

Application Number	Date of Appln	Committee Date	Ward
139133/FO/2024	30 Jan 2024	28 June 2024	Hulme Ward

Proposal Erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3a), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and cafe (Use Class E(b)), together with infrastructure, landscaping, and other associated works.

Location Land At Cornbrook Road, Manchester

Applicant Forshaw Land & Property Group Ltd

Agent Mr Harry Russell, Lichfields

EXECUTIVE SUMMARY

The proposal is for a 24 storey building incorporating 224 homes and 87 apart hotel studios, with ground floor flexible commercial space and community meeting spaces. The public realm would be improved including street tree planting, raingardens and high quality hard landscaping.

There have been 3 letters of support and 9 objections.

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 a hotel was established under Outline planning permission 118625/FO/2017. This proposal includes a significant residential element and ground floor commercial uses and meeting space which are available for community use. The proposal is in a highly sustainable area and would contribute to the supply of high quality homes and apart hotel accommodation in the city.

Economic Jobs would be created during construction. The apart hotel 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 and employment when the hotel comes into use. Hotel accommodation is vital to support the growing Manchester tourism and business sectors. Public realm and linkages would benefit residents and visitors. A review of viability would determine whether the scheme can support affordable housing.

Environmental This would be a carbon neutral development in a highly sustainable location. It would support active travel and encourage public transport use. A proportion of the car parking would be fitted with an electric car charging point and includes photovoltaic panels to the roof and air source heat pumps. 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 acceptable. 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.

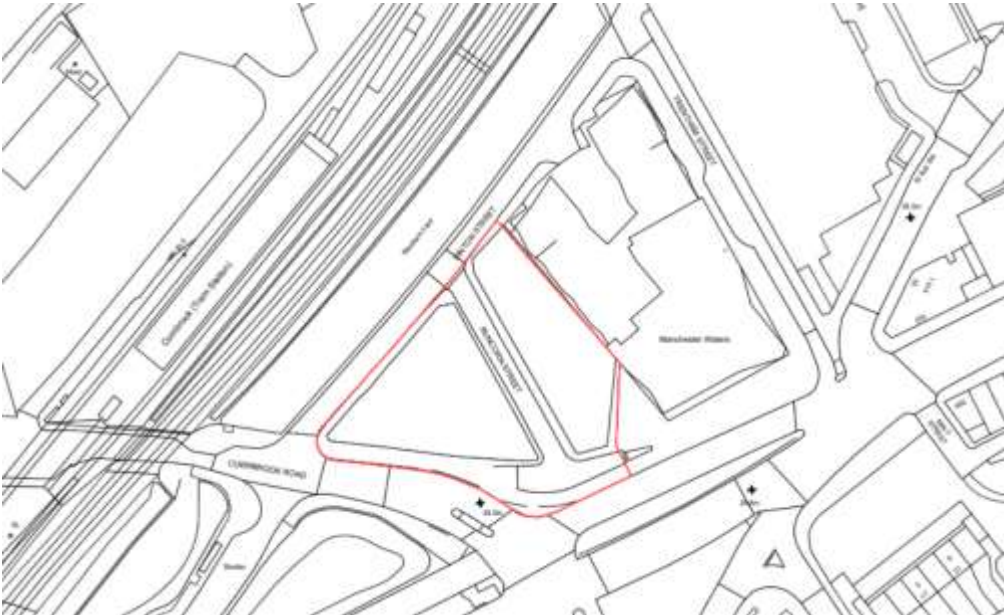
Impact on local residents The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraph 208 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

A full report is attached below for Members consideration

Description

This vacant irregular site is bounded by Cornbrook Road, Chester Road and Metrolink and railway lines. It is secured by a heras fence and is bisected by Runcorn Street.



Location Plan



Image of the site from Cornbrook Road

The site is part of the Cornbrook Hub Strategic Regeneration Framework (SRF) (2014), a joint document between Manchester CC and Trafford MDC. The framework is indicative and identifies opportunities presented by this gateway site to help guide future development. It promotes high density commercially led, mixed use developments that would create a gateway into the city centre.

There has been significant change and regeneration in this area and residential schemes have or are being developed. There are high density residential schemes alongside older buildings on Chester Road. The adjacent Vox development is 15-storeys. Cornbrook Metrolink stop is 150 metres away, bus services are available on Chester Road and Deansgate train station is a 15 minute walk.

The site is in the Manchester Air Quality Management Area (AQMA) and also adjoins an AQMA in Trafford. The site is not in a conservation area. The nearest listed building is the Former Turville Public House, Grade II, 65m east, Brindley Weir, Grade II 150m west, Railway Bridge over Canal, Grade II 150m north, Albert Mill Grade II, 175m north-east and Hulme Barracks Grade II 175m south east.

The site is in Flood Zone 1 where there is a low probability of flooding from rivers and the sea.

The Proposal

Outline planning permission was granted for a part 11, part 15 storey 155 bed hotel and 88 bed apart-hotel, with commercial use in July 2018 (118625/FO/2017). Reserved Matters approval was granted in October 2021.

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

This proposal seeks permission for a 24 storey mixed use building comprising 224 homes (Use Class C3a), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and cafe (Use Class E(b)).

The homes comprise the following: 68 x 1 bed, 1 person: 2 x 1 bed, 2 person: 117 x 2 bed, 3 person: 34 x 2 bed, 4 person: 2 x 3 bed, 6 person: 1 Duplex apartment:

The apart hotel would comprise: Small studio: 45: Large studio: 42

The basement would include plant and cycle storage. The ground floor would have separate lobbies for the residential and apart hotel and a café, flexible commercial unit, refuse store, apart hotel cycle store and maintenance.

The first floor would contain meeting rooms, amenity areas and gym associated with the homes. Two of the meeting rooms would be available for local community use. There would be 8 small and 4 large apart hotel studios on the first floor. The second to fourth floors would each contain 25 hotel studios, with 2 per floor being accessible.

There would be 13 homes on each of the the 5th to the 19th floors, and 12 on floors 20 and 21. one. On floor twentytwo, there would be four residential apartments whilst floor twentythree would contain the two duplex apartments which also benefit from an external terrace.

The building would be rectangular and predominantly brick. The upper floors are recessed and have a sawtooth Corten steel roof profile.

Vehicular access would be from Dinton Street which leads to a 14 space surface car park, including 3 accessible spaces, for apart hotel and residents with 4 accessible bays. 20% of the bays would have EV charging points. This area would include a substation and be secured by boundary treatment.

134 cycle spaces would be provided, 112 spaces in the basement for residents with 22 at ground floor for the apart hote. There would be 14 external stands for visitors.

Improvements to public realm include soft landscaping, trees and planting.



Layout of the development including soft landscaping

Land within Trafford Metropolitan Borough Council (MBC)

The proposal would improve a small section of highway on Cornbrook Road in Trafford 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 their 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 Trafford Councils Planning Committee, which met on the 9 May 2024.

For these reasons, if Manchester City Council's Planning and Highways Committee is MINDED TO APPROVE this planning application it shall be SUBJECT TO Trafford 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.

The planning submission

This planning application has been supported by the following information:

- Planning, Heritage, Tall Building and Statement of Community Involvement;
- Design and Access Statement;
- Noise and Vibration Assessment;
- Transport Assessment;
- Phase I Geoenvironmental Site Assessment;
- Flood Risk Assessment;
- Drainage Scheme;
- Archaeological Assessment;
- Air Quality Assessment;
- Crime Impact Statement;
- Wind and Microclimate Assessment;
- Daylight and Sunlight Assessment;
- Preliminary Ecological Assessment;
- Biodiversity Net Gain Assessment;
- Biodiversity Net Gain Metric;
- Blue and Green Infrastructure Statement;
- Environmental Standards Statement;
- Viability Assessment;
- Lighting Strategy;
- Ventilation and Extraction Strategy;
- Management Strategy;
- Construction Environmental Management Plan;
- Broadband Connectivity Assessment;
- TV Reception Survey;
- Local Labour Agreement;
- Landscape Concept Design; and
- Landscape Masterplan.

Consultations

Publicity

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of Listed Buildings. Site notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses. The comments received can be summarised below.

Local residents/public opinion/local businesses

Publicity the application has been advertised in the local press and on site as a major development and affects the setting of a conservation area and listed buildings. Residents and businesses have been notified twice. The comments received can be summarised as follows.

First Notification

Support

- would improve their building replacing two empty, dusty plots of land. Amenities are welcome and family and friends can stay in the hotel;
- would rejuvenate the area and improve a tired corner of Castlefield;
- Support is given to the proposal but parking should be removed and more apartments built.

Objection

- disruption in the area and the road infrastructure is inadequate;
- The height would block out the sun, including terrace area, at VOX
- affect light to ground floor apartments at Brook House which only get light through a patio door. This would affect the value of the apartments;
- The site should be used as a park and parking area. A multi storey car park could offer significant discount to local residents;
- Over the last 5 years, a significant amount development has brought a significant amount of extra traffic into a very congested area causing noise disturbances especially during the night;
- there has been no consideration for parking. Street parking is becoming more difficult and unnecessary double yellow lines and ambiguous parking restrictions make it difficult for residents to park near to their own homes;
- Parking issues are exacerbated on football days where people from outside of the city park wherever
- they can to the point of illegal parking. This makes it even harder for people who actually live here to park near their own homes;
- The proposal is enormous compared to buildings in the area;
- The development would tower above the Vox and block sunlight particularly those facing the new building;
- lack of privacy as there would be a number of apartments/hotel suits looking directly into VOX;

- noise and disturbance from comings and goings;

Objections have also been received from the building owners of VOX who represent residents as follows:

- The applicant has not engaged with them;
- This would be a significant increase in height than the previous approval;
- The SRF does not justify the increase in height;
- The fact the daylight/sunlight conditions in some rooms on the western side of VOX would compare to those in the inner areas of the development does not justify the impact on residents. It is not clear how much worse the daylight/sunlight conditions would be from a building that is 9 storeys higher than previously approved;
- This should be the relevant test and not a theoretical exercise whereby the VOX development is mirrored on the adjacent adjoining site;
- It is common practice to assess daylight and sunlight by reference to the guidelines set out in the 2022 Building Research Establishment (BRE) Report 'Site layout planning for daylight and sunlight - A guide to good practice';
- The site relates to the outline planning consent for the 11-15 storey hotel building and the Vox apartments which have been constructed and occupied for a number of years;
- The daylight and sunlight report considers an analysis of the current proposals against the existing baseline conditions (the 'Existing vs Proposed Scenario'), a comparison of the current proposals against a hypothetical mirror-image scheme (the 'Mirror-Image vs Proposed Scenario') and considers a small-scale contextual analysis of the existing daylight levels within Vox;
- The starting point for any daylight and sunlight analysis should always be the 'Existing vs Proposed' Scenario. The report provides drawings of this assessment scenario, tabulated results and NSL contour/window diagrams. The report provides sufficient information in relation to this assessment scenario;
- The results of this analysis demonstrate that the majority of site facing windows/rooms within Vox would experience significant changes from the levels enjoyed currently. A significant level of reduction is to be somewhat expected given the proposals are a clear departure from the cleared nature of the existing development site;
- Where a site is located within an evolving context, such as the case here, it is common for Local Authorities to consider the use of alternative target values to those set out within the main body of the BRE Guidelines to decide whether or not the effects are acceptable. This is because it is generally accepted that the baseline BRE targets are predicated on an established low-rise suburban environment which differs greatly from an evolving urban context surrounded by buildings of higher density (or will be in the near future). One of these alternative assessments known as the use of a Mirror-Image;
- The report considers this assessment methodology and demonstrates that on the whole, the revised application would perform much better than a mirror-image development. There are however alternative assessment methodologies that would be more applicable in this instance. The Mirror-Image assessment is a useful methodology where an existing building has windows that are unusually close to the site boundary, however, this is not

strictly the case in this situation where the development site historically covered both Vox and the Land at Cornbrook Road sites and more pertinently, as there is an extant consent for this wider site. The City Council have agreed to the extant planning consent and the apartments within Vox have been designed with this in mind to provide appropriate daylight and sunlight levels considered for a scheme of this nature within an evolving urban context;

- Where a site benefit from planning permission such as this, Appendix F and the BRE Guidelines state that: *“Sometimes there may be an extant planning permission for a site but the developer wants to change the design. In assessing the loss of light to existing windows nearby, a local authority may allow the vertical sky component (VSC) and annual probable sunlight hours (APSH) for the permitted scheme to be used as alternative benchmarks.”*
- This assessment should also be provided so that the planning authority can fully understand the potential impacts of the latest proposals. The current proposals are expected to cause greater daylight and sunlight impacts to the residential windows/rooms within Vox than those deemed acceptable and previously granted permission, however without the technical results this cannot be confirmed. As such, the provision of this assessment scenario is important to ensure that the potential impacts to the Vox building have been appropriately considered.

Second Notification

Further objections have also been received from the building owners of VOX. These comments can be summarised as follows:

- There is a very clear and significant deterioration in daylight and sunlight across the western elevation of the Vox Manchester scheme arising from the proposed development, and particularly across the upper floors of the existing building;
- Notwithstanding the extent of this impact the applicants continue to justify it on the basis that it is acceptable as the light levels broadly reflect those in other parts of the building;
- The updated note does now include a full comparative assessment of the relative VSC Daylight levels (within the relevant Vox Manchester living spaces) between the consented and proposed schemes;
- As predicted, the average findings for VSC daylight levels demonstrate a substantial deterioration at the upper levels of the existing Vox Manchester building, equating to up to 25% less light;
- The average findings in relation to APSH sunlight are equally damning for the upper floors of the building, equating to up to 27% less sunlight. However, even these substantial effects mask some of the actual impacts that will be experienced by residents;
- In terms of VSC, there are reductions of between 38% and 100% for some rooms from Floor 8 upwards, with APSH reducing by 30% into the 50%’s from Floor 10 upwards;
- This level of impact cannot be ignored or considered acceptable in any scenario;
- In the absence of reverting to an unrealistic ‘mirroring’ assessment, the applicants justify the significant deterioration in available light for residents of

Vox Manchester by suggesting it is acceptable because it reflects conditions within other areas of the building. This should not be a relevant consideration, or a desirable planning outcome.

- The existing light levels were deemed acceptable within the context of a comprehensive development (including an appropriate scale of development on the current application site) which would have a mix of units, and also a mix of amenity levels including access to light, with conclusions around acceptability drawn on a balanced basis considering the scheme as a whole.
- It does not mean that if the entire scheme had been presented from the outset with light levels akin to those in the courtyard area that it would have been found acceptable, and nor should this be the case now.
- The approved balance works, and provides a range of accommodation typologies, with a mix of price points to support a mixed residential community. It is clear that the proposals would undermine this by introducing a significant detrimental impact to the amenity of a large number of residents within the scheme.

Highway Services advise that the proposal would not have a detrimental impact on highway operations and is in close proximity to public transport including the Cornbrook Metrolink station. Cycle and parking provision is proposed. Cycle provision would be reviewed by a travel plan. A car parking and servicing management plan would be required which would include food deliveries. A loading bay would be required to Cornbrook Road together with a series of other traffic regulation order approvals and reinstatement of footways. A construction management plan would also be required.

Metrolink no objection.

Network Rail conditions are required due to the proximity of Network Rail assets.

Environmental Health final details of the acoustic attenuation of the internal residential and commercial accommodation, a construction management plan, waste and the plant should be agreed. A lighting scheme, hours of operation and fume extraction details should be agreed for the commercial elements.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with management regime and verification report. Evidence of on site investigations are required to demonstrate whether a suspected culvert has been found.

Environment Agency (EA) previous industrial activity at the site and associated structures pose a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are considered to be sensitive in this location because the proposal is located on a Secondary A Aquifer (Glaciofluvial sheet deposits) and a Principal Aquifer (Sherwood Sandstone). Conditions are required regarding ground conditions and agreeing any method of piling.

Neighbourhood Services (Trees) no objection.

Greater Manchester Ecology Unit (GMEU) no objection.

Greater Manchester Archaeology Advisory Service (GMASS) no requirement to impose any archaeological requirements.

Design for Security at Greater Manchester Police a condition should require the scheme to be carried out in accordance with the Crime Impact Statement.

Health and Safety Executive (Planning Gateway One) no objections.

Aerodrome Safeguarding no objections subject to an informative about crane erection.

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 is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. 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: Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic site in a regeneration area. The proposal would deliver homes, apart hotel accommodation and public realm in a highly sustainable location.

SO2. Economy – High quality homes in this sustainable location would support economic growth. The apart hotel would support tourism demand. The construction phase would create employment.

SO6. Environment – The proposal includes up to date energy efficiency measures in the fabric and construction and would be low carbon and highly sustainable. A travel plan is provided with 134 internal cycle spaces plus 4 in the public realm.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of a strategic regeneration area. It would

complement existing and recent developments. The public realm would be improved with hard and soft landscaping and street trees.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal - The proposal would provide homes and apart hotel accommodation close to all forms of sustainable transport and a commercial use would activate the street scene. There would be space in the building for local community use.

Policy CC4 'Visitors - Tourism, Culture and Leisure' – Apart hotel accommodation is acceptable in the City Centre.

Policy CC9 Design and Heritage – This would be a predominately brick building with high quality detailing which would enhance local character.

Policy CC10 A Place for Everyone – The homes, apart hotel and community and commercial uses would complement the regeneration of the area. It would be fully accessible with accessible car parking.

Policy T1 'Sustainable Transport' – A range of public transport modes are nearby, including Cornbrook tram station.

Policy T2 'Accessible areas of opportunity and needs' - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage use of sustainable transport.

Policy H1 'Overall Housing Provision' – This high-density proposal is on a brownfield site in a highly sustainable location. The homes would be attractive to families. Residents' amenity space and public realm are proposed. The waste management arrangements include recycling.

Policy H2 'Strategic Housing Location' – The proposal would develop a strategic site in the Cornbrook SRF and provide good quality homes in a highly sustainable area. The fabric would be efficient with sustainable features and drainage.

Policy H8 'Affordable Housing' – A viability statement concludes that the proposal cannot support the provision of affordable homes. A legal agreement would require the viability to be reviewed in the future. There are further details in the report.

Policy EN1 'Design principles and strategic character areas' - This proposal would support the regeneration of the area.

Policy EN2 Tall Buildings The proposal would have a positive impact on views of the City and the areas regeneration. The impact on listed buildings has been assessed in detail.

Policy EN3 'Heritage' – There would be a low level of harm to the historic environment which would be outweighed by public benefits set out in the report.

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. The proposal includes renewable technology.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building 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 energy demands of the use would be minimised. The building fabric would be high quality and energy costs should remain low. On site renewable energy would be provided.

Policy EN9 'Green Infrastructure' – The site has low ecological and biodiversity value. The landscaping would improve biodiversity.

Policy EN14 'Flood Risk'- The site is in flood zone 1. A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting represent a significant biodiversity enhancement. No clearance of the limited vegetation should take place during bird nesting season unless birds are shown to be absent.

Policy EN16 'Air Quality' Construction activities would be controlled to minimise the impact on air quality. The proposal would remove hardstanding which could be used for car parking. Other measures to minimise the impact of the operations of the proposal include a travel plan and 134 cycle spaces and 14 in the public realm.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site means there is evidence of below ground contamination which could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – Remediation is required before the site can be developed but ground conditions are not complex. Conditions can protect ground water and ensure the site is remediated.

EN19 'Waste' – The waste management strategy includes recycling within homes.

Policy DM1 'Development Management' - Consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations and impact on wind conditions and solar glare.

DM2 'Aerodrome safeguarding' there are no impacts on aerodrome safeguarding as a consequence of this development. An informative shall be erected in respect of crane assembly.

PA1 'Developer Contributions' A review mechanism would require the provision of affordable housing to be considered at a later stage. 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 DC7 'New Housing Developments' – This would be a high quality accessible development.

Saved policy DC18 'Conservation Areas' The proposal would have minimal impact on the setting of the Castlefield conservation area and is considered in the report.

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in report.

Saved policy DC20 Archaeology There are no archaeological constraints as a result of this proposal.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy E3.3- The proposal will provide a high quality building along Chester Road and would enhance the appearance of this important radial route.

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

Other material policy considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan is now adopted planning policy and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 224 new homes. Providing residential accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport. The proposal would provide a variety of residential accommodation sizes to meet a wide variety of family needs and circumstances.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic road removing a vacant and poor quality site from the area creating a high quality development with public realm and connectivity.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to Cornbrook tram station with access to the local bus corridor on Chester Road. The site would be improved and support and enhance pedestrian and cycle movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes measures to improve biodiversity.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use of local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 224 new homes and 87 apart hotel rooms would support the residential accommodation and hotel pipeline in the city centre which would in turn support employment and economic growth. It would create jobs during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density scheme in a highly sustainable location. The public realm and biodiversity would be improved.

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would exceed the requirements under Part L 2022.

Policy JP-S5: Flood Risk and the Water Environment – The development would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include studios in a variety of sizes together with amenities, management suite and commercial/local community space. All the accommodation being M4(2) compliant.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be tree planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site. External amenity space and community space would support the community. The development would promote recycling and improve the public realm improvements.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide local community space and new commercial opportunities which would support the local Neighbourhood.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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.

Cornbrook Strategic Regeneration Framework (SRF) (2013)

The Framework was prepared by Manchester and Trafford Councils and provides a vision and strategic level planning guidance for the comprehensive and coordinated regeneration of the area to transform this underutilised site and create a significant new gateway.

It proposes a range of uses to complement nearby and planned residential communities. 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 hotel up to 19 storeys.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers

2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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*".

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.

National Planning Policy Framework (2023)

The revised NPPF was re-issued in December 2023. 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 planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an areas identified housing need as possible, including with an appropriate mix of housing types for the local community*' (paragraph 60).

Paragraph 66 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for up to 224 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The development would not be able to support any affordable housing, however, this would be reviewed at a later date. This is set out in detail in the report.

Section 6 '*Building a Strong, Competitive Economy*' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

The proposal would create jobs during construction and when the development becomes operational.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 96).

The proposal would be safe and secure. Cycle parking is provided. Residents with accessibility needs would have access to parking. Private amenity space and new public realm would be created for the occupants of the development.

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 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 116)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

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 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. This residential led development would be in accordance with the SRF and would provide affordable housing. The site is close to sustainable transport infrastructure and the Universities campuses. A travel plan would encourage the use public transport, walking and cycle routes to the site.

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 will 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 131).

Planning decisions should 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

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. Street trees would be planted.

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 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 158).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162).

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. solar panels would be included together with air source heat pumps.

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 189 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 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in 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 192 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 occupants of the development.

Section 16 '*Conserving and enhancing the historic environment*' 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 (paragraph 200).

In determining 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; b) the positive

contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 203)

In considering the impacts of proposals, paragraph 205 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 208 states that 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, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

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 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 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.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

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 case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72(1) of the Act requires that “special attention shall be paid to the desirability of preserving or enhancing the character or appearance” of Conservation Areas.

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 and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. 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 and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. There is a crucial link between economic growth and regeneration and more homes are required to support this.

Manchester continues to grow and the city centre population has increased significantly. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. The proposal would contribute to a requirement to build 3,500 homes each year. Providing the right quality and diversity of homes is critical to maintaining growth and success.

The site is identified in the Cornbrook Hub SRF as being suitable as food retail offer and a hotel, but the framework does include a significant component of new homes.

This is a previously developed brownfield site in an area where change is expected and required. The apart hotel accommodation would be in line with the SRF and in accordance with Core Strategy policy CC4 contributing positively to the supply of hotel accommodation in a high sustainable location.

Tourism is a critical part of the City's growing economy. This growth has been significant over the last decade. Developments such as COOP Live, refurbishment of AO area, Aviva Studios, expansion of the Etihad Stadium, HOME, along with cultural/music events, plus an improving F@B offer, have all strengthened Manchester reputation as a thriving leisure and business destination.

The expansion of the airport will increase passengers over the next decade which will strengthen the tourism economy in the City and wider region. The provision of hotel accommodation is vital to meeting the growth of the tourism and business sectors and the need for further hotel accommodation remains strong.

The proposal would also provide high density homes close to public transport and other amenities. The 224 homes would be consistent with the City's space standards with accessible accommodation which would be M4(2) compliant.

The commercial unit would provide an active frontage to the public realm and the meeting spaces would be available for local community use.

The development would deliver significant economic and social benefits and create 377 gross direct FTE jobs plus 434 additional indirect FTE jobs. This would create £72.3 million direct and indirect GVA. When operational, there would be 15 direct FTE jobs and 7 indirect jobs which would equate to £300,000 in direct GVA.

A local labour agreement should be a condition to ensure that detailed discussions can take place with the applicant to fully realise the benefits of the proposal.

The development would be consistent with and complement and build on regeneration frameworks, including the City Centre Strategic Plan. The proposal would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, H4, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the proposal.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

224 homes are proposed for open market sale. The delivery of homes and the regeneration of the Cornbrook Hub area is a key priority for the Council. The proposal would develop a brownfield site, that makes little contribution to the area, and creates active street frontages and public realm. It would be a high quality scheme that complies with the Residential Quality Guidance.

A viability report, which has been made publicly available through the Council's public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £660,000 is within the expected range based on comparable evidence.

The applicant is targeting a profit of 20% on GDV but the applicant's appraisal and that of the Council's independent advisor currently expect the development to achieve a -5.74% and -1.65% on GDV respectively. This reflects the sensitivity of the appraisal in the current market as under normal circumstances this would render the development not viable. However, improvements/certainty on costs and revenues would likely improve the situation when the viability is run at a later stage,

On this basis, the scheme could not support an affordable housing contribution if it is to be viable at the quality proposed. The viability would be subject to review at an agreed date to reflect market conditions and costs which may improve the viability and secure a contribution towards affordable housing in line with policy H8.

Climate change, sustainability and energy efficiency

This would be a low carbon building in a highly sustainable location with excellent access to public transport. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

The development would have only 14 parking spaces, 3 of which 3 would be accessible. A travel plan would encourage residents to use public transport. A secure cycle store in the basement would include 112 spaces with 22 at ground floor for the apart hote. There would be 14 external stands for visitors.

The building would be all electric and benefit as the grid decarbonises. The building fabric would be highly efficient to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. These measures would provide highly efficient heating and cooling systems. Photovoltaic (PV) panels and Air Source Heat Pumps (ASHP) would provide on site renewable energy.

These measures would enable the development to achieve a compliance with Part L 2021 which would be a 14.2% reduction in carbon emissions and a 14.7% reduction in energy in non domestic areas.

This reduction is in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO₂ on Part L (2010 (or 9% over Part L 2013) Building Regulations. A post construction review through a planning condition would verify that this has been achieved. This equates to an 72.1% increase over Part L1a 2010.

The proposal could adapt to climate change through its green infrastructure including landscaping, trees and an efficient drainage system to minimise the effects of surface water. Bird and bat boxes would improve biodiversity and trees would help combat local air quality conditions.

Impact of the historic environment and cultural heritage

The site is not in a Conservation Area but a number of Listed Buildings are nearby with 11 heritage assets within a 250 metre radius.

The heritage assets below are the closet to the site and have been assessed as part of this proposal: Former Turville Public House Grade II 70m east; Brindleys Weir Grade II, in Trafford 150msouth-west; Railway Bridge over Canal Grade II 160m to the north east; Hulme Barracks Grade II 175m south; Former Albert Mill 200m east; Empress Conservation Area in Trafford MBC; and Castlefield Conservation Area.

Given the proximity of these listed buildings and conservation areas, it is necessary to assess the impact of the proposal on them.

Grade II Former Turville Public House is the closest heritage asset. It's significance is derived from its red brick, sandstone dressing and slate roof. Its triangular plan form is unusal. It is two storeys, with cellar and attic accommodation, a 7-bay side walls with a sill-band and a prominent ground floor cornice and first floor arched windows. The eaves over sail prominently and there are large attic dormers. The building has an unusual and distinctive form.

Its significance is derived from its historic value and architecture. The proposal would be seen in the same context from oblique angles along Chester Road. The context of the listed building has changed significantly over the years, most recently through the

development of VOX on the adjacent site which largely screens it from the application site. The listed building would remain separated from the application site and other developments, but its setting remains fully appreciated from the road. Its unusual triangular shape would remain clearly visible and legible along with the elevational detail and roof shape. The development of this vacant site would enhance the setting of the listed building and views into and out of the conservation area.

Grade II Listed Brindleys Weir is an important example of ancillary canal engineering. The structure is bound by the Bridgewater Canal and the railway embankment wall. Its setting is largely limited to the Bridgewater Canal, due to its association with the canal, and the fact that the railway embankment screens anything else from view. The proposal would not impact on the setting or appreciation of the listed structure.

Grade II Listed Railway Bridge over Canal significance is from its role as transport infrastructure during the industrial revolution. The setting and group value of the bridge is due to its relationship with the railway and canal. The proposal would not impact on the setting or appreciation of the listed structure.

Grade II Listed Hulme Barracks was officers mess and quarters and dates back to the Georgian period. Its significance is derived from its architectural and historic interest. The adjoining park and greenspace is an important feature in its setting. It is now in residential use and the surrounding context has altered. Newer developments partially screen it from the application site. The proposal would not impact on the setting or appreciation of the listed structure which would remain legible and understood within this context.

Grade II Listed Former Albert Mill is a typical Manchester cotton mill. Its setting has been changed over the years by new development. Its rear adjoins large new build developments such as Castlefield Locks, Trilogy and Excelsior Works.

Remnants of the historic street pattern and relationship with the canal form positive aspects of the setting of the building, and new build developments such as Excelsior works have referenced the industrial typology of the mill through the use of brick and architectural detailing.

Given the distance of the listed building from the application site, it would not impact on its setting which would remain and understood within the current context.

Empress Conservation Area the application is separated from the conservation area by a car dealership and Chester Road. The significance of the conservation area is its links to the development of Stretford during the industrial revolution. The conservation area has changed significantly with many tall buildings in its setting. The proposal is some distance from the conservation area and separated by Chester Road. It would be seen in the context of other tall building and not within the more sensitive parts of the conservation area.

Castlefield Conservation Area the development is close to the conservation area. The significance of the 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 setting of the conservation area and the proposal provides an opportunity to replace a vacant site with a scheme that responds well to its context. The proposal would not impact directly on the setting of the conservation area or its significance as a whole which would remain legible and understood.

The proposal could make a strong positive contribution to the area. It would activate the footpath and Chester Road and define the street corner. The masonry façade and deep window reveals would provide a modern building that responds to the façades of other older buildings in the area including those found within adjacent conservation areas and listed buildings.

This would, however, be a major development that would change the area. It would result in a low level of less than substantial harm in views towards the conservation areas and the setting of the Former Turville Public House, as defined by paragraph 208 of the NPPF.

In all instances, the heritage assets would remain legible and understood and the impact would be outweighed by the substantial regeneration benefits that the proposal would bring. It is considered that this proposal would provide the public benefits required by the paragraph 208 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in instances of low level harm through minor changes to setting of adjacent conservation areas and the former Turville Public House. These impacts are considered to result in a low level of less than substantial harm.

Therefore, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be) (para 205 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in para 208 of the NPPF. The proposal would create instances of less than substantial harm. In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This is a development site, as defined by policy SP1 of the Core Strategy, in one of the City's key regeneration areas. Its vacant condition has, at best, a neutral impact on the local area and surrounding heritage assets. This proposal would regenerate the site in line with Council policy.

The proposal would enhance the area and provide 224 homes and 87 apart hotel rooms. This would contribute positively to the supply of new homes and hotel accommodation in the city. Chester Road would be activated with ground floor use.

New residents would bring household spending to the area and new jobs directly associated with this development.

Over the construction programme, 377 gross direct FTE jobs plus 434 additional indirect FTE jobs would be created. Based on the average GVA per full time employee this would result in £72.3 million direct and indirect GVA over the construction period to the Greater Manchester economy.

The development would meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives. There would also be drainage benefits and improved biodiversity and wildlife habitats.

The visual and heritage assessments show a low level of harm to the heritage assets as the proposal would only be viewed in their context. Their significance would remain legible and understood both individually and where there is group value

Mitigation and public benefits are derived from the realisation of key site in the SRF. The heritage impacts would be at the lower end of less than substantial harm and would be outweighed by the significant public benefits of the proposal.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the 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 paragraph 208 of the NPPF.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements.

Visual Amenity

Pedestrian entrances to the homes and apart hotel would be from an improved area of public realm on Cornbrook Road. Vehicular access would be from Dinton Street leading to a 14 space car park at the rear of the building. The proposal would remove this vacant, low quality site and introduce natural surveillance. A basement would contain cycle storage and plant.

The ground floor has a commercial unit on the western corner and a bike store for the apart hotel. The cafe/ coffee shop is on the eastern corner with an external seating area.

At the first floor there are meeting room/spaces for use by hotel guests or residents with ancillary/ amenity spaces for the residents, with a games room, private dining/ screening/ entertaining space and a gym.

The first, second, third and fourth floors would provide apart hotel rooms. The homes would occupy the remaining floors up to the 22nd floor. The 23rd floor would contain 4 bed penthouse suites with external terrace. All the homes would meet the required space standards and is M4(2) compliant.

Photovoltaics on the roof would provide on site renewable energy.

The Cornbrook Hub SRF describes a 19 storey hotel building. The outline hotel permission granted in 2018, granted a part 15, part 11 storey building. This complemented the adjacent residential development which was part 14, part 15 storeys in height. The proposed 24 storey building would be taller than SRF and the previous permission.

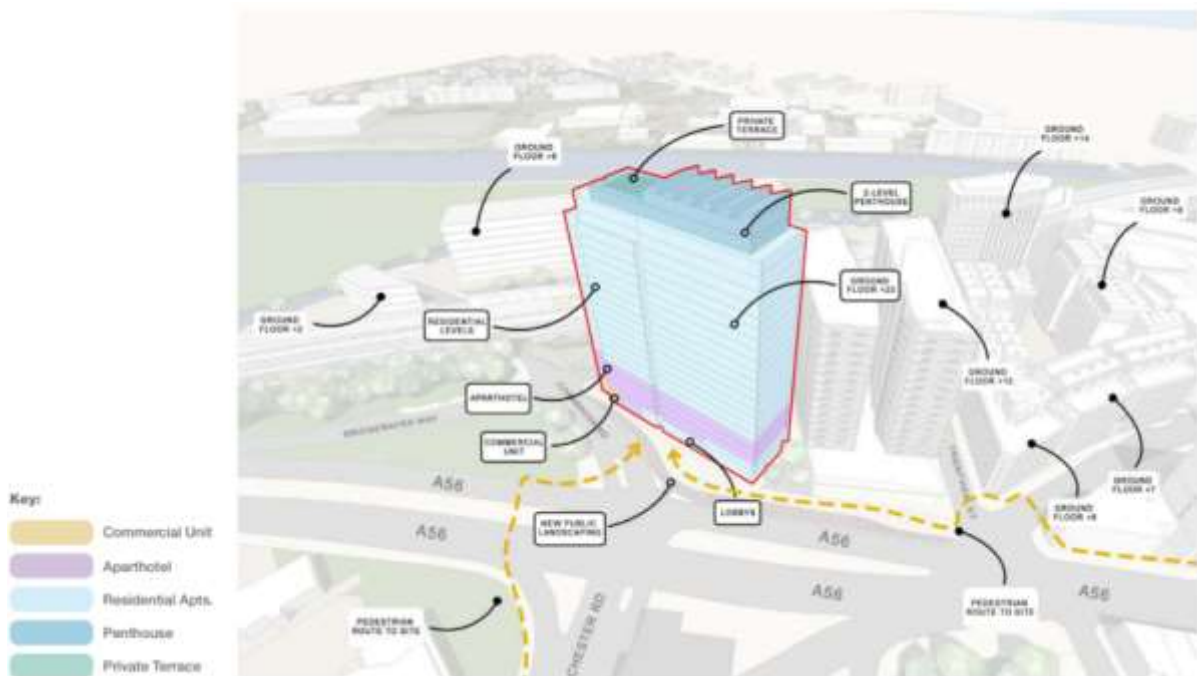


View from Chester Road



View from Cornbrook Street

This is a prominent site at the corner of Chester Road and Cornbrook Road and is a gateway to the city centre and could in principle support a building of this scale. The proposal has been divided into two components to help to reduce its mass. The upper floor is stepped back and has different materials and roof profile.



Components of the building and massing from Chester Road

The scale and massing would be larger than the previous permission. The impact on the cityscape has been assessed through a range of views which demonstrate that the proposal could be acceptable.



View From A56 Looking North-East



View From A56 Looking North-East



View From A56 Looking North-East



View From A56 Looking North-East

The proposal would be taller than anticipated by the framework and that established by the previous planning permission. It is necessary to consider the impact of this on neighbouring building and particularly Vox which is 15/14 storeys.

The proposal would be set obliquely from Vox, in a similar position to the previous approval, which would help to reduce any perceived overbearing or overshadowing

impacts on the homes and roof top terrace. The upper levels would be set back from the main façade to further reduce its impact.



View From Princess Street Looking West



View From A56 Looking West



View From A56 Looking West



View From A56 Looking South-West



View From Ellesmere Street Looking South-West

The previous planning permission was for a building of a comparable height to Vox. The views demonstrate that the proposal could be absorbed into the surrounding context from most vantage points but it would have a different relationship with and a greater impact on Vox.

The building would largely be constructed from red brick which would complement nearby historic buildings. The top floors would be clad in Corten steel to highlight the contrast and recessed nature of this element.

Extensive glazing to the active ground floor uses would animate the street scene. There would be canopies to the residential and apart hotel entrances.



Ground floor environment including glazing and canopy elements

The main elevation would be split into two elements: A single order would have traditional punched deep window reveals, with soldier courses and decorative brick. A double height order would have vertical piers and decorative brick reveals.



Bay study for double order (left) and single order (right) including decorative brickwork and screens

Decorative anodised screens would allow openable windows to be provided for natural ventilation.



Decorative screens

Conditions would ensure that the materials are appropriate and undertaken to the highest standard.

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

Footways would be re-surfaced with tree planting and shrubs and vegetation. The hard landscaping would be similar to that at the adjacent residential scheme which includes granite setts.

Four trees would be planted in the public realm at the corner of Chester Road and Cornbrook Street which would enhance the buildings setting and improve biodiversity and air quality. Six trees would be planted to the rear of the site along the car park boundary to provide screening and improve visual amenity.

Rain gardens and areas of soft landscaping would be created. External seating would be created in association with the commercial uses and cycle stands would encourage visitors to cycle.

Low level lighting would increase security and safety for those using external areas around the site.



Landscape proposals

Planning conditions would ensure that the hard and soft landscaping is of an appropriate quality.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage invasive species and minimise the impact on hedgehogs. Biodiversity net gains would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

Biodiversity

A self seeded habitat has formed at the site. Species identified are low quality and include buddleia and various scrub. There is a young cherry tree to the south. All of these habitats would be lost.

Tree planting and raingardens are proposed with hedgerows to the car parking. The planting and landscaping would provide foraging opportunities for birds and bats and bird and bat boxes would be provided. A management regime would be secured by planning condition.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC). For 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 following properties were assessed:

- Vox;
- Botanica Apartments

Para 123 (c) of section 11 of the NPPF states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards.



Relationship between the application property (green) and VOX (pink)

The windows on the southern elevation of Vox are close to the site boundary. The impact of a mirror image development on VSC, daylight distribution and APSH at VOX has been undertaken i.e. one that matches the height and proportions of VOX and is an equal distance away from the site boundary. The average overall VSC of this would be 13.02%, whilst the average VSC daylight level would be 19.60% as a result of the proposal.

The average NSL daylight to rooms within Vox would be 38.94% with a mirror image and 59.45% with the proposal. For sunlight, 34 of 90 rooms would meet the BRE target with a mirror image and 52 rooms achieve sunlight levels that are equal to or greater with the proposal.

The daylight and sunlight levels to the southern façade of Vox would be reduced. The magnitude of the reductions are in part as a result of the design and proximity of Vox to the site boundary. The daylight and sunlight impact on the southern facade would be similar to elsewhere at Vox.

The owners of the Vox object to the proposal and consider that the starting point for any daylight and sunlight analysis should be the existing and proposed scenario. They disagree with the mirror image assessment as it only serves to demonstrate that the proposal would perform better than a mirror image and argue that alternative assessment methodologies would be more applicable.

The impact on VSC daylight and APSH sunlight levels at Vox has been assessed against the current situation i.e. a cleared site both as cleared site and against the previously consented scheme.

334 windows to 244 rooms in Vox have been assessed for daylight (VSC & NSL) in the cleared site scenario. The 90 living rooms which are orientated within 90 degrees of due south have been assessed for sunlight (APSH).

For VSC daylight, 140 out of 334 (42%) windows would fully accord with the BRE recommended target. Of the 194 windows that would not accord with the BRE target criteria, 3 would be reduced by 20-30%, 25 would be reduced by 30-40%, and 166 would be reduced by 40% or more.

For NSL daylight, 102 out of 244 (42%) rooms would fully accord with the BRE recommended target. Of the 142 which would not, 4 would be reduced by 20-30%, 14 would be reduced by 30-40% and 124 would be reduced by 40% or more.

For APSH sunlight, 34 out of 90 (38%) rooms would fully accord with the BRE recommended target. The annual probable sunlight of 37 rooms would be reduced by 40% or more, and the winter probable sunlight of 51 rooms would be reduced by 40% or more.

In terms of the comparing the consented scheme to the proposed scheme, the BRE guidelines are clear:

“Since the permitted scheme only exists on paper, it would be inappropriate for it to be treated in the same way as an existing building, and for the developer to set 0.80 times the values for the permitted scheme as benchmarks”

Nevertheless, the average VSC daylight level of windows at Vox in both the consented and proposed scenarios have been considered. The proposal would have additional effects on the VSC daylight at Vox but the average VSC daylight level of the lower floors of the property would be similar, with differences of around 3%.

There would be larger differences to the upper floors, but the impacts would be similar to those on the lower floors from the extant planning permission. Lower levels of VSC daylight were considered acceptable as part of the Vox development itself particularly the windows and rooms facing the courtyard area between the two blocks.

There would be a noticeable difference to the consented sunlight levels, but the rooms would retain levels of APSH sunlight that have been considered acceptable in an urban context.

The Vox building owners note that a full comparative assessment of the relative VSC Daylight levels between the consented and proposed schemes has been undertaken. They maintain their objections as the daylight and sunlight would be significantly reduced particularly to the upper floors. They believe that the level of impact cannot be ignored or considered acceptable in any scenario. They contend that the applicant's justification for the significant deterioration in available light for residents of Vox Manchester is because it reflects conditions within other areas of the building. This should not be a relevant consideration, or a desirable outcome.

The daylight and sunlight assessment allows the magnitude of change to be understood and there would be a significant impact on the southern façade of Vox. Vox is built up to the site boundary of this site, which is currently cleared and located in an area where height and density is increasing. It is inevitable that development at the site would have an impact on the affected windows. The daylight levels in the courtyard apartments at Vox are not a justification for this impact, but it does demonstrate that the relationship between buildings in an urban context can impact on daylight and sunlight.

The proposal would sit obliquely to Vox, which is similar to the consented scheme, but its increased height would have a greater impact on daylight and sunlight than the consented scheme. This is particularly notable at the upper levels.

Vox is positioned tight to the site boundary and comprises of two blocks that mutually obstruct daylight. The proposal would result in less harm than if it had a similar alignment, height and massing to Vox.

The proposal broadly accords with the aspirations in the SRF but the impacts on VOX would be significant. However, this is an urban context where change is expected to take place. The impacts would be similar to other nearby developments and are not of a magnitude which would warrant refusal of the application.

Botanica Apartments



Relationship between the application property (green) and Botanica Apartments (pink)

153 of 170 windows to Botanica Apartments would fully comply with the BRE guidelines for VSC daylight. All of the 17 which do not are recessed behind deep

balconies and therefore currently have very low baseline levels without the proposal in place.

The BRE states that a reduction of 20% or less would not be noticeable to occupants, meaning a window which meets the 27% VSC daylight target without the proposal could be reduced by 5.4% without being noticeable.

However, the low baseline levels to these windows means that small reductions in VSC lead to proportionally higher percentage changes. The worst affected window experiences a reduction of 6.2% which would be minor were it currently achieving 27% VSC, but it does not meet the target as the window currently receives 7.2% VSC. Locating windows beneath balconies therefore places a burden on the development site to maintain low existing levels.

79 of 121 rooms would fully comply with the BRE criteria for NSL. Of those which do not, 15 experience a minor reduction of between 20-30%, 18 experience a moderate reduction of between 30-40% and 9 are reduced by 40% or more.

The BRE states that “if an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable”. All of the habitable rooms within Botanica Apartments are single aspect, and in excess of 5 metres deep, and the majority are in excess of 7 metres deep. As such, the impact identified is to some extent unavoidable, and not only a function of the height or mass of the proposal.

With the proposal in place this property will fully comply with the BRE criteria for sunlight.

There would be some reduction to the daylight levels of Botanica Apartments, which are largely a function of its design and the property would retain acceptable levels of daylight and sunlight with the proposal in place. It is therefore considered that there would be no unduly harmful impact that would warrant refusal.

Overlooking

The footprint of the proposal is similar to that of the consented scheme i.e. set obliquely from the Vox building to maximise the gap between the two buildings.



Overlay of the proposed scheme and extant scheme (in blue)

The privacy distances between the two buildings was previously considered acceptable. At its widest point there is approximately 45 metres between the rear façade and the southern façade of Vox. This narrows to gradually to 24 metres, 10 metres and 4 metres at its narrowest point.



Privacy distances

The privacy distances are comparable with other city centre development including the relationship between the two Vox blocks.

It is not considered that there would be an unduly harmful impact from loss of privacy as a result of overlooking from the proposed development on the Vox building.

(b) TV reception

A TV reception survey has concluded that there is likely to be minor interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions.

The potential effects during construction from dust and particulate emissions from site activities and materials movement have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM)

'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are residential and other sensitive buildings that would be affected by construction vehicles accessing the site. There are also likely to be cumulative impacts from other nearby developments which could be under construction at the same time.

The impact on human health would be high for demolition, earthworks, and construction. The main impact on local air quality conditions would be dust from the construction. No demolition is required which should minimise the overall amount of dust generated. The impact from construction traffic would be lower due to condition and surface material of surrounding main roads.

Mitigation measures which would minimise the impact on local air quality include dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition.

The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). It would be a low car development with 134 cycle spaces. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of city centre means the site is ideally located for walking and cycling. The site also located adjacent to Cornbrook tram station.

There would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

It is acknowledged that local air quality conditions are poor, but the development would have no material impact on current air quality conditions and the accommodation can be suitably mitigated against current conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of

the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 400 m radius around the site was established. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects on wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, are within an acceptable limit for their intended use. There are two pre-existing issues in the undercroft of VOX. The platforms of Cornbrook tram stop are suitable for standing in winter and sitting or standing in summer. The terrace area on to the roof of the VOX is also suitable for its use.

When the development is complete, the pre existing issues at the VOX would remain along with two new areas at the south eastern corner of the site and off site on Bridgewater way. The southern entrance to the café would be windier.

In order to ensure conditions are suitable, mitigation is required in the form of 7m trees and 7 porous screens. The wind conditions have been tested with these mitigation measures in place conditions and were found to be suitable

These wind mitigation measures should be secured by planning condition.

Noise and vibration

A noise assessment Identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

Construction noise levels would be acceptable provided that the operating and delivery hours are adhered to, with an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the apartments would limit noise ingress, particularly from nearby roads, and from ground floor commercial accommodation.

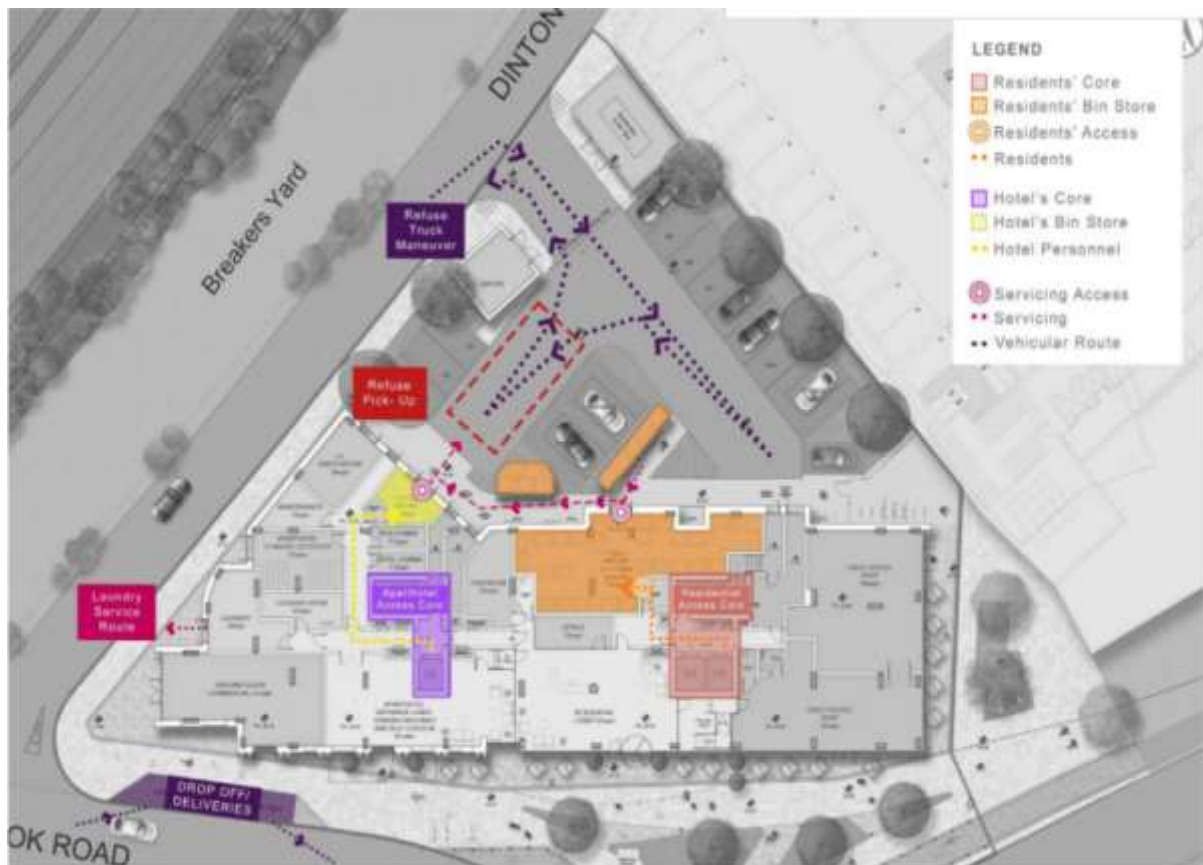
A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable, and they do not overheat. Further details would be agreed by a condition and be subject of verification prior to occupation.

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

There are refuse strategies for the residential and apart hotel uses, and individual waste strategies for the commercial elements.

Residents would store and segregate waste in their apartments and take it to the dedicated waste store on the ground floor. There would be 11 x 1100l bins for general use, 6 x 1100lbin for pulpable use, 6 x 1100lbin for mixed recycling and 6 x 240L bins for food waste would be provided. The building management team would move the bins from the store on collection day.



Waste management arrangements

Hotel staff would collect and store waste from the hotel rooms. The store would be on the ground floor with external access to allow the on site management team to manage collection.

It has been demonstrated that a refuse vehicle can drive into the site, reverse back into the pick up point and drive out onto Dinton Street in a forward gear. A lay by at the front of the site on Cornbrook Road would be provided for deliveries and drop off/pick up.

The waste management arrangements for the homes and apart hotel elements would be acceptable and the arrangements should be a condition. The arrangements for the commercial units should be agreed by condition prior to the first use.

Accessibility

The proposals would create an inclusive environment. All homes would be M4(2) compliant. Two apart hotel studios on each floor would be fully accessible. All entrances and exits to / from the building to the street would be level. There would be step free routes in the building to lifts to provide access to the upper floors. 4 accessible parking bays would be created to the rear close to entrances.

Flood Risk/surface drainage

The site is in flood zone 1 and in 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 particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

All sustainable transport modes are nearby. There would be 14 parking spaces including 3 accessible bays. 6 parking bays (inc. 2no. disabled bays) would be available for the residential elements and 8 parking bays (inc. 2no. disabled bays) would be available for the apart hotel.

20% of the spaces would be fitted with an EV charging point with the remainder fitted with the infrastructure to be adapted in the future. Traffic Regulation Orders (TROs) would be required on surrounding roads to prevent parking and a management plan to manage the on site parking provision.

A new loading/drop-off bay is proposed at Cornbrook Road for drop-off's and smaller resident parcel/food delivery vehicles. This would require a TRO and as this is located in Trafford MDC would require the approval of the local highway authority. A Food and Parcel Management Strategy should be agreed through condition. Modelling demonstrates that the vehicle movements associated with proposal can be accommodated on the highway network.

Cycle provision is proposed including visitor spaces in the public realm at the entrance to the building. Cycle provision would be reviewed as part of the travel plan and would be increased should demand demonstrate this.

The travel plan would also support the travel needs of residents and hotel guests to make sustainable travel choices. A condition should ensure that the travel plan is monitored.

A construction management plan would also need to be agreed to minimise the impact of construction activities on the local highway network.

Network Rail have considered the impact of the development on their nearby infrastructure. Informatives have been imposed on the permission and further glint and glare assessment demonstrated that the development would not be a distraction to the rail network and signals.

The proposals are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. 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. A condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Aerodrome Safeguarding

There would be no aerodrome safeguarding concerns in respect of this proposal. An informative about the use of cranes during construction should be imposed.

Construction management

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan which would include details of dust suppression measures, highways management plan and use of machinery. Wheel washing would prevent dirt and debris on roads.

Construction vehicles are likely to use Chester Road which should minimise disruption on the network. The applicant would communicate with residents and

businesses to ensure that impacts are minimised and access is maintained to minimise disruption.

Provided the initiatives outlined above are adhered to, it is considered that 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, businesses and the highway network.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Legal Agreement

This application will be subject to a legal agreement which would secure affordable accommodation at the site as set out under the heading 'Affordable Housing' within this report.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

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 residential and hotel accommodation and removing a vacant and underused site. There would be one, two and three bedroom homes created. Active frontages and improvements to the public realm would help connect this development to the wider city centre.

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

The development would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply at the site and carbon reductions.

Consideration has been given to the impact of the development on the local area including homes, businesses, road and recreational areas and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area and a number of listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 and S72 of the Listed Buildings Act (paragraph 202 of the NPPF).

Other Legislative Requirements

Equality Act 2010

Section 149 (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 and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. 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.

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 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** subject to the signing of a Section 106 Agreement to secure a late stage review of the viability to determine if there is any uplift in conditions to warrant a contribution towards affordable housing.

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 other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

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

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

Drawings

8353-LRW-ZZ-ZZ-DR-A-00-100 P08, 8353-LRW-ZZ-ZZ-DR-A-00-300 P04 and 8353-LRW-ZZ-ZZ-DR-A-00-301 P02 received by the City Council, as Local Planning Authority, on the 30 January 2024

1169-WRI-XX-XX-DR-L-0002 P08, 8353-LRW-ZZ-22-DR-A-00-183 P08, 8353-LRW-ZZ-22-DR-A-00-189 P07, 8353-LRW-ZZ-23-DR-A-00-184 P08, 8353-LRW-ZZ-23-

DR-A-00-190 P06, 8353-LRW-ZZ-RF-DR-A-00-185 P07, 8353-LRW-ZZ-RF-DR-A-00-191 P07, 8353-LRW-ZZ-ZZ-DR-A-00-015 P07, 8353-LRW-ZZ-ZZ-DR-A-00-016 P07, 8353-LRW-ZZ-ZZ-DR-A-00-182 P08, 8353-LRW-ZZ-ZZ-DR-A-00-188 P07, 8353-LRW-ZZ-ZZ-DR-A-00-199 P03, 8353-LRW-ZZ-ZZ-DR-A-00-200 P08, 8353-LRW-ZZ-ZZ-DR-A-00-201 P06, 8353-LRW-ZZ-ZZ-DR-A-00-202 P05, 8353-LRW-ZZ-ZZ-DR-A-00-203 P06, 8353-LRW-ZZ-ZZ-DR-A-00-204 P07, 8353-LRW-ZZ-ZZ-DR-A-00-205 P05, 8353-LRW-ZZ-ZZ-DR-A-00-206 P05, 8353-LRW-ZZ-ZZ-DR-A-00-207 P05, 8353-LRW-ZZ-ZZ-DR-A-00-601 P04, 8353-LRW-ZZ-ZZ-VS-A-00-021 P02, 8353-LRW-ZZ-ZZ-VS-A-00-023 P02, 8353-LRW-ZZ-ZZ-VS-A-00-027 P02, 8353-LRW-ZZ-ZZ-VS-A-00-029 P01, 8353-LRW-ZZ-ZZ-VS-A-00-030 P01, 853-LRW-ZZ-ZZ-VS-A-00-032 P01 and 8353-LRW-ZZ-ZZ-VS-A-00-031 P01 received by the City Council, as Local Planning Authority, on the 21 May 2024

8353-LRW-ZZ-00-DR-A-00-175 P10, 8353-LRW-ZZ-00-DR-A-00-178 P13, 8353-LRW-ZZ-01-DR-A-00-176 P10, 8353-LRW-ZZ-01-DR-A-00-179 P11, 8353-LRW-ZZ-B1-DR-A-00-174 P09, 8353-LRW-ZZ-B1-DR-A-00-177 P07, 8353-LRW-ZZ-ZZ-DR-A-00-198 P04 and 8353-LRW-ZZ-ZZ-DR-A-00-600 P04 received by the City Council, as Local Planning Authority, on the 24 May 2024

Supporting information

Planning, Heritage, Tall Building and Statement of Community Involvement prepared by Lichfields; Design and Access Statement prepared by Leach Rhodes Walker (ref. 8353-LRW-XX-XX-PP-A-00-011 Rev. P03); Noise and Vibration Assessment prepared by Jameson Acoustics (ref. 22101-RP-1-R2); Transport Assessment prepared by SK Transport (ref. 231218/SK22387/TS01(-03)); Phase I Geoenvironmental Site Assessment prepared by Renaissance (ref. CBR-REN-00-XX-RNP_C-00003 Rev. P04); Flood Risk Assessment prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00001 Rev. P04); Drainage Scheme prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00002 Rev. P03); Archaeological Assessment prepared by Oxford Archaeology (ref. L11531 Rev. V4); Air Quality Assessment prepared by Redmore (ref. 7356r2); Crime Impact Statement prepared by GMP (ref. 2023/0618/CIS/01); Wind and Microclimate Assessment prepared by GIA; Daylight and Sunlight Assessment prepared by GIA (ref. 2473-240126-EP-DLSL); Preliminary Ecological Assessment prepared by Urban Green (ref. UG2342-PEA); Biodiversity Net Gain Assessment prepared by Urban Green (ref. UG2342-BNG); Biodiversity Net Gain Metric prepared by Urban Green; Blue and Green Infrastructure Statement prepared by Wrights; Environmental Standards Statement prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-002Rev. P03); Viability Assessment prepared by Tim Claxton; Lighting Strategy prepared by Futureserv (ref. P7583-FS-XX-XX-RP-E-001 Rev. P3); Ventilation and Extraction Strategy prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-003 Rev. P3); Management Strategy prepared by Artal; Construction Environmental Management Plan prepared by Domis; Broadband Connectivity Assessment prepared by Futureserv (ref. P7583-FS-XX-XX-RP-E-002 Rev. P03); TV Reception Survey prepared by Pagerpower (ref. 13033A); Local Labour Agreement prepared by Domis and Landscape Concept Design prepared by Wrights received by the City Council, as Local Planning Authority, on the 30 January 2024

Daylight and Sunlight update received by the City Council, as Local Planning Authority, on the 20 May 2024

Waste proforma received by the City Council, as Local Planning Authority, on the 29 April 2024

Highways response note received by the City Council, as Local Planning Authority, on the 21 May 2024

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) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details 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. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

4) 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).

5) Notwithstanding the Flood Risk Assessment prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00001 Rev. P04); Drainage Scheme prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00002 Rev. P03); received by the City Council, as Local Planning Authority, on the 30 January 2024, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the surface water sewer in Dinton Street, identification of the asset owner and evidence of agreement in principle is

required. An email of acceptance of proposed flows and/or new connection will suffice. This must include evidence of consultation with United Utilities to determine if the asset is an adopted public sewer.

- Where surface water is connected to the public combined sewer, the strategy shall be designed in accordance with the agreement in principle from United Utilities.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Details of surface water attenuation which achieves a runoff rate no greater than 5 l/s, supported by evidence of agreement in principle from the relevant authority/service provider.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- Where a public sewer diversion/abandonment is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

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).

6) a) Notwithstanding the Cornbrook Residential Phase I Geo-Environmental Assessment Report, Renaissance Structural Civil Engineering, Reference: CBR-REN-XX-XX-RP-C_00003, January 2024 received by the City Council, as Local Planning Authority, on the 30 January 2024, before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In particular, the following shall be provided:

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

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

7) Notwithstanding the Construction Environmental Management Plan prepared by Domis received by the City Council, as Local Planning Authority, on the 30 January 2024, the development shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Consultation with local residents/local businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and

- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

8) Prior to the commencement of the development, 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. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part 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.

9) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate a commitment to recruit local labour for the duration of the construction 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 of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with the development being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

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

The scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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 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).

11) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-002 Rev. P03) received by the City Council, as Local Planning Authority, on the 30 January 2024. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

12) Notwithstanding drawing 1169-WRI-XX-XX-DR-L-0002 P08 received by the City Council, as Local Planning Authority, on the 21 May 2024, (a) prior to any above ground works commencing, details of a hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. 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.

13) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall 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).

14) (a) Notwithstanding the Noise and Vibration Assessment prepared by Jameson Acoustics (ref. 22101-RP-1-R2); received by the City Council, as Local Planning Authority, on the 30 January 2024, prior to any above ground works, a scheme of acoustic insulation for the commercial units, meeting spaces and gym as shown on drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of each of the commercial, meeting spaces and gym units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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).

15) (a) The acoustic insulation of the residential accommodation shall be carried out in accordance with the Noise and Vibration Assessment prepared by Jameson Acoustics (ref. 22101-RP-1-R2); received by the City Council, as Local Planning Authority, on the 30 January 2024.

(b) Prior to the first occupation of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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).

16) The residential and apart hotel element of the development shall be carried out in accordance with the waste management proforma received by the City Council, as Local Planning Authority, on the 29 April 2024 together with drawing 8353-LRW-ZZ-00-DR-A-00-175 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024.

The approved scheme shall be implemented prior to the first use of the residential and apart hotel elements and shall remain in situ whilst the use or development is in operation.

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

17) Prior to the first use of the commercial uses (commercial, meeting spaces and gym) as indicated on drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, details of a waste management strategy for the storage and disposal of refuse for the commercial uses of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the commercial uses and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial, health centre and school elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

18) Prior to the first use of each of the commercial units, as indicated on drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit 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 units 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).

19) Prior to the first use of each of the commercial units as indicated drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, should any roller shutters be required details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each 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).

20) 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. Prior to the first occupation of the development, full details of such a scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the development 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 and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

21) 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.

22) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Saturday Sundays and Bank Holidays confined to 10:00 to 18:00

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

23) The commercial units hereby approved, as indicated on drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30

Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit.

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.

24) Prior to the first use of the external landscaped areas around the development as indicated on drawing 1169-WRI-XX-XX-DR-L-0002 P08 received by the City Council, as Local Planning Authority, on the 21 May 2024, an operational management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night (including no use of amplified music);
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the buildings.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

25) The commercial units, as shown on drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, shall remain as separate units and shall not be sub divided or amalgamated 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.

26) The commercial units, as indicated drawing drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-01-DR-A-00-176 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, can be occupied as Use Class E (excluding convenience retail) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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.

28) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade

for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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.

29) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the element of the scheme which relates to an apart hotel shall only be used as apart hotel (Use Class C1) and for no other purposes.

There shall be no live music or live entertainment in the apart hotel at any time with background music only.

Reason - To ensure that the arena is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

30) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 30 January 2024. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge 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.

31) The residential element of the development hereby approved shall be carried out in accordance with the Framework Travel Plan received by the City Council, as Local Planning Authority, on the 30 January 2024.

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

Within six months of the first occupation of the residential element of the development, a Travel Plan for the development 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).

32) The apart hotel element of the development hereby approved shall be carried out in accordance with the Framework Travel Plan received by the City Council, as Local Planning Authority, on the 30 January 2024.

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 visiting the hotel at the development;
- ii) a commitment to surveying the travel patterns of guests/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

Within six months of the first use of the apart hotel element of the development, a Travel Plan for the development 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 hotel guests and staff, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

33) (a) Prior to the first occupation of the residential and apart hotel elements, the cycle store shall be implemented in accordance with drawings 8353-LRW-ZZ-00-DR-A-00-175 P10 and 8353-LRW-ZZ-B1-DR-A-00-174 P09 received by the City Council, as Local Planning Authority, on the 24 May 2024 and thereafter retained and maintained in situ.

(b) (b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of conditions 31 and 32 of this planning permission (commencing

from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

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).

34) Prior the first use of the apart hotel and residential element of the development, a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The plan shall detail how allocation of spaces would be undertaken together with access management arrangements. The approved plan shall be implemented and be in place upon the first occupation of the residential and apart hotel elements of the development and thereafter retained for as long as the development remains in use.

Reason – To ensure adequate car park management arrangements are put in place pursuant to policy DM1 of the Manchester Core Strategy (2012).

35) The development hereby approved shall be carried out in accordance with car parking layout as shown on drawing 8353-LRW-ZZ-00-DR-A-00-175 P10 received by the City Council, as Local Planning Authority, on the 24 May 2023. This shall include the provision of 2 accessible bays for the apart hotel and 2 accessible bays for the residential element. The car parking layout shall be surfaced, demarcated and laid out prior to the first use of the development and thereafter retained and maintained in situ.

Reason – to ensure adequate car parking (including accessible car parking) for the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to any above ground works, details and specification of electric vehicle charging points to the 14 car parking space as indicated on drawing 8353-LRW-ZZ-00-DR-A-00-175 P10 received by the City Council, as Local Planning Authority, on the 24 May 2023 hereby approved shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved detail shall be implemented and made available prior to the first occupation of the residential and apart hotel uses hereby approved. The electric vehicle charging points shall be retained and maintained for as long as the development remains in use.

Reason – In the interest of air quality pursuant to policy EN17 of the Manchester Core Strategy (2012).

37) Prior to the first use of the development hereby approved, details of the provision of a car club bay on nearby surrounding roads shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development prior to the first occupation of the residential and apart hotel elements of this development and thereafter retained.

Reason – In the interest of supporting alternative forms of transport at the site pursuant to policy DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the residential and apart hotel element of the development, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Construction of a new priority car-park access from Dinton Street;
- Footway resurfacing along the site-side of Dinton Street, Cornbrook Road and Bridgewater Way/Chester Road;
- repositioning of the Bee Network Cycle Hire facility;
- Redundant site access points are reinstated with full footway provision;
- Double-yellow 'No Waiting' kerbside restrictions along Cornbrook Road (between Dinton Street and the signal-controlled junction);
- 'No Waiting' TROs will be required to cover both Dinton Street and Cornbrook Road to protect the visibility splay extents together with TROs on the opposite side of Cornbrook Road carriageway in order to reduce the likelihood of westbound vehicles crossing the centreline due to on-street parking and a TRO to prevent existing pavement parking issues at the Bridgewater Way/Cornbrook Road junction; and
- Provision of a new loading/drop-off bay at Cornbrook Road

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

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

39) Notwithstanding the TV Reception Survey, received by the City Council, as Local Planning Authority, on the 30 January 2024, within one month of the practical completion of the development, 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 to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing 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.

40) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

41) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

42) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. All commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building and used to inform any future advertisement applications for the building

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

43) All windows at ground level with the exception of the WC and, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

44) The development hereby approved shall include for full disabled access to be provided to the main entrances and to the floors above and all new dwellings shall be constructed to a minimum of M (4) 2 standard.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

45) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes Cheetham Hill Road and Park Place.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

46) Prior to the first occupation of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building 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).

47) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the apartments hereby approved shall be submitted for approval in writing by the City Council, as Local Planning Authority. The air source heat pumps must also comply with the noise criteria as specified in condition 13. 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).

48) Prior to any above ground works, final details of the siting, scale and appearance of the 7 porous wind mitigation screens shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented upon first use of the residential and apart hotel element of the scheme and thereafter retained and maintained in situ.

Reason – In the interest of securing appropriate wind mitigation at the site pursuant to policy DM1 of the Manchester Core Strategy (2012).

49) Prior to the first use a food/parcel, Delivery and Servicing Management (including taxi pick up and drop off, parcel deliveries and food drop off) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers.
- Provision of clear signage in common areas to guide delivery drivers to the drop-off point.
- Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries. This would also be applicable for aparthotel guests who may also order food deliveries;
- Establish specific delivery hours for residents of the development where possible.

- Periodically review how the drop-off process is working and encourage resident feedback.
- Set up a secure delivery holding area within the development; and
- Monitor Security Concerns.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, particularly for food and deliveries, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

50) (a) Three months prior to the first use of the development by hotel guests, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within 6 months of the first use of the development by hotel guests, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

51) (a) The development hereby approved shall be carried out in accordance with the Biodiversity Net Gain Assessment prepared by Urban Green (ref. UG2342-BNG) and Biodiversity Net Gain Metric prepared by Urban Green received by the City Council, as Local Planning Authority, on the 30 January 2024.

(b) Prior to the first use of each Construction Phase of development agreed within part (a) of this condition, a verification report for that Construction Phase will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain.

(c) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment.

A verification report and measures shall be agreed until such a time as Construction Phases of development comply with parts (a) and (b) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

If within a period of 30 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 - In the interest of securing a biodiversity mitigation strategy pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

52) Prior to the first occupation of the residential and apartment hotel elements hereby approved, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the development and remain in for the duration of the plan.

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

53) Notwithstanding drawing 8353-LRW-ZZ-00-DR-A-00-175 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, prior to any above ground works details of the siting, scale and appearance of generator, substation, external bin stores and cycle store 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 and apart hotel uses hereby approved and thereafter retained and maintained in situ.

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

54) Notwithstanding drawing 8353-LRW-ZZ-00-DR-A-00-175 P10 received by the City Council, as Local Planning Authority, on the 24 May 2024, prior to installation of the electric sliding gates details of the siting, scale and appearance of the gate 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 and apart hotel uses hereby approved and thereafter retained and maintained in situ.

Reason – In the interest of visual amenity pursuant to policy 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 applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed

- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- MCC records highlight that the underground unnamed culvert and Corn Brook are located within proximity to the site (unnamed culvert approximately 50m to the east of the site and Corn Brook culvert approximately 30m to the southwest of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:
<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>
- All works on the adopted highway (including TROs) will need to be undertaken as part of a S278 Agreement. The applicant should also obtain agreement with Trafford Council regarding highways works/public realm works at Cornbrook Road and A56 (including the new dropped-kerbs, tactile paving, loading bay, associated TRO requirements and landscaping/trees) which will require S278 works and potential commuted sums under Trafford Council's jurisdiction. Highways also note that the submitted Stage 1 Road Safety Audit identifies three problems in the vicinity of works proposed at Cornbrook Road/A56 which will also need to be reviewed by Trafford Council.
- Crane CPA requirements to be addressed including the requirement to downrate cranes alongside Network Rail infrastructure. Tower cranes to comply with "CPA Requirements for Tower Cranes Alongside Railways Controlled by Network Rail"
- As the proposal includes works which could 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.

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: 139133/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Archaeological Advisory Service
Metrolink
Transport For Greater Manchester
Greater Manchester Ecology Unit
Active Travel England
Network Rail
Trafford Council
Sport England**

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

