact of the proposal on the historic environment.

The listed building on the corner of Chester Road, Trentham Street and Ellesmere Street would be seen in the same context as the proposal in an east west direction along Chester Road and a north south direction along Trentham Street. The listed building would be separated from the site by the surrounding road network and its setting would remain fully appreciated. Its unusual triangular shape would remain clearly visible and legible together with the elevational detail and roof shape.

The setting of the listed building and views into and out of the conservation area would be enhanced by the development of this vacant/derelict site. The proposal would obscure oblique views of the listed building but the impact would be minor and is outweighed by the public benefits derived from the scheme as a whole. Whilst there will be a minor degree of harm to listed buildings and views into and out of the conservation area these impacts amount to less than substantial harm.

As directed by paragraph 134 of the NPPF, it is necessary to assess whether this level of harm would be outweighed by the public benefits that would be delivered. In doing so, regard must be had to the desirability of sustaining and enhancing the significance of the heritages assets, in line with paragraph 131 of the NPPF.

The proposal would regenerate a major site within the City Centre that has a negative impact on the area. It has been largely vacant for some time and is part of a strategy for wider change and regeneration in the area. It would deliver a high quality housing development and environmental improvements.

The views of the listed building and the conservation area would remain largely as they do not and not affect any sensitive views or undermine the significance of the heritage assets. Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Impact on Archaeology

An archaeological assessment has concluded that the presence of archaeological remains is very unlikely. Greater Manchester Archaeology Advisory Service concur with the finding of the report agree that there is no merit in further exploration at the site.

Impact on Ecology

An ecological appraisal, including a bat inspection, concludes that the development would not result in any significant or unduly harmful impacts to local ecology including bats, and Greater Manchester Ecology Unit concur with the findings. They note that invasive Japanese knotweed has been recorded at the site and a condition should be attached to any planning approval which provides a methodology for the control of these species. It has also been requested that an informative of the planning approval highlights that the bare ground nature of the site could support breeding birds.

The proposals provide an opportunity for biodiversity enhancements at the significant improvement to the public realm, including tree planting, would improve the level of green infrastructure and the biodiversity of the site in line with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

a. Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide two methods for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL). For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The properties which were assessed are as follows:

- 252 Chester Road – located to the north west of the application site; and
- 1-23 Nancy Street – located to the east of the application site.

The assessment demonstrates that 100% of the windows assessment at 252 Chester Road would meet the VSC target. When assessed against NSL, 2 out of 5 rooms considered show full compliance with the other three rooms that didn't meet the target having at least 50% of the room area having a direct view to the sky. In an urban context such as this, where the building form is considerably taller than in more sub-urban context, this is a reasonable level of daylight for the room to receive.

For sunlight, there was only one room at 252 Chester Road that faces 90 degrees due south and would meet the APSH target.

23 out of the 42 windows at 1-23 Nancy Street would meet the VSC daylight targets. Where windows do not meet the VSC targets, a further test can be considered known as the Average Daylight Factor (ADF). The ADF test in this instance indicates that 31/42 (74%) of the rooms would meet the ADF test.

The rooms that do not meet the ADF target are on the first and second floor together and have overhanging balconies which restrict the amount of daylight to the rooms. The proposal only causes a marginal further loss of ADF daylight to these windows.

93% of the rooms would be compliant with the NSL guidelines. The three rooms which do not meet the target only marginally fall short with all of the rooms continuing to have a direct view to the sky of more than 50%.

All of the rooms at 1-23 Nancy Street do not face 90 degrees south so do not require consideration for loss of sunlight.

In terms of the development itself, design considerations have attempted to maximise daylight levels within the residential apartments. Measures have included increasing window sizes and internal layouts all of which have been able to be incorporated into the scheme.

There would not be any overlooking of or loss of privacy to surrounding developments. .

Overall it is considered that the impacts on the daylight and sunlight would not be unduly harmful.

(b) Wind environment

Wind mitigation measures have been embedded into the design to minimise the impact and there would be no detrimental or harmful impacts on the local wind environment. All of the main pedestrian routes in and around the application site would be suitable for use by pedestrians. The western commercial unit, any outdoor seating areas and the roof top terrace could benefit from some form of shelter which can be achieved through landscaped features and these have been included.

(c) TV reception

A TV reception survey has concluded that the proposal would have a neutral impact upon television and radio broadcast services in the area. It is recommended that a condition of the planning approval is that a post completion survey is undertaken to verify that this is the case and that no additional mitigation is required.

(d) Air quality

The application is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of emissions from the surrounding road network. An air quality report submitted has assessed the impact on air quality during the construction and operational phases.

There would be some inevitable impacts on air quality during the construction phases from dust from earth works/construction and vehicle emissions. The applicant is committed to good practices to minimise the impacts on air quality conditions and these practises should remain in place for the duration of the works and be included in the list of planning conditions.

During the operational phases, the main impacts are from vehicle movements and servicing requirements. The applicant has taken a balanced approach to on site parking given the close proximity to public transport. Both the residential and hotel elements are supported by cycle parking and travel planning. 4 on site electric car charging points would be included.

A mechanical ventilation system would be installed to ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. In light of the mitigation measures proposed above, which will be secured by planning condition, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and disturbance

A noise assessment considers the insulation requirements for the accommodation. The main sources of noise from the development are as follows:

- noise from plant and construction activities;
- plant;
- acoustic specification to limit noise ingress from external noise, particularly from nearby roads and the tram.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of a perimeter site the hoarding with acoustic properties, equipment silencers and regular communication with nearby residents. These details should be secured by a planning condition along with details of any plant required. .

The main sources of noise to the apartments would be from traffic and the tram. There could be noise from the commercial space within the ground floor of the residential block. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. The hours of the commercial units should be restricted to protect amenity within the apartments. The operating hours of the roof terrace is agreed in order to minimise impacts on residential amenity.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The ground floor commercial unit within the residential block would have a dedicated refuse room and waste would be moved to the refuse collection point on Trentham Street

Each apartment would have waste storage within the kitchen areas that could accommodate separate storage of refuse, recyclable and compostable materials. Residents would take waste to the designated waste stores.

The number of refuse receptacles provided would be as follows:

20 x 1100 litre bins; and
4 x 240 litre bins.

Collection will be by a private contractor and waste receptacles would be transferred to the refuse collection point of Trentham Street on collection days where refuse vehicles can pull into a layby.

Fume extraction

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be integrated into the scheme. A condition is recommended requiring fume extraction details to be agreed.

Accessibility

All primary entrances to the commercial and residential entrances would be and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space.

There will be provision with both the apartment and hotel car parking area for disabled parking.

Flood Risk/surface drainage

The application site is located in flood zone 1 'low probability of flooding'.

The entire is within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

The Flood Risk Management Team require a detailed drainage scheme through a condition along with a management/verification plan. The applicant proposes to seek to reduce flow rates by up to 50% together with incorporating a sedum roof into the plans to absorb rain fall.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the drainage plan forms part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

The site is accessible to a range of transport modes and close to a range of amenities and services. It is in close proximity to the Cornbrook Metrolink stop which provides tram services across the tram network. In addition, Chester Road is a bus corridor offer bus services across the city centre and beyond. There would be minimal impact on the surrounding highway network and would not have a detrimental impact on the capacity of the local high network or pedestrian and highways safety.

Access to the apartments would be from Trentham Street and Dinton Street. Trentham Street would be narrowed to create a servicing bay become one way from Chester Road. It is envisaged that the access to the hotel would be from Cronbrook Road and Trentham Street. There would be 50 parking spaces for residents with 4 available for electric car charging. There would be 280 secure cycle spaces and a comprehensive travel plan which would take advantage of the pubic transport

links. The indicative car parking levels for the hotel includes 77 spaces. On site cycle provision would be provided. The parking levels are also considered to accord with the Core Strategy and the Residential Quality Guidance which states that the constraints of the development site and the close proximity of public transport should be a key consideration when considering the level of onsite provision.

A travel plan would be prepared and its full implementation should form part of the conditions of the planning approval.

Significant improvements would be made to the public realm and the access route to Cornbrook Metrolink Station which would take place in two phases i.e. prior to the occupation of the residential and hotel elements of the scheme. The works are as follows:

Phase 1 – prior to the first occupation of the residential element

Res-surfacing of Dinton Street

- Remove vegetation Break out and prepare isolated surfaces Tarmac - coated macadam including making up levels Works to kerbs, break out and replace Works to footpaths - bitmac paving
- Drainage - retain / clear / repair existing drainage as required
- Lighting - upgrade lamps
- Signage and white lining
- Landscape buffer to Dinton Street

Footpath and cycleway along Chester Road

- Uplift existing paving and prepare for new
- Lay new paving and tarmac

Trentham Street

- New paving to footpath
- Create new tarmac layby area

Improved access route to Cornbrook Station

- New painted hoardings
- Jet wash graffiti from arches and walls Remove overgrown vegetation
- Improve lighting and signage under arches

Phase 2 works –prior to the first occupation of the hotel

Footpath and cycleway along Chester Road

- Uplift existing paving - prep for new New paving / tarmac laid

Coach drop off zone

- Create new coach drop and planting zones
- Close Runcorn Street

The works are an important element of the SRF and would help to provide a successful pedestrian and highway environment around the site and improve access to the tram station. The measures will be secured by planning condition in order to ensure their delivery.

The SRF envisaged a secondary access to the Metrolink station on the western part of the site. The outline element of the proposals incorporates a retail unit in this area. The applicant has sited feasibility concerns with delivery this together with complexities associated with altering the railway arches. As this element of the site is only being considered at outline, with all matters reserved, there is further opportunity to test the feasibility of this element of the SRF. The applicant wishes to make the best use of this part of the site and provide an active frontage to bring footfall and natural surveillance to the area which is welcomed. The development would improve pedestrian and vehicular movements in the area. Local residents are concerned about the level parking proposed but it is considered to be acceptable alongside a robust parking strategy and travel plan. .

In addition, the effects of the development are further mitigated through the improvements to the public realm and improving the attractiveness to the access to Conbrook Metrolink station which will help residents take advantage of the sustainable location of the site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also be adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies have been used within the development which would enable the buildings to achieve part L (2010). The overall energy performance of the development is satisfactory and there would be an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It should be noted that the proposal would provide a sedum roof which offers sustainability credentials.

The development performs well, and complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

Ground conditions

A ground conditions report concludes that measures are required to ensure that contamination does not become mobilised during construction and pollute controlled waters in the principal aquifer beneath the site. .

A detailed risk assessment remediation strategy is required together with conditions relating to understanding the methods for piling or other foundation design in order to ensure that there is no unacceptable impact on ground water. The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Public opinion

The principal concerns which have been raised as part of the notification process is that the design of the proposal does not reflect the gateway status of the site, the use of the site would create a transient community and there would be increased pressure on the local highway network.

As detailed elsewhere within the report, the proposal has been through a careful design process which has scrutinised the rationale for the development particularly siting/layout, scale and appearance. It is considered that the design response appropriate and of suitable quality. The scale of the building will help mark this important road junction into the city centre with building of the highest quality design and materials. The impact of car parking has been minimised through siting the space in the least sensitive position and utilising the buildings and landscaping to offer screening.

The creation of a hotel at the site is entirely appropriate and in line with the SRF. The creation of apartments for rent as part of a PRS model will mean that there is one management company for the entire block. This will minimise the effects that often are relevant where there are multiple lets within one building. PRS developments of this nature offer additional amenities and services, which this development does, in the form of communal spaces, gym and recreational areas which allows residents to feel part of a community within their building and the wider area.

In terms of traffic and highways impacts Highway Services are satisfied that the proposal will not give rise to any unduly harmful impacts in this regard. Traffic modelling has taken place which indicate that the local highway network has the capacity to accommodate this development (which is below the expected impact envisage by the SRF which saw a much denser scheme envisages at this site) together with the development accommodate its own car parking needs together with travel planning strategies. The environmental improvements and public realm works will improve the accessibility to Cornbrook Station which offering residents and safe and attractive environment within which to use public transport.

Construction management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and waste or other material would not be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

There is unlikely to be any cumulative impact from the construction elements of the development. The close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Legal Agreement

The proposal will be subject to a legal agreement in order to secure a financial contribution to off site affordable housing provision. This is considered to appropriate and in accordance with policies H1, H8 and DM2 of the Core Strategy.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre including contributing to the supply of high quality housing. Active frontages and significant improvements to the public realm would help connect this development to the wider city centre.

The development will remove a largely vacant and underutilised site for a use that will have a positive contribution to housing growth in the city. Mitigation for the lack of on site affordable housing will be secured so that provision can be provided in other locations.

Car and cycle provision will be created at the site as well as improved connections and environmental improvements to Cornbrook Station. The scale and appearance of the residential block are worthy of the sites landmark position into the city centre.

The report has outlined that the proposal would not have any unduly harmful impacts on the setting of any heritage assets and in most instances will have a positive impact on the Manchester skyline.

The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused

would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraphs 132 and 134 of the NPPF.

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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE this planning application subject to the conditions listed below and delegates authority to the Head of Planning, Building Control and Licensing to issue the decision notice, all SUBJECT TO the Council's acceptance of the delegation of functions from Trafford MBC as described in the report, and to the completion of a planning obligation to secure a contribution to off-site affordable housing provision**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the matters arising from the consultation and notification process, particularly affordable housing, environmental improvements and traffic. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

1)(a) The residential development, as shown on drawing L (00)207 Rev B stamped as received by the City Council, as Local Planning Authority, on the 21 December

2017 (hereinafter called "phase 1") must be begun not later than the expiration of three years beginning with the date of this permission.

(b) Applications for approval of reserved matters for the hotel/aparthotel and commercial unit as shown on drawing L(00)208 Rev D stamped as received by the City Council, as Local Planning Authority, on the 15 June 2018 (hereinafter called "phase 2") must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the layout, scale, design and external appearance of the building, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters or phase 2") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

Hotel

L(00)207 Rev B, L(00)168 Rev D, L(00)167 Rev D, L(00)147 Rev H, L(00)148 Rev G, L(00)177 Rev D, L(00)146 Rev D, L(00)12 Rev F, L(00)205 Rev B and L(00)184 Rev D all stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017

Residential

Drawing L(00)208 Rev D stamped as received by the City Council, as Local Planning Authority, on the 15 June 2018

Drawing 5776-SRA-01-00-DR-A-20-804, 5776-SRA-01-01-DR-A-20-805, 5776-SRA-01-XX-DR-A-20-812, 5776-SRA-01-XX-DR-A-20-811, 5776-SRA-01-XX-DR-A-20-810, 5776-SRA-01-XX-DR-A-20-813, 5776-SRA-01-XX-DR-A-20-814, 5776-SRA-01-XX-DR-A-20-818, 5776-SRA-01-XX-DR-A-20-800, 5776-SRA-01-XX-DR-A-20-801, 5776-SRA-01-XX-DR-A-20-815, 5776-SRA-01-XX-DR-A-20-803, 5776-SRA-01-16-DR-A-20-808, 5776-SRA-01-XX-DR-A-20-809, 5776-SRA-01-XX-DR-A-20-807, 5776-SRA-01-XX-DR-A-20-801, 5776-SRA-01-XX-DR-A-20-802, 5776-SRA-01-XX-

DR-A-20-800, 5776-SRA-01-XX-DR-A-20-802 all stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017

7541-L(00)179B, 7541-L(00)187A, 7541-L(00)189A, 7541-L(00)191A, 7541-L(00)193A, 7541-L(00)198C, 7541-L(00)200C, 7541-L(00)203B, 7541-L(00)66N, 7541-L(00)68G, 7541-L(00)111G, 7541-L(00)215A, 7541-L(00)112F, 7541-L(00)154F and 7541-L(00)178B all stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017

LRW-7541-L (00) 168 E, Plan 1 8.5.18 and Plan 2 “Cornbrook Metro Station Access Route” stamped as received by the City Council, as Local Planning Authority, on the 8 May 2018

Drawing C1207-207 Rev B stamped as received by the City Council, as Local Planning Authority, on the 6 June 2018

Supporting Information

Planning statement, Waste management strategy (residential), TV reception survey report, wind microclimate report, statement of community involvement, phase 1 geo-environmental site assessment (C1207/EAJ/IDB/jt/20170165 Rev A), archaeology desk based assessment, ecological assessment (44001/R1/Rev2), flood risk assessment and drainage statement, air quality assessment (AQ104512r1), Environmental Standards statement, transport assessment, crime impact statement (version A), noise impact assessment and daylight and sun light report all stamped as received by the City Council, as Local Planning Authority, on the 21 December 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.

4) Any application for reserved matters for phase two relating to scale and layout shall follow the principles and parameters set out in the approved plans, in particular drawings L(00)168 Rev D, L(00)184 Rev D, L(00)177 Rev D, L(00)147 Rev H, L(00)148 Rev G and L(00)167 Rev D all drawings stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017 and shall include:

- A maximum height of the hotel development between 11 and 15 storeys;
- A maximum height of the commercial unit;
- Extent of no window zone;

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

5) Prior to the commencement of phase one of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupational phase

of phase one of the development. Within six months of the first occupation phase one, details of the results of the scheme shall be submitted for consideration.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

6) Prior to the commencement of phase two of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupational phase of phase two of the development. Within six months of the first occupation phase two, details of the results of the scheme shall be submitted for consideration.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

7) Notwithstanding the flood risk assessment and drainage statement stamped as received by the City Council, as Local Planning Authority on the 21 December 2017, (a) prior to the commencement of phase one, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. For the avoidance of doubt this 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;
- 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 with allowance for climate change 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 including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. (b) Prior to the first occupation phase one of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

8) Notwithstanding the flood risk assessment and drainage statement stamped as received by the City Council, as Local Planning Authority on the 21 December 2017, (a) prior to the commencement of phase two, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. For the avoidance of doubt this 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;
- 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 with allowance for climate change 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 including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. (b) Prior to the first occupation phase two of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

9) Notwithstanding the Geo-Environmental Site Assessment. Cornbrook Hub-Manchester Waters, Shepherd Gilmour Consulting Engineers, Reference: C1207/EAJ/IDB/jt/20170165. Date: December 2017 (Rev A) stamped as received by the City Council, as Local Planning Authority on the 21 December 2017, (a) before phase one commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals;
- Submission of a Site Investigation and Risk Assessment Report;
- Submission of a Remediation Strategy.

Each phase of development shall then be carried out in accordance with the approved details.

(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 Council as local planning authority prior to the first occupation phase one of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

10) Notwithstanding the Geo-Environmental Site Assessment. Cornbrook Hub-Manchester Waters, Shepherd Gilmour Consulting Engineers, Reference: C1207/EAJ/IDB/jt/20170165. Date: December 2017 (Rev A) stamped as received by the City Council, as Local Planning Authority on the 21 December 2017, (a) before phase two commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals;
- Submission of a Site Investigation and Risk Assessment Report;
- Submission of a Remediation Strategy.

Each phase of development shall then be carried out in accordance with the approved details.

(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 Council as local planning authority prior to the first occupation phase two of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

11) Prior to the commencement of phase one of the development a detailed construction management plan outlining working practices during that phase of development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

12) Prior to the commencement of phase two of the development a detailed construction management plan outlining working practices during that phase of development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

13) (a) Prior to any above ground works associated with phase one, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part phase one 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, as specified in policies SP1 and DM1 of the Core Strategy.

14) (a) Prior to any above ground works associated with phase two, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part phase two 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, as specified in policies SP1 and DM1 of the Core Strategy.

15) Prior to the first occupation of phase one of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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.

The approved scheme for phase one shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

16) Prior to the first occupation of phase two of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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.

The approved scheme for phase two shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

17) Prior to the commencement of phase one of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details for phase one shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

18) Prior to the commencement of phase two of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details for phase two shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore

necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

19) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

20) Prior to the commencement of development (including vegetation clearance), a methodology for the control of invasive species shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented in full as part of phase one of the development.

Reason – In order to prevent the spread of Japanese knotweed pursuant to policy EN15 of the Manchester Core Strategy (2012).

21) Notwithstanding public realm and landscaping strategy stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, prior to the first occupation of the residential element within phase one details of a hard and soft landscaping treatment (including tree planting and boundary treatments) 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.

22) Notwithstanding public realm and landscaping strategy stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, prior to the first use of the hotel and commercial unit within phase two details of a hard and soft landscaping treatment (including tree planting and boundary treatments) 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.

23) Phase one of development hereby approved shall be carried out in accordance with the Environmental Standards prepared by Beechfield Consulting Engineers, stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

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.

24) Phase two of development hereby approved shall be carried out in accordance with the Environmental Standards prepared by Beechfield Consulting Engineers, stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

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.

25) Notwithstanding the Noise Impact Assessment prepared by REC stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, prior to the first occupation of the residential element and first use of the commercial unit within phase one details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the residential and commercial elements within phase one and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) Notwithstanding the Noise Impact Assessment prepared by REC stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, prior to the first occupation of the hotel and single storey commercial unit within phase two details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented first

occupation of the hotel and single storey commercial unit within phase two and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) Notwithstanding the Noise Impact Assessment prepared by REC stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, (a) prior to the first use of the commercial unit and gym within phase one a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of the commercial unit and the gym. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason – In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

28) Notwithstanding the Noise Impact Assessment prepared by REC stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, (a) prior to the first use of the single storey commercial unit within phase two a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of the commercial unit. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason – In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

29) Notwithstanding the Noise Impact Assessment prepared by REC stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, (a) prior to the first occupation of the residential element within phase one hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential accommodation. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and

DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

30) Notwithstanding the Noise Impact Assessment prepared by REC stamped as received by the City Council, as Local Planning Authority, on the 21 December 2018, (a) prior to the first occupation of the hotel element within phase two hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the hotel accommodation. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

31) The residential element within phase one of the development hereby approved shall be carried out in accordance with the waste management strategy and drawing L(00)207 Rev B stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017

The approved scheme shall be implemented prior to the first occupation of the residential element and thereafter be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

32) Prior to the first use of the commercial unit within phase one details of the waste management arrangements for the unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include provision of a suitable waste storage area and waste management strategy.

The approved scheme shall be implemented prior to the first use of the commercial units and thereafter be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the commercial unit pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

33) prior to the first use of the hotel and single storey commercial unit within phase two details of the waste management arrangements for the unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include provision of a suitable waste storage area and waste management strategy.

The approved scheme shall be implemented prior to the first use of the commercial units and thereafter be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangements are put in place for the commercial unit pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

34) Prior to the first use of the commercial unit within phase one details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial unit and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

35) prior to the first use of the hotel and single storey commercial unit within phase two details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial unit and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

36) Prior to the first use of the commercial unit within phase one, details of any roller shutters shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

37) prior to the first use of the hotel and single storey commercial unit within phase two, details of any roller shutters shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

38) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for

approval in writing by the City Council, as Local Planning Authority before the first occupation of the residential element within phase one.

The approved scheme shall be implemented in full prior to the first occupation of the residential element and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

39) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the first occupation of the hotel and single storey commercial unit within phase two.

The approved scheme shall be implemented in full prior to the first occupation of the residential element and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

40) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

41) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for both phases one and two:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

42) Prior to the first use of the commercial unit within phase one, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for the commercial unit and shall thereafter be retained and maintained.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

43) Prior to the first use of the commercial unit within phase two, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for the commercial unit and shall thereafter be retained and maintained.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

44) Prior to the first use of the communal roof terrace within phase one, the opening hours for the terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority. The roof terrace shall then operate in accordance with the approved hours.

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

45) The commercial unit within phases one and two shall not be sub divided without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

46) The commercial units within phase one shall be occupied as A1 (excluding convenience retail) A2 and A3 and the single storey commercial unit within phase two shall be occupied as A1 (excluding convenience retail) A2, A3 And A4.

The first use 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 or 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 due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

47) In the event that the commercial units within phase one is occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - Dispersal policy;
 - Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

48) In the event that the commercial unit within phase two is occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - Dispersal policy;
 - Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

49) Prior to the first occupation of the residential element within phase one of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

50) The phase one of the development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning

Authority, on the 21 December 2017 and amended 18 June 2018. The development shall only be carried out in accordance with these approved details.

(a) Phase one of 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 Secured by Design accreditation.

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

51) The phase two of the development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017 and amended 18 June 2018. The development shall only be carried out in accordance with these approved details.

(a) Phase two of 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 Secured by Design accreditation.

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

52) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017.

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 living at the development;
- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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

(a) Within six months of the first occupation of the residential element within phase one, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

53) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017.

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 living at the development;
- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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

(a) Within six months of the first occupation of the hotel within phase two, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

54) Prior to the first occupation of the residential element within phase one, the cycle provision as indicated on drawing 5776-SRA-01-00-DR-A-20-804 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017 shall be implemented and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

55) Prior to the first occupation of the hotel within phase two of the development hereby approved, details of secure cycle store (including number of stands) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the hotel in phase two and thereafter retained and maintained.

Reason – To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

56) Prior to the first occupation of the residential element within phase one, the car parking layout, as indicated on drawing 5776-SRA-01-00-DR-A-20-804 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2018 shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason – To ensure car parking is available for the residential element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

57) Prior to the first use of the hotel within phase two, the car parking layout shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason – To ensure car parking is available for the hotel element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

58) Notwithstanding drawings Drawing C1207-207 Rev B stamped as received by the City Council, as Local Planning Authority, on the 6 June 2018 and LRW-7541-L (00) 168 E, Plan 1 8.5.18 and Plan 2 “Cornbrook Metro Station Access Route” stamped as received by the City Council, as Local Planning Authority, on the 8 May 2018, prior to the first occupation of the residential element in phase one a scheme of highway works, environmental improvements, public realm, details of footpaths reinstatement and other associated works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element within phase one and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site and to improve the local environment and public realm in the interest of visual amenity, pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

59) Notwithstanding drawings Drawing C1207-207 Rev B stamped as received by the City Council, as Local Planning Authority, on the 6 June 2018 and LRW-7541-L (00) 168 E, Plan 1 8.5.18 and Plan 2 “Cornbrook Metro Station Access Route” stamped as received by the City Council, as Local Planning Authority, on the 8 May 2018, Prior to the first use of the hotel in phase two a scheme of highway works, environmental improvements, public realm, details of footpaths reinstatement and other associated works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element within phase one and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site and to improve the local environment and public realm in the interest of visual amenity, pedestrian and

highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

60) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, within one month of the practical completion of the development of phase one before the residential element of the development are first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

61) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, within one month of the practical completion of the development of phase two before the hotel element of the development are first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

62) Prior to the first occupation of the residential element within phase one of the development hereby approved, details of the provision to promote car hire scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element of the scheme and thereafter retained and maintained in situ.

Reason – to promote sustainable travel options and choice at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

63) Prior to the first use of any commercial unit within phase one, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

64) Prior to the first use of any commercial unit within phase two, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

65) Prior to the first use of the first commercial unit within phase one, a servicing strategy for deliveries and refuse collection for the units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented as part of phase one and be in place prior to the first use of commercial unit.

Reason – In the interest of adequate servicing pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

66) Prior to the first use of the hotel and commercial unit within phase two, a servicing strategy for deliveries and refuse collection for the units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented as part of phase two and be in place prior to the first use of commercial unit.

Reason – In the interest of adequate servicing pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

67) Prior to the first occupation of the residential development within phase one, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented as part of phase one and be in place prior to the first occupation of the residential element of phase one.

Reason – In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

68) Prior to the first occupation of the hotel element within phase two, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented as part of phase one and be in place prior to the first occupation of the hotel element of phase two.

Reason – In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

69) Prior to the first occupation of the commercial unit within phase one, details of the extent of any outside seating area and operating hours (including street furniture) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and thereafter retained and maintained in accordance with these details.

Reason – In the interest of visual and residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

70) Prior to the first occupation of the commercial unit within phase two, details of the extent of any outside seating area and operating hours (including street furniture) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and thereafter retained and maintained in accordance with these details.

Reason – In the interest of visual and residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

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 under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:

AssetProtectionLNWNorth@networkrail.co.uk

All boundary treatments to be agreed with Network Rail.

The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land. The works on site must not undermine or damage or adversely impact any railway land and structures. There

must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any future maintenance must be conducted solely within the applicant's land ownership.

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, must have at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

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.

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 Network Rail's Asset Protection 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 existing infrastructure. Crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.

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.

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore the proposal drainage on site will ensure that:

- All surface waters and foul waters drain away from the direction of the railway boundary.
- Any soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
- 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.
- Drainage works must not impact upon culverts on developers land including culverts/brooks etc that drain under the railway.

Network Rail will need to review and agree all excavation and earthworks within 50m of the railway boundary to determine if the works 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 agree to the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The LPA are advised that the impact of third party excavation and earthworks can be different depending on the geography and soil in the area. The LPA and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area; therefore consultation with Network Rail is requested. Any right of support must be maintained by the developer.

The lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developer should obtain agreement from the Network Rail Asset Protection Engineer for their detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense e.g. a sodium light on third party land can 'wash-out' a driver's ability to perceive a signal set at red: to the train driver the signal would be perceived as yellow and the driver would proceed even though a red signal indicates danger and to stop.

All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, shall be kept open at all times (24/7, 365 – around the clock) during and after the development.

- The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
- The applicant is reminded that each Network Rail has a specific right of way and as such any developer is requested to contact the Network Rail Operational Property Services Team to discuss the impact of the proposal upon our access.

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 to 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 carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration.

- Network Rail may need to conduct emergency works on the existing operational railway line 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 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.

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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 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.
- Noise and Vibration Assessments should take into account any railway depots, freight depots, light maintenance depots in the area. If a Noise and Vibration Assessment does not take into account any depots in the area then the applicant will be requested to reconsider the findings of the report.

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWNorth@networkrail.co.uk

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: 118625/FO/2017 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.

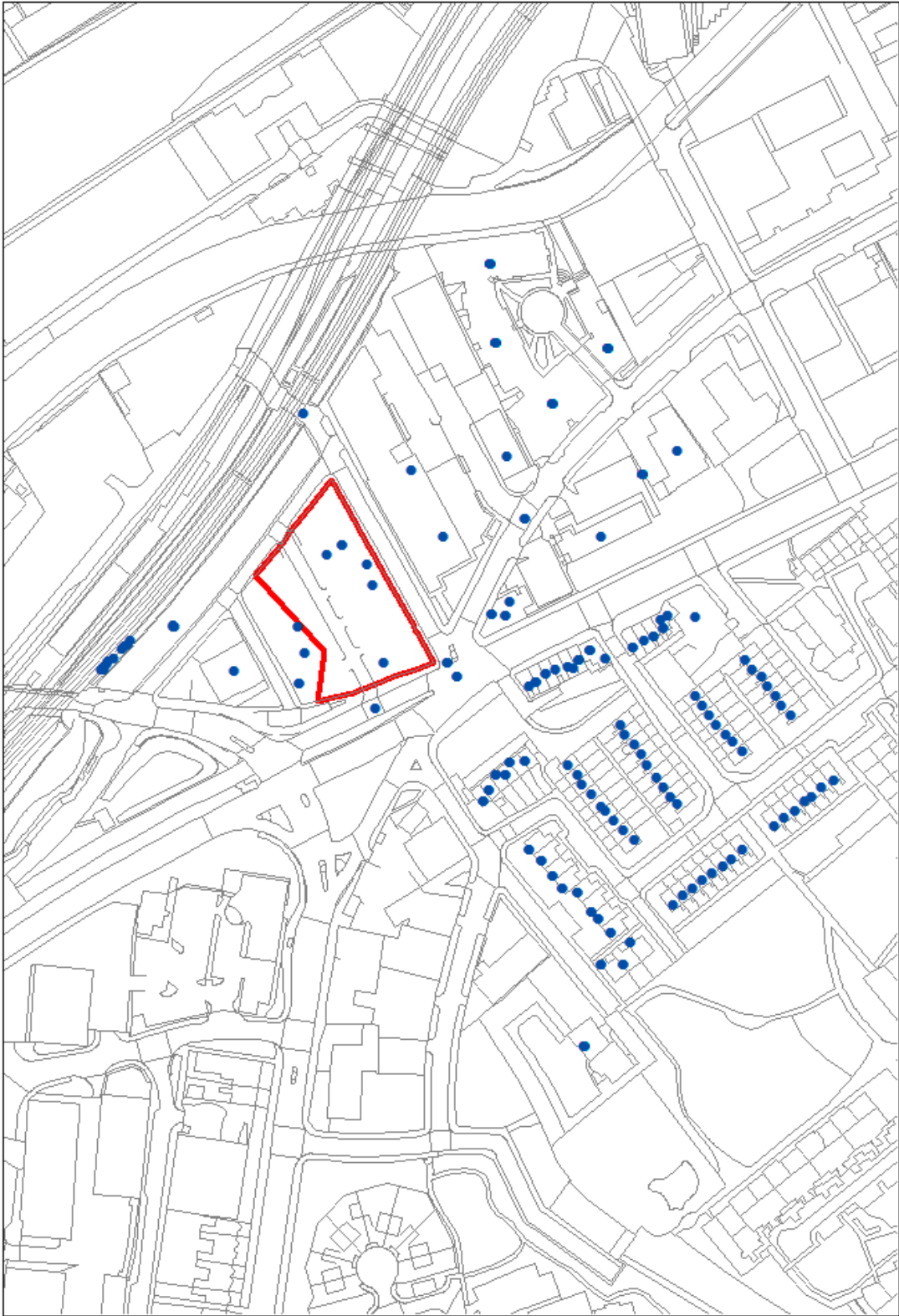
The following residents, businesses and other third parties in the area were consulted/notified on the application:



Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Trafford Council
Greater Manchester Archaeological Advisory Service
Network Rail
Highway Services
Trafford Council
Transport For Greater Manchester

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 : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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