

Application Number	Date of Appln	Committee Date	Ward
131163/MO/2021	22nd Jul 2021	21st Oct 2021	Hulme Ward

Proposal Reserved Matters Application for the approval of appearance, layout, scale and landscaping, following the approval of Outline permission referenced 118625/FO/2017 for the erection of a part 11, part 15 building to form a 154 bed hotel and 88 bed apart-hotel building (Use Class C1) with associated public realm, car parking, and other associated works following demolition of existing buildings

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

Applicant Mr Wallis, Bricks Cornbrook Propco Ltd and Peel L and P Developments, Ground Floor, 8-9 Bulstrode Place, London, W1U 2HY,

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EXECUTIVE SUMMARY

The proposal is for 154 bed hotel and 88 bed apart-hotel building (Use Class C1) with associated public realm, car parking, and other associated works following demolition of existing buildings within a part 11, part 15 storey building.

Two objections have been received from members of the public.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring economic, social and environmental benefits. The principle of the use of the site for a hotel was established under Outline planning permission 118625/FO/2017. This proposal seeks to approve the Reserved Matters. The proposal is in a highly sustainable part of the City Centre and would contribute to the supply of high quality hotel and apart hotel accommodation.

Economic Jobs would be created during the construction process. The provision of new hotel and apart hotel bed space would support the demand for this type of accommodation in the city centre to support a thriving tourism and business economy.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs as well as employment when the hotel comes into use. The provision of high quality hotel accommodation is vital to support the growing Manchester tourism and business sectors, particularly as the City recovers from the economic effects of the covid 19 pandemic.

Environmental This would be a carbon neutral development in a highly sustainable location. The development would balance car parking provision with active travel and encourage public transport use. A proportion of the car parking would be fitted with an electric car charging point along with photovoltaic panels to the roof to provide a renewable energy source for the development. There are no unduly harmful impacts on local air quality. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles. The ground conditions are not complex or unusual.

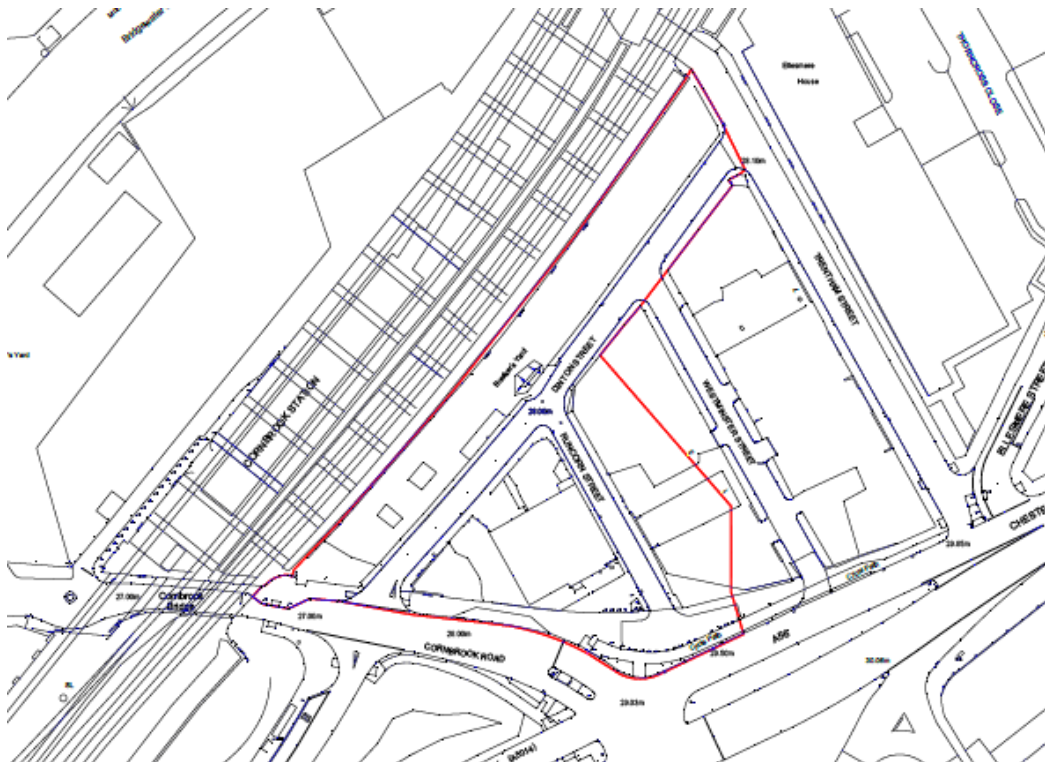
The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on local residents The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards.

A full report is attached below for Members consideration

Description

The site is irregular in shape and is bounded by Cornbrook Road, Chester Road and Metrolink and railway lines. It contains Dinton Street, which runs parallel to the railway/Metrolink line Street which run down the centre of the site parallel with Trentham Street. The site is vacant and is secured by a hoarding.



Location plan



Image of the site from Dinton Street

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.

The surrounding area has undergone significant change and regeneration. A number of residential schemes have or are in the process of being delivered. There are high density residential schemes alongside older buildings on Chester Road.

Cornbrook Metrolink stop is 150 metres from the site. Bus services are available on Chester Road and Deansgate train station is a 15 minute walk. The site is highly accessible and within walking distance of the city centre.

The Proposal

Planning permission was granted for a part 11, part 15 storey 155 bed hotel and 88 bed apart-hotel, with associated commercial use through the Outline planning

approval. This application is for Reserved Matters which in this case are the details of layout, scale, design and external appearance, landscaping and means of access.

The Outline planning permission was also sought in conjunction with a full planning application for the erection of a part 14, part 15 storey building to form 280 apartments (C3a) with ground floor commercial unit and public realm. This development is now complete.

The proposal would provide a 145 bed hotel and an 88 bed apart hotel (Use Class C1) in a part 11, part 15 storey building. The main pedestrian entrance would be from Cornbrook Road. Vehicular access would be from Dinton Street which would lead to a 25 space car park. A secure external cycle store would provide space for 12 bikes. Refuse storage would be internal.

New public realm would include street trees and planting. The hard landscaping would match that recently implemented for the adjacent residential development which includes granite sett paving and trees.



Layout of the site including car parking and public realm

The hotel would have a masonry façade in multi-grey tones and deep window reveals, arranged vertically, would provide architectural detailing. The apart hotel would have anodised cladding to distinguish it from the hotel.



CGI of the proposed hotel and aparthotel with the VOX residential development in the background which was recently completed on the adjacent site

Land within Trafford Metropolitan Borough Council (MBC)

The proposal would improve a small section of highway on Cornbrook Road 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 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 met on the 9 September 2021. The minutes of that meeting would not be approved until the 14 October 2021.

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 Director 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:

- Detailed drawings and landscaping proposals;
- Design and access statement;
- Landscaping statement.

Consultations

Local residents/public opinion the proposal has been advertised as a major development and of public interest, a site notice was displayed and neighbours notified.

A comment has been received concerning the number of parking spaces when the site is located adjacent to Cornbrook Metrolink stop. This contravenes the Climate Change emergency. The number of spaces is not consistent with the Cornbrook Masterplan and it is not clear what the temporary spaces are for or whether this scheme would deliver a new entrance to Cornbrook Metrolink stop as envisaged by the masterplan. An objection has also been received which raises concerns about disruption from the construction process on residents and the loss of views.

Highway Services the hotel car park has changed and reduced since the outline application but is acceptable for this location together with the managed overspill parking. The 12 secure cycle spaces are provided which is acceptable.

Environmental Health have no additional comments to those at the Outline stage.

Flood Risk Management Team a surface water drainage scheme with a management regime and verification report should be submitted for approval..

Metrolink consideration be given to the introduction of landscaping and trees to strip of car parking along the viaduct to ensure that it does not obscure new Metrolink signage marking the entrance to the tram stop. DON'T UNDERSTAND

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

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 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). Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise. The relevant policies within the Core Strategy are as follows:

S01. Spatial Principles – The proposal would provide additional hotel rooms within a highly sustainable location adjacent to Cornbrook Metrolink stop.

S02. Economy – The proposal would create construction jobs and the hotel rooms would support economic growth and tourism.

S05. Transport – The adjacent Cornbrook Metrolink stop would reduce the need to travel by private car.

S06. Environment – The public realm, tree and shrub planting would create new habitats. The building would be low carbon and minimise its impact on the climate.

Policy SP1 'Spatial Principles' - The proposal would contribute positively to the visual amenity and the character of the area. The buildings would be a high quality addition to the street scene.

Policy EC3 'The Regional Centre' – The proposal would provide hotel accommodation in the city centre supporting economic growth and job creation.

Policy CC1 ‘Primary Economic Development Focus: City Centre and Fringe’ –

The proposal would provide hotel accommodation in an accessible location immediately adjacent to a tram stop with walking routes into the city centre. Jobs would be created during the construction and when the development is occupied.

Policy CC5 ‘Transport’ – On site car and cycle parking would be created and a travel plan would support public transport. The public realm would provide an improved pedestrian environment.

CC6 ‘City Centre high density development’ – This high density development would make the best use of the site in line with the Outline planning permission. Its scale, massing and height would complement its position on Chester Road.

CC8 ‘Change and Renewal’ – This high quality development would complement the recently completed adjacent residential scheme. It would transform a vacant, under used gateway site with a well design building and increase hotel accommodation.

Policy CC9 ‘Design and Heritage’ – The design would not impact negatively on the setting of nearby listed buildings and heritage assets.

Policy CC10 ‘Place for everyone’ – The proposal would provide accommodation for visitors to the city centre in a well designed building.

Policy T1 ‘Sustainable Transport’ – The proposal is located adjacent to Cornbrook Metrolink stop with access to bus and walking routes to the city centre.

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 design and appearance would support the regeneration of the area.

Policy EN2 ‘Tall Buildings’ - The proposal would have a positive impact on views into the City and the regeneration of the area.

Policy EN3 ‘Heritage’ - Whilst there are no immediate heritage assets on or near the site, consideration has been given to any heritage assets together with any archaeological potential of the site.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would complement the character of this local neighbourhood.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric should reduce energy demands. There would be on site renewable energy.

Policy EN9 'Green Infrastructure' –The tree planting and landscaping would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - Trees and planting would enhance biodiversity. Clearance of the limited on site vegetation should not take place during bird nesting season.

Policy EN16 'Air Quality' Any impact on air quality would be minimised through careful control of construction activities. The development includes a travel plan, 100% cycle provision and use of electric car charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The sites historic use means that below ground contamination could impact on ground water. Remediation measures would minimise any risk to below ground water quality. There would be no worsening of water quality subject to mitigation.

Policy EN18, 'Contaminated Land' – The ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

For the reasons given above, and within the main body of this report, 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:

Saved policy DC19 ‘Listed Buildings’ – The proposal would be seen in the same context as a listed building but there are no material impacts.

Saved policy DC20 Archaeology – The Outline application determined that there were no below ground archaeology that warranted consideration.

Saved policy DC26, Development and Noise- The proposal has been designed to minimise the impact from noise sources and further mitigation would 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 would determine the character and design of both new development and open spaces. It would 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.

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 would 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 would be achieved. An important aspect of this strategy is the City Centre and how it would 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 (2021)

The revised NPPF re-issued in February 2021. The document states that the *‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 8 *‘Promoting Healthy and Safe Communities’* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Green infrastructure would be provided in the form of trees and landscaping.

Section 9 *‘Promoting Sustainable Transport’* states that *‘significant development should be focused on locations which are or can be made sustainable, through*

limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 105).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 119).

The proposal would use land which has been deemed suitable for a hotel and provide 54 bed hotel and 88 bed apart-hotel. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these would be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process*' (paragraph 126).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by

protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 183 Outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 185 Outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for visitors of the development along with electric vehicle charging points.

Paragraphs 10, 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.

Planning Policy Guidance (PPG)

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 would be locationally specific, would 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 would 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 wellbeing 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 promotes access to healthier food, 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 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

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Issues

Principle of the redevelopment of the site

The principle of a hotel development was established by planning permission 118625/FO/2017 which approved a 11, part 15 storey building to form a 154 bed hotel and 88 bed apart-hotel (Use Class C1) with public realm and parking. This application now seeks approval of layout, scale, design and external appearance,

landscaping and means of access. The development would be within the parameters established by the Outline planning permission.

The Outline planning permission also established the principle of a single storey retail building at the site. This is not being pursued as part of this application and is shown as temporary car parking in the interest of the visual amenity.

Layout, scale, design and external appearance

Developments should respond to the surrounding context and maximise street frontages to create attractive neighbourhoods and a sense of place.

Pedestrian entrances would be created to the hotel and apart hotel from Cornbrook Road from an area of improved public realm. Vehicular access would be from Dinton Street leading to a 25 space car park at the rear of the building. The layout would remove this vacant, low quality site and introduce built form and natural surveillance in this prominent location.

The ground floor provides reception areas for the hotel and apart hotel and dining space visible along the street edge. A conference suite would be provided in the apart hotel. Back of house accommodation, including refuse store, would make up the remainder of the ground floor space within the buildings.

Photovoltaics would be provided to each section of roof which would provide on site renewable energy.

The height is consistent with the parameters agreed at the Outline stage and would complement the adjacent residential development.



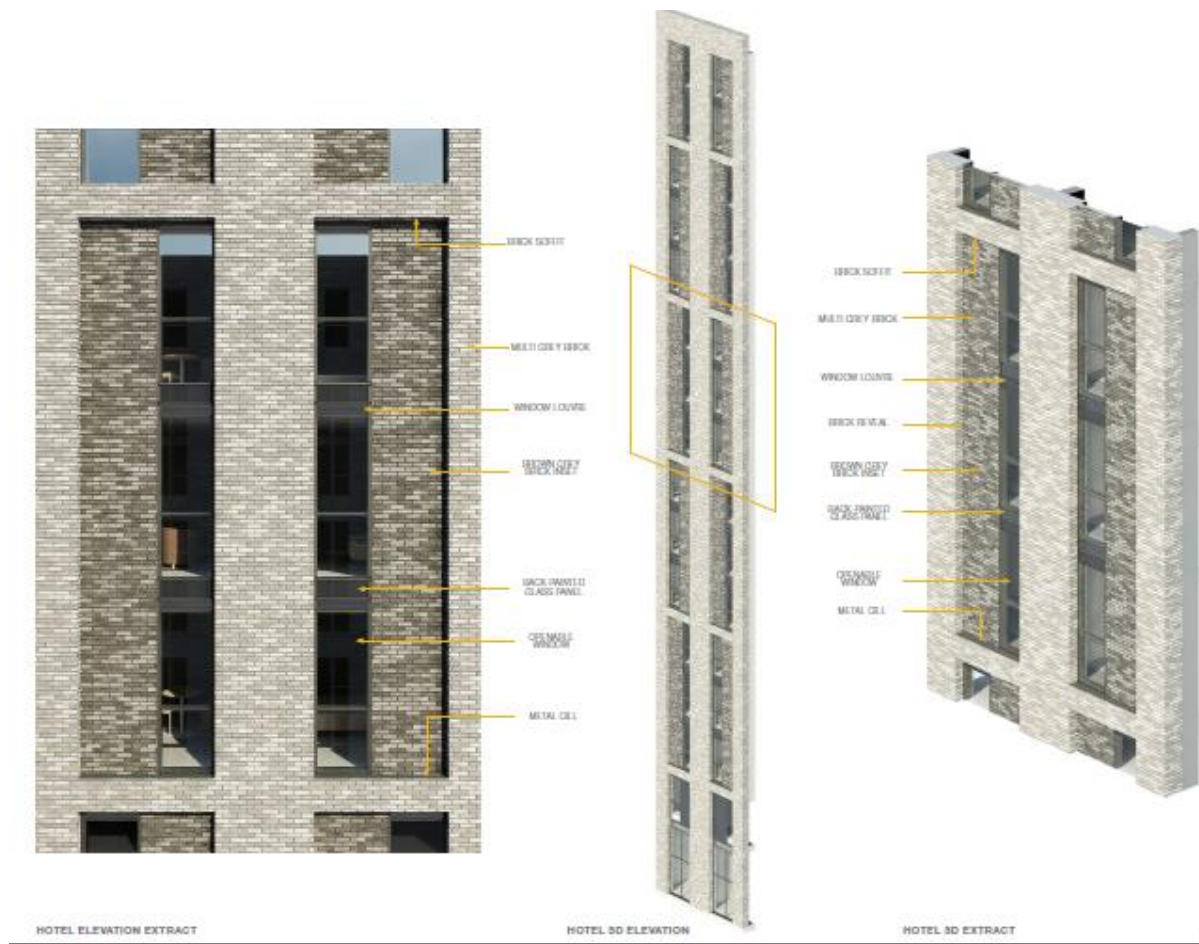
Elevation to Cornbrook Street



Elevation to Chester Road

The hotel elevations would have deep window reveals, arranged vertically in bays of three, and contrasting brick work. The main material for the facades of the hotel would be multi grey brick with a brown/grey inset brick to the window reveal panels. A brick soffit would also be provided to windows. Louvres and grey window frames would complement the tone of the main brick work. A glazed spandrel panel would ensure the vertical emphasis of the window reveals is a strong design feature.

The ground floor is expressed in a double height frame with inset curtain walling. The upper levels are expressed in three storey bays with the exception of the upper floors which is expressed by a two storey bay.



Hotel façade and bay study

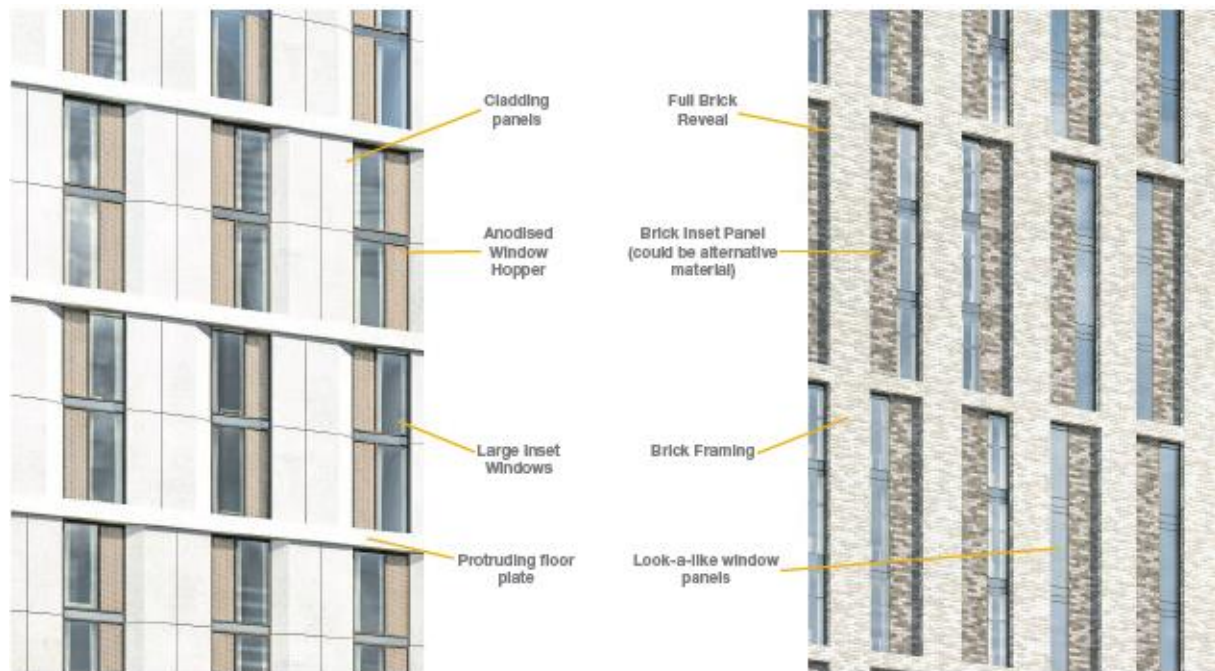
The elevations of the apart hotel contrast with the hotel to distinguish between the different functions. A anodised cladding system would be used to create the deep window reveals which are arranged vertically in double bays.

Angled cladding would form the deep window reveal. The main section of glazing would not open, however, a vertical mesh panel would be inserted to the side of each window to allow it to open and ventilate the room naturally. Glazed spandrel panels would emphasise the vertically of the window reveals in the two storey bays.

The ground floor is expressed in a double height frame with inset curtain walling, with the upper floors expressed in two storey bays.



Apart Hotel façade and bay study



Comparison of the facades of the apart hotel (left) and hotel (right)

The layout and scale would complement the character, scale and order of development in the surrounding area.

The materials deliver a simple and effective façade treatment. Conditions would ensure that the materials are appropriate and undertaken to the highest standard.

Landscaping and boundary treatment

Footways around the site would be re-surfaced with tree planting and shrubs and vegetation. The applicant intends to replicate the hard landscaping scheme installed at the adjacent residential scheme which includes granite setts providing a high quality pedestrian environment.



Landscaping layout

The final details of the landscaping scheme would be agreed by planning conditions which would ensure that the hard and soft landscaping is of an appropriate quality.

Means of access, Impact on the highway network/car/cycle parking and servicing

A transport statement was submitted with the Outline application considered concluded that there would be no unduly harmful impacts on the local highway network. The means of access was shown indicatively from Dinton Street at that stage. This application confirms the position off Dinton Street which leads to a 25 space car park including 4 disabled bays. The level of car parking is less than 30 spaces indicative at outline stage but is acceptable given the highly sustainable location. Electric vehicle charging points would be provided.

12 cycle spaces would be provided for staff and visitors and the development would be supported by a travel plan. Highway Services consider the layout to be acceptable. Conditions on the Outline consent would agree the necessary measures to facilitate the means of access, servicing strategy and delivery of public realm to a suitable standard.

Accessibility

All main entrances would have level access and even surfaces. There would be lifts to all floors and accessible bedrooms, studios and apartments. Four parking spaces would be provided within the car park for disabled people.

Effects on the Local Environment/ Amenity

When the Outline planning permission was granted, the residential element of the scheme, which is now completed and occupied, assumed a development of this scale. The siting of the hotel is similar to that shown at the Outline stage. There is sufficient gap between the two buildings, provided by the car parking area and position of the buildings at an angle, to prevent any unduly harmful impacts.

Designing out crime

The Outline planning application was supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police. The proposal would bring natural surveillance to the area. The hotel would have staff present 24 hours a day. The car parking to the rear would be lit and secure.

Public opinion

The level of car parking is acceptable. This is a highly sustainable location but a small level of parking would support disabled guests, staff and visitors. A travel plan would encourage public transport use. The temporary area of car parking would ensure that the site would be managed.

There are likely to be temporary but predictable impacts from the construction process. A condition of the Outline planning approval requires the submission of a construction management plan in order to ensure measures are in place to minimise the impacts of noise, dust and vehicle movements.

There would be no impacts on surrounding residential developments other than those assumed as part of the original Outline planning permission.

Other Matters

Matters relating to the loss of trees and green infrastructure, impact on air quality, noise, surface water and drainage, waste management, ground conditions, impact on ecology and construction management were considered at the Outline stage. Conditions are contained in the Outline planning permission which deal with these issues.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

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 hotel accommodation and removing a vacant and underused site. Active frontages and improvements to the public realm would help connect this development to the wider city centre.

The scale and appearance of the hotel is appropriate at this gateway site. The siting of the building would bring natural surveillance and have no any greater impacts than those assumed at the Outline stage. The landscaping would be acceptable and there are no impacts associated with the means of access or other highway works on the local area.

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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Minded to Approve, subject to the approval of the minutes by Trafford Borough Metropolitan Council

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. Further work and discussion shave taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

1) 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 91 of the Town and Country Planning Act 1990.

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

256-LYR-XX-ZZ-DWG-L-1001, 256-LYR-XX-ZZ-DWG-L-1002, 256-LYR-XX-ZZ-DWG-L-3000, 8130-LRW-L(00)-013, 8130-LRW-L(00)-016, 8130-LRW-L(00)-019, 8130-LRW-L(00)-021, 8130-LRW-L(00)-023, 8130-LRW-L(00)-024, 8130-LRW-L(00)-040, 8130-LRW-L(00)-020, C1482-101, C1482-102, 8130-LRW-L(00)-014, 8130-LRW-L(00)-015, 8130-LRW-L(00)-017, 8130-LRW-L(00)-018, 8130-LRW-L(00)-022, 8130-LRW-L(00)-025 and LRW_8130_L(00)4102 stamped as received by the City Council, as Local Planning Authority, on the 22 July 2021

Design and access statement and Landscaping statement stamped as received by the City Council, as Local Planning Authority, on the 22 July 2021

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.

3) The window reveals and soffits for the development shall be carried out in accordance with drawings 8130-LRW-L(00)-024 and 8130-LRW-L(00)-025 stamped as received by the City Council, as Local Planning Authority, on the 22 July 2021.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding drawings 256-LYR-XX-ZZ-DWG-L-1001, 256-LYR-XX-ZZ-DWG-L-1002, 256-LYR-XX-ZZ-DWG-L-3000, prior to the first use of the hotel 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.

5) Notwithstanding drawings 8130-LRW-L(00)-019 and 8130-LRW-L(00)-020 stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021, prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the apartments (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first occupation of the hotel hereby approved, the parking area, as shown on drawing 8130-LRW-L(00)-013 stamped as received by the City Council, as Local Planning Authority shall be surfaced and landscaped in accordance with a scheme to 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 hotel and thereafter retained and maintained.

Reason – In the interest of the visual amenity of the site prior to the implementation of any future reserved matter application relating to the commercial unit and in the interest of ensuring this vacant land is tidy within the setting of the hotel development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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: 131163/MO/2021 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
Transport For Greater Manchester
Trafford Council**

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 :	jennifer.atkinson@manchester.gov.uk

