

**WARD:** Gorse Hill

**98676/FUL/19**

**DEPARTURE: No**

**Demolition of existing office building and erection of 190 bed hotel, varying in height from 2 - 16 storeys of accommodation plus basement and screened rooftop plant area and tower feature. Associated parking and servicing areas with main vehicular access off Hornby Road associated changes to the public realm.**

City Point, 701 Chester Road, Stretford, Manchester, M32 0RW

**APPLICANT:** Acre Manchester Ltd

**AGENT:** Brian Madge Ltd

**RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT**

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**The application has been reported to the Planning and Development Management Committee due to six or more objections being received contrary to Officer recommendation.**

### **SITE**

The application relates to a 0.15 ha site currently comprising a 6 storey office building with surface level parking beneath, accessed off Hornby Road to the South.

The site is bounded by Chester Road to the North, Warwick Road to the East and Hornby Road to the south. On the western side the site adjoins the side boundary of No. 2, Hornby Road which is a 2 storey semi-detached dwelling and Halfords Autocentre (MOT Servicing and Repairs) which fronts Chester Road.

The existing office building has a flat roof and an L-shaped footprint with main elevations onto Warwick Road and Chester Road which have a bronze tinted glass curtain wall façade. To the rear the building elevations include alternate bands of ribbon windows and dark brick with a lighter brown brick with punched windows on the Hornby Road elevation. The building has an undercroft car park supported on concrete columns. There is a low brick wall demarcating the curtilage predominantly topped by railings with some areas of planting focussed at the main entrance on Chester Road and at the junction of Hornby Road and Warwick Road. There are freestanding advertisement hoardings on the Chester Road frontage and security gates at the Hornby Road access.

The character of the area is mixed, comprising residential, retail, food and drink, offices, light industrial uses and sporting venues.

To the south are residential properties on Hornby Road, Barlow Road and Warwick Road. These are predominantly 2 storey red brick houses but to the southeast is

Warwickgate House, an 11 storey apartment building and 4 storey apartment blocks at Bowden Court and various office buildings close to the junction of Warwick Road and Talbot Road. Further south beyond Barlow Road is Trafford Town Hall, a Grade II Listed building and associated car park and gardens. Further south beyond Talbot Road is Lancashire County Cricket Club and the Old Trafford Metrolink Station.

To the north, across Chester Road is a parade of retail and takeaway units, some of which have residential uses on the upper floors. To the rear of this parade are residential properties on Partridge Street, Railway Road and Sir Matt Busby Way. Across the railway line to the north of these houses is Manchester United's Football Ground at Old Trafford. Diagonally opposite the site to the northeast is a Ford Car Dealership and to the northwest is the Bishops Blaize Public House and a large area of car parking (surface level and decked) associated with the 12 storey Trafford House office building.

To the east of the site, across Warwick Road is The Trafford Public House and associated external yard area. There are hotel rooms at first floor level at the premises. To the east of the pub is a vacant and dilapidated 6 storey apartment block (Charlton House), beyond which is White City Retail Park. There are vacant, levelled sites to the south of the Trafford Public House opposite the application site.

To the west are two storey residential properties fronting Hornby Road and predominantly single storey commercial buildings fronting Chester Road comprising car repair, MOT and car rental uses. Further west is Tesco Extra Stretford and associated public realm linking Chester Road and the Town Hall and Talbot Road.

## **PROPOSAL**

Planning permission is sought for the demolition of the existing office building and the erection of 190 bedroom hotel (Use Class C1). The application states that the intended operator is Hampton By Hilton.

The building would take the form of a podium and tower varying in height from 2 – 16 storeys of accommodation with screened rooftop plant and a tower feature at the Chester Road / Warwick Road corner of the site. Site levels slope gently up from south to north but the predominant height of the building varies from 8.8m at the southern end of the development to a maximum height of 56.88m to the top of the tower feature.

A basement area is proposed below the northern half of the site (largely beneath the tower) accessed via lifts and stairs from the core of the tower. The basement would largely contain 'back of house' areas, such as boiler room and water storage but would also include a fitness room, staff facilities and a refuse area accessed via a hoist.

The 'front of house' activities are at ground level with access via a lobby into the welcome zone, gathering and living zones and the core breakfast area. At the southern end of the building is an enclosed electrical substation and incoming gas room at

ground level linked to the main building on the Warwick Road frontage by a section of brick wall. To the rear of this wall is the turning head within the rear yard. At first floor level are additional gathering and living zones, office area and bedrooms. A green roof approx. 50m<sup>2</sup> in area is also shown at first floor level adjacent to the western boundary. There is no additional accommodation within the podium section of the building at second floor level although there would be screened rooftop plant.

Floors 3-12 would comprise standard guestrooms, lift and stair core and circulation space within the tower. The accommodation tower at the western extent of the building terminates at Floor 12 with rooftop plant on the 13th floor and consequently there are a reduced number of rooms in the tower on Floors 13 and 14. A small landscaped roof approximately 20m<sup>2</sup> is proposed on the Warwick Road side on the 13th floor.

A section of the tower that runs parallel to Warwick Road terminates at Floor 14 and consequently the number of rooms reduces further to five on the 15th floor, with associated access core, circulation space and additional screened plant area. There is no internal accommodation on the 16th floor, just screened rooftop plant. An open tower feature extends above the roof at the northern corner of the building.

Vehicular access would be via a gated access off Hornby Road as existing, leading to a service yard with turning head, an accessible parking space and bicycle parking area. A drop off zone is proposed on the Warwick Road frontage and a hatched area is also indicated as match day bays for use by street vendors adjacent to the Warwick Road frontage of the building. Off-site parking provision of 100 spaces is proposed at White City Retail Park, a 4-5 minute walk from the site.

The main visitor entrance to the hotel would be at the corner of Chester Road and Warwick Road. Shrub planters that would also act as hostile vehicle mitigation (HVM) are indicated at the corner junction adjacent to the main lobby. Five trees in planters are indicated on the Chester Road frontage and three street trees are proposed at the Warwick Road / Hornby Road junction. Other small areas of ornamental shrub planting are indicated on the Hornby Road and Chester Road frontages.

The podium is situated roughly in the southern half of the site fronting Warwick Road and terminating on Hornby Road. There is a stagger in height between the two storey section at the Hornby Road end (8.8 metres) and a higher section 12 metres in height that includes integrated brick and metal perforated panels to screen plant behind giving it a slightly taller appearance. The design of the taller section utilises splayed brick piers and double height window elements and a red brick. A contrasting bronze metal material is used for the lower Hornby Road section with circular perforations in a random pattern which grades out higher up the building.

The tower structure is in the northern half of the site with the tallest element at the northern corner at the junction of Chester Road and Warwick Road. The accommodation within the tower stands at a maximum of 16 storeys with a double height tower feature at the northern corner. The tower has been conceived as a central

glass and metal (copper/bronze-clad) circulation core, with vertical brick framed elements that are extruded above the building mass like flying buttresses. The tower comprises different elements of different heights and widths. This results in an articulated top to the building with screening for rooftop plant areas integrated into the design. The feature corner above the main entrance onto Chester Road / Warwick Road incorporates deeply recessed vertical glazed elements with splay and reveals, highlighted by copper cladding. Brick framed elements are further divided into sections typically 3 storeys high and four bays wide on the Warwick Road and Chester Road elevations with splayed brick piers and full height windows. The main west facade from 6<sup>th</sup> floor level downwards contains recessed brick infill panels with a splay.

The tower is geometrically and functionally separated from the podium and this is highlighted through a change in façade articulation and brick colour and cantilevered wing at second floor level.

The application form indicates that the development would employ 40 full time employees and 22 part time employees.

The total floorspace of the proposed development would be 9397.5 m<sup>2</sup>.

## **ADDED VALUE**

A proposal for a hotel on this site has been under discussion with the Local Planning Authority since 2017. There has been a significant evolution in the scheme since that time to address issues with scale, layout, massing, height, elevational details and the impact on adjacent occupiers. Officers consider that a tall building on this site is only appropriate if the design approach, and in particular the articulation of the building and the choice of materials are of the highest quality.

These changes have included; reduction in height and massing of the podium, reduction in scale, massing and footprint of the tower, creation of more active frontages, sensitive incorporation of plant, increased quality of material and articulation, height focussed at main road junction. The changes have also sought to reduce the impacts of servicing activity, parking and refuse storage. A rooftop bar and independent restaurant initially included in the scheme have also been removed.

## **DEVELOPMENT PLAN**

**For the purposes of this application the Development Plan in Trafford Comprises:**

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.

- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

### **PRINCIPAL RELEVANT CORE STRATEGY POLICIES**

SL3 – Lancashire Cricket Club Quarter

W1 – Economy

W2 – Town Centres and Retail

L3 – Regeneration and Reducing Inequalities

L4 – Sustainable Transport and Accessibility

L5 – Climate Change

L7 – Design

L8 – Planning Obligations

R1 – Historic Environment

R2 – Natural Environment

R3 – Green Infrastructure

R6 – Culture and Tourism

### **PROPOSALS MAP NOTATION**

Priority Area for Regeneration

### **PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS**

None

### **SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS**

SPG1 New Residential Development (2004)

Revised SPD1: Planning Obligations (2014)

SPD3: Parking Standards and Design (2012)

### **OTHER RELEVANT DOCUMENTS**

Draft Civic Quarter Area Action Plan (publication of consultation draft expected in February 2020)

### **GREATER MANCHESTER SPATIAL FRAMEWORK**

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016, and a further period of consultation on the revised draft ended on 18 March 2019. A Draft Plan will be published for consultation in Summer 2020 before it is

submitted to the Secretary of State for independent examination. The weight to be given to the GMSF as a material consideration will normally be limited given that it is currently at an early stage of the adoption process. Where it is considered that a different approach should be taken, this will be specifically identified in the report. If the GMSF is not referenced in the report, it is either not relevant, or carries so little weight in this particular case that it can be disregarded.

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

The DCLG published the National Planning Policy Framework (NPPF) in 19 February 2019. The NPPF will be referred to as appropriate in the report.

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

The National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics in one place. It was first launched by the Government on 6 March 2014 although has since been subject to a number of updates, the most recent of which was made on 22 July 2019. The NPPG will be referred to as appropriate in the report.

### **NATIONAL DESIGN GUIDE**

This document was published by the Government in October 2019 to illustrate how well designed places can be achieved in practice. It forms part of the Government's collection of planning practice guidance.

### **OTHER RELEVANT LEGISLATION**

Planning (Listed Buildings and Conservation Areas) Act 1990

### **RELEVANT PLANNING HISTORY**

95591/FUL/18 - Demolition of existing office building and erection of 212 bed hotel, varying in height from 3 - 16 storeys with screened rooftop plant areas and including roof top bar, restaurant and associated changes to the public realm – Withdrawn 28.08.2019

### **APPLICANT'S SUBMISSION**

The applicant has submitted the following information in support of the application which will be referred to as necessary within this report:-

- Planning Statement
- Supplemental Sequential Test
- Supplementary Statement in relation to Privacy / Glare / Night-time views
- Design and Access Statement
- Heritage Statement including Visual Impact Assessment

- Wind Microclimate Study
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment and Supplementary Technical note
- Noise Assessment Daylight and Sunlight Study
- Crime Impact Statement
- Letter from Hotel Consultant regarding Hilton brands
- Building Inspection Report (Ecology)
- Air Quality Assessment
- Carbon Budget Statement
- Glazing Guidance Notes
- In addition to plans, 3D models and videos have also been submitted

## **CONSULTATIONS**

**Cadent Gas** – Advise that the development is in the vicinity of Low or Medium pressure (below 2 bar) gas pipes and associated equipment. As a result it is highly likely that there are gas services and associated apparatus in the vicinity and the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

**City Airport** – No objections.

**Electricity NW** - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

**Environment Agency** – Recommend that the scoping decision concluding the lack of need for a desktop study in relation to contaminated land is referred to the Council's Environmental Health section for their views.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – Confirm they are satisfied that the proposed development does not threaten the known or suspected archaeological heritage and there is no reason to seek to impose any archaeological requirements upon the applicant.

**GM Ecology Unit** – No objection subject to appropriate conditions and informatives. Comments are discussed in more detail in the Observations section of the report.

**GM Fire Authority** - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

**GM Police (Design for Security)** – No objection but recommend a condition to reflect the physical security specifications set out in the Crime Impact Statement.

**Local Highway Authority** – No objection subject to recommended conditions and legal agreement. Comments are discussed in more detail in the Observations section of the report.

**Lead Local Flood Authority** – No objection subject to recommended condition. Comments are discussed in more detail in the Observations section of the report.

**Manchester Airport Aerodrome Safeguarding** - No safeguarding objections to the proposal but advise that the applicant follows their guidance on cranes and tall equipment.

**National Air Traffic Services (NATS)** – No safeguarding objections.

**Trafford Council, Arboriculturalist** – No objection subject to appropriate landscaping condition incorporating a requirement for raft systems for the trees. Comments are discussed in more detail in the Observations section of the report.

**Trafford Council, Heritage Development Officer** – No objection. Comments are discussed in more detail in the Observations section of the report.

**Trafford Council, Pollution & Licensing, Air Quality** - No objection subject to conditions. Comments are discussed in more detail in the Observations section of the report.

**Trafford Council, Pollution & Licensing, Land Contamination** - No objection raised and no contaminated land conditions requested.

**Trafford Council, Pollution & Licensing, Nuisance** - No objection subject to various conditions. Comments are discussed in more detail in the Observations section of the report.

**Trafford Council, Strategic Planning** – No objection. Comments are discussed in more detail in the Observations section of the report.

**Trafford Council, Waste** - No comments received at the time of writing. However waste management issues are addressed in the LHA comments.

**United Utilities** – No objection subject to conditions relating to surface water drainage and requiring that foul and surface water is drained on separate systems

## **REPRESENTATIONS**

**Neighbours:** - Objections were received in relation to the first consultation from the occupiers of 7 separate addresses. A petition signed by residents of 19 properties on Hornby Road has also been received. Two objections have also been received on behalf of LCCC. Grounds of objection summarised below:

Impact on Residential Amenity



- Concerns about noise during construction and operational phases. Noise from roof top bar, from functions and parties, from servicing in the yard day and night and from the 'utility' area of the hotel. Underground car park would be noisy. Putting the refuse underground will not avoid disturbance.
- 16 floors plus rooftop bar will have an overbearing appearance. Bulk may have reduced but height has not.
- Towering appearance will dominate the skyline from both Hornby and Barlow Roads.
- Existing issues of overshadowing from the office building – construction of a 16 storey building will only increase that. Can't believe such a huge hotel will affect the pub across the road yet not have an adverse light effect on local residents.
- Loss of privacy from rooftop terrace and hotel guests overlooking houses and gardens
- Increase in air pollution from demolition and construction and increase in traffic congestion will contribute to health issues.
- Kitchens will smell
- Concerns about structural damage, physical safety and dirt and debris during demolition and construction process.

### Design

- Height of building is totally out of character for the area and next to a traditional residential street which will be dwarfed. Unusual to have this type of development next to a residential street.
- There are a few high buildings within the area but not many and not this high
- Unacceptable scale – plot not suitable for a hotel
- CQM states any building on the site should be no higher than 8 storeys
- CQM states Warwick Road should be a processional route yet the hotel proposes a drop off point here.

### Highway and Parking Issues

- Increased traffic during demolition and construction. Lack of information about how construction vehicles will gain access to the site.
- Hotel, restaurant and bar will inevitably bring cars into the area who will park on surrounding streets which will impact on residents parking after work.
- Traffic in the area is already horrendous and Warwick Road is often gridlocked and is closed off during sporting and entertainment events.
- The use of taxis, which is being promoted, still brings extra traffic into the area.
- Residents already struggle to gain access to their homes when events take place at Man Utd or LCCC and contend with traffic and thousands of pedestrians on Warwick Road. Together with the new campus they have enough to contend with.
- Any proposal to provide paid parking for a longer period to 8pm will impact on residents and their visitors who use these spaces after the current 5pm cut off.
- Application proposes up to 100 parking spaces within a 15 minute walk, who will want to stay at a hotel with a 15 minute walk away from parking? Visitors will still try

to park in the surrounding streets. Surely all the parking in the surrounding area is already used for event parking?

- Don't consider Transport Report has been fully reassessed since 2017 and the whole area is much worse now. Nothing mentioned in relation to match day restrictions or closing of roads. The assessment should be current and include a match day assessment to show a true picture.
- Access to current office parking is only in use during office hours and does not have a huge impact on residents. The proposed hotel will have delivery trucks much bigger than the cars and will not just be limited to office hours. They will also drive past residents to use the turning head at the end of Hornby Road causing disturbance.
- The road surface on Hornby Road is already poor and needs repair. The extra vehicles will make the condition worse.

### Other Matters

- There are plenty of hotels in the vicinity already as noted in the supporting statement (15 within one mile). It is not needed and is unsustainable at 190 rooms. Will become a white elephant.
- Why do the Hilton Group need this hotel when there is a Hilton Garden Inn at LCCC - isn't this against the rules of fair competition.
- Has been an uncertain time – stressful for residents
- Concerned the proposal has already been given the go ahead. Has only been tweaked, not significantly amended.
- Residents have not been given long enough to respond (only 21 days) so people do not get time to respond and plans will be waved through
- Random and made up consultee list for empty properties or demolished properties. Why the variation in the number of people consulted for the 3 applications for the site over the past 5 years?
- Concerns that some of the information provided as part of the application is inconsistent, incorrect or out of date and there is too much of it.
- Confusion over this and the previous application and whether there is a need to comment separately. Will comments on previous application 95591/FUL/18 be taken into account?
- Increase in rodents due to ground disturbance
- Concerns about the impacts on TV Reception
- Previous application for 35 apartments was more in keeping and would have had less of an impact on residents. There is a need for more affordable housing.
- The application refers to fall back of apartments but this application is out of time.
- Agree something should be done, but not this. Will not have a regeneration effect that benefits residents. Will drive long standing residents away

Two letters have been received on behalf of LCCC. One setting out why they consider that the information submitted in support of the application does not meet the requirements of the Council's Validation Checklist and the other setting out their objections to the scheme.

### Comments on supporting information

Consider that the submitted information does not meet the requirements of sections 11, 13 and 18 of the Validation Checklist for the reasons below. These should be provided before the application is determined or the Council will not be in a position to determine the application lawfully.

#### Section 18 – Tall Buildings

Requires a visual impact assessment to illustrate the impact of the proposal on context, particularly heritage assets. Consider that no assessment has been made of the night time appearance of the building and the impacts of light pollution, that the submitted assessment does not consider local, medium and long distance views. Also requires a physical assessment including microclimate assessment and wind assessment and glare study which have not been submitted and no proper assessment has been made of privacy and overlooking or consideration of the potential clustering / cumulative effects of the proposal.

#### Section 13 – Landscape / Townscape Visual Impact Assessment

The visual impact assessment does not comply with the Landscape Institute's Guidelines and is deficient. Although it provides some information it does not comprise a full assessment including pre-agreed selected viewpoints and an assessment of the impact of the development on visual and townscape receptors based on the receptors sensitivity and the resultant magnitude of change. Whilst the submitted information gives a visual indication of the impact of the development from a limited range of viewpoints it does not provide an accompanying written assessment.

#### Section 11 – Heritage Assessment

The submitted heritage assessment is inadequate and fails to describe the historical, archaeological architectural and artistic significance of the Town Hall building and there is no assessment of the White City Arches at all. Not only is this required by the checklist it should be required as a matter of good practice as set out in Historic England Guidance.

### LCCC Objection

#### Scale

Nowhere in Policy SL3 of the Core Strategy, relating to the Lancashire Cricket Club Quarter, is there reference to support for a tall building. The policy requires high quality development. The site is in close proximity to 2 storey residential dwellings and the overdominant and overbearing scale will mean that it cannot provide an 'enhanced

living experience' for existing residents as required by the policy. It will also prejudice amenity through loss of privacy and visual intrusion contrary to Policy L7.

The Refreshed Stretford Masterplan (RSM) (2018) is a material consideration and the site is not one of the twelve sites identified as opportunity development sites in the RSM. The RSM does acknowledge that taller buildings may be appropriate in certain locations but stated that they should be 'mindful' of the existing scale and massing of buildings in Stretford. This development is not.

In October 2018 the Civic Quarter Masterplan (CQM) SPD was published for consultation. The application site lies within the Town Hall Quarter of the CQM. The CQM identifies this site as being one for which the maximum height of the development should be 8 storeys. The proposed height of 18 storeys is out of keeping with the application site. While this is still an emerging policy document it should be afforded some weight in the planning process. Furthermore it is underpinned by a TVIA which has been carried out by Planit-IE in accordance with the Landscape Institute's Guidelines. Therefore irrespective of the weight to be attached to the CQM the TVIA constitutes robust evidence which in itself is a material consideration in the determination of the development and greater weight should be given to the Planit-IE assessment than that submitted with the application.

### Regeneration Priority

The CQM area has been a longstanding regeneration priority for the Council and provides further guidance to the principles in the RSM to assist the co-ordinated and comprehensive regeneration of the area consistent with the ongoing regeneration objectives for Stretford and the wider Borough. Due to the weaknesses / shortcomings of this application it is inconsistent with that regeneration strategy.

### Planning Status of the Application site

The prior approval for conversion to 25 apartments granted in April 2016 is now time expired and cannot constitute a fall-back position. Even if it was still extant the prospect of the residential use coming forward must not be attached any weight as given the current application it is not realistic. Policy W1 is therefore a material consideration and a statement relating to non-employment uses on unallocated employment sites is therefore required by W1.12. The application fails to address this policy and clearly conflicts with it as there are suitable alternative sites within the locality, the development would compromise the neighbouring residential occupiers and the proposal is not in accordance with other policies in the development plan.

### Transport Matters

A report from Axis Consultants has been provided by LCCC raising concerns about swept path analysis, leading to road safety concerns from unsafe manoeuvres. They

also consider that bin storage is unsatisfactory and may impact on the ability of service vehicles to manoeuvre safely.

They also query the trip rates for the existing office use in the submitted transport assessment which they consider are grossly inflated to make the development look more favourable. They also raise concerns about the parking arrangement which they consider will give rise to potential on-street parking demands to the detriment of local residents contrary to Policy L7.

### Daylight and Sunlight Amenity Impacts

The Building Research Establishment (BRE) daylight test requires both the vertical sky component (VSC) and no skyline (NSL) tests to be calculated to enable reliable daylight amenity impacts to be assessed. The NSL test has not been performed in the Flow Analysis Report submitted in support of the application and therefore a credible position on the daylight amenity impacts has not been established.

### **Support** – One comment of support as follows:

I had objected to the previous hotel proposal for this site, however, after seeing the plans for this latest proposal I would like to lend my full support. This is a much improved plan, and I would like to thank everybody involved.

4 further objections were received following the second neighbour notification carried out. Original grounds of objection were reiterated (as summarised above) and the additional points made:

- The light assessments are noted but even if not directly blocking the sun or casting shadow the presence of such a large building on the skyline is oppressive. Not enough information about the impact on Hornby Road
- Concerns about light pollution
- The building of underground parking will be awful for residents.
- No superimposed visuals of how the building will look against residents on Hornby Road, only on heritage buildings.
- Increased traffic activity on street and in particular volume of large deliveries and waste collection will impact on the safety of children playing and cyclists
- Despite good intention for active travel most staff will drive to work due to poor transport links to the wider Greater Manchester area particularly at anti-social times. Staff will move their cars into local streets once restrictions end.
- Detrimental impact on wildlife including bats
- Residents are being asked again for comments when they have already objected. They have been consulted close to Christmas probably because it is considered people won't bother.

- Too many long, repetitive documents to consider, daunting for residents and you cannot open some of them if you don't have word. Keep slightly tweaking the scheme despite resident's objections to the height and disruption.

## **OBSERVATIONS**

### The Decision-taking Framework

1. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted
2. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version.
3. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.
4. Although some aspects of relevant development plan policy are out of date (e.g. the requirement to 'enhance' in Policy R1), in relation to this particular application, when considering the overall basket of 'most important' policies the development plan is considered to be up to date for decision making purposes. The tilted balance in Paragraph 11 of the NPPF is not engaged and the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

## **PRINCIPLE OF DEVELOPMENT**

### Loss of Employment Use

5. Policy W1.12 requires an Employment Land Statement to be submitted for applications that would result in the loss of an existing employment use in specific locations. These locations are unallocated employment sites, sites outside of Strategic Locations and sites within an employment place as defined at policy W1.3.
6. The application site is currently in employment use on an unallocated employment site, within a Strategic Location (Lancashire County Cricket Club Quarter) and

therefore an Employment Land Statement is not required for this application and the loss of the employment use is support subject to an appropriate replacement use.

#### Principle of a town centre use

7. The Core Strategy (2012) identifies five Strategic Locations in the borough as key areas for change. This site is located in Strategic Location 3 (SL3) 'Lancashire Cricket Club Quarter' and the Core Strategy states that the Lancashire County Cricket Club Quarter and surrounding area is one of the most visited places in the Borough.
8. This location covers the Old Trafford cricket ground and is also close to Old Trafford football ground. SL3.1 states that,  
  
*"A major mixed-use development will be delivered in this Location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at Lancashire County Cricket Club"*
9. Core Strategy Policy R6 'Culture and Tourism' lists the Lancashire County Cricket Club Strategic Location as an area where the Council will encourage and continue to support the culture and tourism and this proposal could help to enhance the offer in this strategic location. The location of the site, between Old Trafford football club and Old Trafford cricket ground, could be a significant draw for visitors.
10. This proposal is for a 'main town centre' use, as defined in the NPPF and is therefore not in accordance with the NPPF or Core Strategy policies SL3 and W2. Policy W2.12 states 'there is a presumption against the development of retail, leisure and other town-centre type uses except where it can be demonstrated that they satisfy the tests outlined in current government guidance'. A hotel is considered to be a main town centre use, as defined in the NPPF. Paragraph 86 of the NPPF, states that a sequential test is required for main town centre uses that are not in an existing centre and which are not in accordance with an up-to-date Local Plan. It goes on to state that 'Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.'
11. The use classes proposed as part of this development (C1) is considered to fall within the definition of 'main town centre uses' in the NPPF.
12. Policy W2 of the Core Strategy, is considered to be compliant with the NPPF in supporting the growth of town centres and the role they play in local communities and is therefore up-to-date for the purposes of decision making. This states that outside the established retail centres, there will be a presumption against the development of retail, leisure and other town centre type uses except where it can

be demonstrated that they satisfy the tests outlined in current Government Guidance.

13. A sequential test was submitted in support of this planning application. Although initially considered inadequate, further assessment work was carried out at the request of officers, which assessed the availability of alternative sites in Stretford town centre and Trafford Bar local centre.
14. The submitted assessment has been considered by officers and it is concluded that the applicant has demonstrated that no sequentially preferable alternative sites are available in Stretford or Trafford Bar for this proposal. The application site is considered to be in a sustainable location, within Greater Manchester Accessibility Level (GMAL) 7, close to bus routes on Chester Road and the Old Trafford Metrolink Stop, which provide connections to Stretford town centre and the regional centre.
15. On the basis that it has been demonstrated that there are no sequentially preferable sites (either within or closer to established retail centres) that could accommodate the proposed hotel it is considered that the proposal is an appropriate use within this location and is compliant with Policy SL3, W2 and the NPPF.

### Conclusion

16. For the foregoing reasons it is considered that the principle of a hotel development in this location is acceptable and in compliance with the development plan and national policy. Analysis in the subsequent sections will further consider the proposed development in relation to design and heritage impacts, residential amenity, highways impacts and other relevant matters.

### DESIGN

17. Paragraph 124 of the NPPF states: *The creation of high quality 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.*
18. Paragraph 130 urges local planning authorities to refuse development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It continues in para 131 to state that when determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help to raise the standards of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
19. The National Design Guide was published by the Government in October 2019 and sets out how well-designed buildings and places rely on a number of key



components and the manner in which they are put together. These include layout, form, scale, appearance, landscape, materials and detailing.

20. This states at para 120 that '*Well-designed homes and buildings are functional, accessible and sustainable*' and goes on to state at para 122 that '*Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by.*'
21. Policy L7 of the Trafford Core Strategy reflects the importance of design quality to the Borough's built environment and states: *In relation to matters of design, development must: be appropriate in its context; make best use of opportunities to improve the character and quality of an area; enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and, make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.*
22. Policy L7 'Design' is considered to be compliant with the NPPF and therefore up to date for the purposes of determining this application as it comprises the local expression of the NPPF's emphasis on good design and, together with associated SPDs, the Borough's design code.
23. It is not considered that the existing office building on the site contributes positively to the streetscene or the character of the area due to its scale, massing and design. The building has no particular architectural or historic merit and there is no objection in principle to its demolition subject to an appropriate replacement.
24. The site is located at the junction of Chester Road and Warwick Road on a key arterial route through Trafford into Manchester City Centre. The site is currently occupied by a six storey office building, which is proposed for demolition as part of this scheme, with accommodation over floors one to six and parking and limited reception space at ground floor level. The building has an L-shaped footprint and the two main frontages onto Chester Road and Warwick Road comprise a copper tinted glass curtain wall facade. The rear elevations are made up of ribbon style windows set in brown brick. There is a small, open triangular yard area to rear.
25. Planning permission is sought for the demolition of the existing office building and the erection of 190 bedroom hotel (Use Class C1). The building takes the form of a podium and tower varying in height from 2 – 16 storeys of accommodation with screened rooftop plant and a tower feature at the Chester Road / Warwick Road corner of the site. There is also basement accommodation beneath the northern half of the site.
26. The 'front of house' activities are at ground level resulting in active frontages behind areas of glazing on the main road frontages. At the southern end of the building is the electrical substation and incoming gas room at ground level linked to the main

building on the Warwick Road frontage by a section of brick wall. The bedroom accommodation is located within the tower which has staggered sections that vary in height, the highest point of which is the feature at roof level which is essentially a projection formed from a continuation of the frame of the building through which the sky beyond can be viewed due to its open nature. Landscaped roof areas are proposed at first and 13<sup>th</sup> floor level.

27. Vehicular access is via a gated access off Hornby Road as existing, leading to a service yard with turning head, an accessible parking space and bicycle parking area. The gate design would reflect the graded circular perforations used on the roof of the podium section of the building. A drop off zone is proposed on the Warwick Road frontage and a hatched area is also indicated as match day bays for use by street vendors adjacent to the Warwick Road frontage of the building.
28. The main public pedestrian entrance is on Warwick Road close to the junction with Chester Road. Areas of hard and soft landscaping are shown around the site at ground level and this incorporates planters which would also act as hostile vehicle mitigation are indicated at the corner junction adjacent to the main lobby. In addition to the two areas of green roof proposed, tree planting is shown on the Warwick Road and Chester Road frontages in addition to areas of shrub planting.
29. The podium is situated roughly in the southern half of the site fronting Warwick Road and terminating on Hornby Road. There is a stagger in height between a two storey section at the Hornby Road end and a higher section that includes integrated brick and metal perforated panels to screen plant behind giving it a slightly taller appearance. The design of the taller section utilises splayed brick piers and double height window elements and a red brick. A contrasting bronze metal material is used for the lower Hornby Road section with circular perforations in a random pattern which grades out higher up the building.
30. The tower structure is in the northern half of the site with the tallest element at the northern corner at the junction of Chester Road and Warwick Road. The accommodation within the tower stands at a maximum of 16 storeys and has been conceived as a central glass and metal (copper/bronze-clad) circulation core, with vertical brick framed elements that are extruded above the building mass like flying buttresses. The tower comprises different elements of different heights and widths resulting in an articulated top to the building with screening for rooftop plant areas integrated into the design. The feature corner above the main entrance onto Chester Road / Warwick Road incorporates deeply recessed vertical glazed elements with splay and reveals, highlighted by copper cladding. Brick framed elements are further divided into sections typically 3 storeys high and four bays wide on the Warwick Road and Chester Road elevations with splayed brick piers and full height windows. The main west facade from 6<sup>th</sup> floor level downwards contains recessed brick infill panels with a splay.

31. The tower is geometrically and functionally separated from the podium and this is highlighted through a change in façade articulation and brick colour and cantilevered wing at second floor level.
32. The site has significant visible presence and is a focal point at the junction of these main roads. The area is mixed in character ranging from 1970's high rise offices such as Trafford House to the west which utilise ribbon style windows and brown brick to two storey red brick residential stock to the north and south. There are also examples of more modern development such as Warwickgate House to the southeast which includes glazing and render as well as the largely clad retail units at White City Retail Park to the east.

### Scale, Form and Layout

33. As stated above, the area around the site is mixed in character and use. The surrounding buildings are generally low to medium rise buildings but with some significant taller buildings in the landscape both within Trafford and more distant in the Manchester and Salford City areas.
34. Due to scale and height of the tower element of the proposed development it will be visible from all the surrounding streets and from certain viewpoints in the wider area as demonstrated by the TVIA work undertaken which is considered in more detail under the 'Heritage' section of the report.
35. The development comprises of three linked blocks ranging from two to 16 storeys. The blocks step down to residential development on Warwick Road and in part are lower than the existing building. Whilst the tower block is of a significant height, the footprint of the building is restricted responding to existing urban grain and keeping the massing of the block low.
36. It is considered that a building of some height is appropriate for this prominent site at a junction on a main arterial route through the Borough. There is some precedent for tall buildings in the area with a 15 storey building to the southeast on Talbot Road (Oakland House) a 12 storey building to the west on Chester Road (Trafford House) and an 11 storey building to the southeast on Warwick Road (Warwickgate House). Various permissions have also been granted but not yet implemented for tall buildings including at the site of MKM House to the southeast of the site for a 12 storey building and at 86 Talbot Road for a 10 storey building.
37. Objectors have referred to the Civic Quarter Masterplan (CQM) document which is a draft SPD which went out to consultation in 2018. This indicated that eight storeys of development would be appropriate on this site. However the Civic Quarter Masterplan SPD was a consultation draft document which required further testing of the parameters and assumptions which underpinned it. Legal advice was received that the Council could not lawfully adopt the content of the CQM as SPD and as such the Civic Quarter Masterplan is now being developed as an Area Action Plan. It

is anticipated that consultation on a draft Civic Quarter Area Action Plan will commence in February 2020, subject to Executive approval of the consultation draft. At this time, neither the consultation draft SPD nor the emerging Area Action Plan can be given any weight in the determination of this planning application.

38. The proposal is for 16 storeys of accommodation plus a slender, open rooftop feature. An important aspect of the scheme is that the height is focussed in the northern half of the site and that only two storeys of accommodation is proposed in the southern half of the site with an associated open yard area retained to the adjacent to the existing two storey residential properties. The height of the proposed hotel ranges from 8.8 metres at the southern end to 56.88 metres at the top of the tower feature.
39. The form of the development is well conceived and responds to the site and context. The main entrance to the hotel is close to the corner of the building responding to the junction of the roads and creating activity at street level. Each elevation is articulated with projections such as pronounced framing and architectural fins. This helps to soften the large building form, break down the mass and provide visual interest. Recesses are defined through brick detailing and generous reveals to fenestration creating interest and shadow lines. The linked blocks are expressed through a good quality palette of materials comprising of textured bricks, perforated metal cladding, bronze/copper detailing and grey curtain walling. A key aspect of the design was to replicate the elegance of the town hall clock tower with an interesting roofscape and silhouette to the tower block. The frame projects above the roofscape creating an interesting termination to the building and glimpses of the sky beyond
40. In terms of building lines the development is largely reflective of the existing L-shaped footprint and this serves to retain the building as a cornerstone at the main road junction. The visual presence of the entrance has been improved from earlier iterations with a focal point on Warwick Road close to the junction with Chester Road. The retention of the open courtyard to the rear provides breathing space for residential properties to the southwest.
41. The tower sections are considered to be appropriately slender and as a result of the design approach set out above which seeks to reduce mass at height, the development does not appear squat or bulky and successfully provides a focal point for the site in both short and long range views.

#### Appearance including Materials

42. Although the final materials will need to be agreed with the Local Planning Authority through the use of a condition, the scheme proposes the use of high quality materials as follows:
  - Brick Plinth - 'blue' engineering brick in dark grey/ blue in charcoal mortar jointing

- Podium brickwork - Red brick blend/ multi to create a contemporary, rich, pastel-colour hue.
- Curtain walling - dark grey PPC Aluminium framing with clear glazed or mid grey opaque glazed spandrels or copper/ bronze metal spandrel panels
- Tower brick - textured grey buff brick multi with an antique effect
- Metal perforated panels to rooftop plant openings
- Bronze/ Copper panels - Solid spandrel panels within grey framed curtain walling. Circular perforations in a random pattern will be introduced at lower levels, visible from the street, which will then be graded out higher up the building.
- Soffits - deep exposed soffits will be brick slip assemblies to match curtain walling or bronze/copper in those feature areas.

43. The scheme proposes a change in façade articulation and brick colour between the tower and podium. The podium design uses splayed brick piers to create deeper recesses enlivened by shadows and provides a half tone colour within the palette. The main entrance is on at the Warwick Road close to the junction with Chester Road and is predominately glazed. The main proportions of the podium are double height window elements at ground and first floor with a lower second floor mesh frame to enclose roof plant. A red multi blend brick is proposed to blend with the adjacent residential properties. The contrasting metal material is chosen to reflect the arrangement at the top of the tower but with a horizontal format.

44. The tower comprises a central glass and metal circulation core with vertical brick framed elements that are extruded above the building mass like flying buttresses. These sculptural elements create an articulated silhouette. Rooftop plant areas are enclosed with perforated sheets to allow for cross ventilation while given the screening the appearance of an integral part of the building's design rather than an afterthought and together with the tower feature provides quality high level views.

45. Within the main feature corner of the tower are deeply recessed glazed vertical elements. The splay and reveals are highlighted by the copper cladding and this is designed to identify the corner as the arrival / entrance location. All the bedrooms are located within the tower and full height windows in the tower give the facade a more lightweight appearance. The west facade is set back one metre from the neighbouring building boundary and in order to prevent issues with the potential future redevelopment of the adjacent site, windows are only included above sixth floor level in the hotel where it abuts this adjacent site, with the lower floors in that elevation comprising brick infill panels with chamfered brick detailing.

46. The contrasting geometry between the tower and podium creates interest where they abut and penetrate and defines the legibility of a 'podium' and 'tower'. This results in harmonious and contrasting elements through good detailing and materials. The development draws on the materials found locally on the podium section to assimilate into its context but uses a lighter buff / grey brick to reduce the visual impact of the tower.

## Landscaping and Public Realm

47. Core Strategy Policy SL3 requires development to 'incorporate features to enhance the level of biodiversity...such as green roofs and appropriate landscaping'. The built up nature of this area has resulted in limited green infrastructure, but this proposal should seek to address this.
48. Policy SL3 also seeks to deliver a strategic processional route as part of the redevelopment of the strategic location area. The route will be created along the length of Sir Brian Statham Way and Warwick Road to Old Trafford football stadium and beyond. The route will include high quality surfacing and materials and incorporate green infrastructure and provision for walking and cycling.
49. Policy L7.1 of the Core Strategy states that development must 'Enhance the street scene or character of the area by appropriately addressing .....hard and soft landscaping works and boundary treatment'
50. It is considered that this proposal responds to this policy objective by providing an enhanced footway along Warwick Road and incorporating green infrastructure along the street frontages. The proposal would include the removal of the existing railings and walls around the building and extending public areas of paving into the site effectively giving part of the site back to the processional route.
51. The use of high quality paving, stepped access and incorporation of the site curtilage within the public realm is proposed on the Chester Road frontage. Five *Betula utilis jacquemontii* (West Himalayan Birch) trees and ornamental shrub planting are also proposed on this frontage.
52. On Warwick Road, a level graded access to the main entrance is proposed and large feature planters which incorporate seating to provide an opportunity for informal waiting and enhancement. These planters provide a green buffer and edge protection between the hotel lobby and the road junction. A drop off zone is proposed on Warwick Road which is bordered by stainless steel bollards. Stainless steel metal studs are proposed to be inserted into the new paving to define 'zones for traders' to be adhered to. At the southern end of the Warwick Road frontage three further street trees - *Acer campestre* 'Elsrijk' (Field Maples) are proposed.
53. At the Hornby Road end of the development an area of ornamental shrub planting is proposed adjacent to the pedestrian access to the service yard and a further small area of ornamental shrub planting is proposed on the service yard boundary with the Halfords building and No. 2, Hornby Road.
54. Areas of green roof are indicated at first floor and 13th floor level. The chosen roof system and seed mix indicated in the landscape plans and Design and Access

Statement is a blend developed to meet the needs of exposed rooftop conditions in inner city locations, and includes sedum and a wildflower mix.

55. The proposed landscaping would more than replace the small number of trees and shrubs to be lost as a result of the development which are considered of relatively poor quality. The proposed enhancements to the landscaping of the site set out above can be secured through an appropriate landscaping condition and it is considered that this will contribute to the streetscene and processional route in accordance with Policies SL3 and L7 of the Core Strategy.

#### Conclusion on design and appearance

56. Good quality design is an integral part of sustainable development. The NPPF and PPG including the National Design Guide recognise that design quality matters and that the planning process should be used to drive up standards across all forms of development.
57. It is accepted that the proposed development at a maximum height of 16 storeys plus tower feature is a significant building in the streetscene. However it is concluded for the foregoing reasons that this site provides an opportunity for a high quality development at a focal corner on the main route through Trafford into Manchester and Salford.
58. The plans and supporting visuals prepared for the application demonstrate that the building will fit into its context and has an acceptable appearance in both short and long terms views from the surrounding area. It is considered that attempts to break up the scale and mass of the building through articulation, verticality and quality of materials and to focus the height of the development in the northern half of the site have been successful. The design approach and contemporary materials proposed within the development result in well composed elevation which appear appropriate within the context of the site without harm to visual amenity.
59. The hotel would be a gateway building and provide an improved public realm providing a high quality experience for visitors to the area travelling between the tram and the various sporting and cultural attractions in the area.
60. It is considered important to the successful outcome of the development that conditions are used to retain control of the detailing, quality materials and the original architects.
61. It is considered that the development would deliver a well-conceived high quality development that utilises massing in a manner that provides a slender elegant tower at the main focal corner of the site and a substantially lower podium that respects the massing and character of the adjacent residential streets to the south. It is therefore concluded that development would meet the requirements of Policy L7 and the NPPF.

## HERITAGE

62. As the proposals have the potential to affect the setting of a number of listed buildings, the statutory requirement under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess must be taken into account.
63. The NPPF identifies the setting of a heritage asset as *'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'*.
64. The National Planning Policy Framework (February 2019) sections 192-197 are relevant to this application.
65. In particular para 192 calls on local planning authorities the desirability of new development making a positive contribution to local character and distinctiveness. Furthermore paragraph 190 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
66. Paragraph 193 of the NPPF establishes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).
67. Para 194 states 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.
68. Para 196 sets out 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.
69. The NPPF sets out that harm can either be substantial or less than substantial and the NPPG advises that there will also be cases where development affects heritage assets but from which no harm arises. Significance is defined in the NPPF as the value of a heritage asset to this and future generations because of its heritage



interest, which includes any archaeological, architectural, artistic or historic interest. The significance of a heritage asset also derives from an asset's setting, which is defined in the NPPF as 'the surroundings in which a heritage asset is experienced'.

70. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets. The requirement to enhance is not contained within NPPF policy and in this regard R1 is out of date.

71. No less weight is to be given to the impact of the development on heritage assets as the statutory duties in the Planning (Listed Buildings and Conservation Areas) Act 1990 are still engaged. Heritage policy in the NPPF can be given significant weight and is the appropriate means of determining the acceptability of the development in heritage terms.

### Significance of the affected Heritage Assets

#### **Designated heritage assets**

##### *Trafford Town Hall, Grade II listed*

72. Trafford Town Hall is an important local and distinctive landmark. The clock tower assists in orientating residents and visitors. A clock face is intentionally visible on all four elevations of the tower emphasising the importance and visibility of this civic building at the time of construction in 1933 and this remains the case today.

73. There are key views of the clock tower along Brian Statham Way from the south east (historically the Manchester, South Junction and Altrincham Railway now Metrolink); across the car park at LCCC and from the north-west along Warwick Road. There are also wider, dynamic views including along Chester Road and the junction of Talbot Road & Chester Road (bridge over the Bridgewater Canal).

##### *Entrance portal and lodges to White City, Grade II*

74. The White City entrance portal is significant for its aesthetic, illustrative historical, evidential and communal values. The structure is a distinctive landmark.

##### *Gorse Hill Park Entrance Portal and Lodges, Grade II*

75. Significant for their aesthetic and illustrative historical values. Formerly one of the entrances to Trafford Hall, the mid-19th century portal and lodges are constructed from ashlar stone with ornate detailing in a classical style with decorative cast iron

gates. The Gates occupy a prominent position on Chester Road and the imposing structure has landmark quality.

*The Great Stone, Grade II*

76. Lies at the entrance to Gorse Gill Park Gates and is also listed at Grade II. The stone is likely to be the base of a Medieval cross, used later as a plague stone and is significant for its illustrative historical and evidential values

*Stretford War Memorial, Grade II*

77. Erected in 1923, designed by sculptors J. and M. Patterson sculptors and constructed from ashlar stone with bronze inscriptions. The Memorial is dedicated to the First World War and occupies a prominent position on Chester Road opposite the Gorse Hill Park Gates. The Grade II listed structure is significant for its aesthetic, illustrative and communal values.

**Non Designated Heritage Assets**

*Lancashire County Cricket Club pavilion & ground.*

78. The pavilion was constructed in 1895 however it was substantially bombed in the Manchester Blitz of 1940, rebuilt and more recently extended. The pavilion was designed by Thomas Muirhead architect also of the pavilion at the Oval. Despite being altered and rebuilt after World War 2 bomb damage as well as a comprehensive redevelopment in recent years, the building maintains its original layout and relationship with the cricket pitch. The building remains an iconic image of LCCC and has remained in its intended use since 1895, the circa 1920s turnstiles fronting Brian Statham Way are also of interest. It is still a recognisable and distinctive landmark and its contribution to the sporting heritage of Old Trafford should be sufficiently identified.

Impact of the Proposed Development on Heritage Assets

79. A number of illustrative views accompany the application. It is considered there will be no harm to the setting of Gorse Hill Park Entrance Portal and Lodges; the Great Stone or Stretford War Memorial, all Grade II listed or Lancashire County Cricket Club pavilion & ground.

80. The submitted illustrative views indicate the proposed development will be visible in views of White City portal and lodges along Chester Road. However, the hotel will not sit directly behind the principal elevation of the gates and is visible in oblique views along Chester Road. The setting of the Grade II listed structures has been greatly compromised with the existing retail park and bears no resemblance to the former botanical gardens or pleasure grounds. The development will sit amongst a

backdrop of existing tall office blocks on Chester Road and Talbot Road and as such it is considered there will be no harm to the setting of the Grade II listed structures.

81. The illustrative views indicate the proposed development will be visible within a key view of the clock tower and principal elevation of Trafford Town Hall at the junction of Talbot Road and Warwick Road. However due to the alignment of Warwick Road, the tower block will not form the back drop to the clock tower and the landscape setting and silhouette of the Town Hall is preserved. The quality of the design results in a tall, slender building form which does not compete with the Town Hall in views along Warwick Road. It is considered therefore that the proposed development in terms of its form, scale, siting, detail and materials will have a neutral effect on the setting of Trafford Town Hall.
82. The GM Archaeological Advisory Service has been consulted on the application and has confirmed that the proposed development does not threaten the known or suspected archaeological heritage and they do not seek to impose any archaeological conditions on this basis.

#### Conclusion on Heritage Impacts

83. In accordance with para 192 of the NPPF, it is considered that the development will sustain the significance of the above mentioned heritage assets bearing in mind the statutory requirement of s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building, its setting and any features of special interest. The proposed development is therefore considered to be compliant with heritage policy in the NPPF and broadly compliant with Core Strategy Policy R1.

#### CRIME PREVENTION AND SECURITY

84. Para 91 of the NPPF states that decisions should aim to achieve places that are 'safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas'
85. Core Strategy Policy L7.4 states that In relation to matters of security, development must: demonstrate that it is designed in a way that reduces opportunities for crime; and not have an adverse impact on public safety.
86. A Crime Impact Statement has been prepared by 'Design for Security', part of the Greater Manchester Police and is submitted in support of the application. The preparation of the document included liaison with the Counter Terrorism Security Advisor. Access control into and around the hotel is a key recommendation of the CIS. A manned 24 hour reception service would be provided to maintain security. Public areas and bedroom windows are non-openable as the building is to be fully

air conditioned. Fire Escape doors will be linked to burglar alarms and no access to the roof areas from bedroom areas is possible without supervision/ keylocks.

87. An active street frontage will provide a deterrent to antisocial behaviour through good surveillance. The creation of a barrier-free public realm around the hotel will help discourage antisocial behaviour and crime and the use of CCTV to cover external spaces is also recommended in the CIS. Details of specialised glazing to reduce the potential for flying glass caused by a blast from distance are also provided.
88. A secure yard is proposed for servicing and service access to hotel areas will be via electronically controlled vehicular and pedestrian gates.
89. GMP Design for Security has confirmed that subject to a condition to reflect the physical security specifications set out in the Crime Impact Statement they have no objection to the proposals.

## ACCESSIBILITY

90. Policy L7.5 of the Core Strategy states that development must be fully accessible and useable by all sections of the community.
91. The Design and Access statement identifies that 13 (6.8%) of the rooms within the scheme are to be constructed to meet accessible requirements and that this is in excess of the 5% required under the Part M Building Regulations. An accessible parking space is provided within the secure yard in addition to the drop off / pick up layby.
92. It goes on to state that access provision will as a minimum, be to the extent stipulated within the Part M of the Building Regulations (2015). This will ensure circulation from the front-of-house to the bedroom doors, which includes corridors, principal door openings, stairs and lifts will be accessible. In addition a booking process will be employed as part of the management strategy which ascertains the nature of the individual disability and caters to the specific requirements. It is therefore considered that hotel will have levels of accessibility in accordance with the relevant Regulations and that an appropriate proportion of the bedrooms cater for accessibility requirements.

## Fire Safety

93. Although this is primarily a matter for the Building Regulations, the Design and Access Statement sets out in relation to fire safety that the building would be fully sprinklered, in compliance with the Hotel brand standards for buildings above 25m. Two Fire Escape Stairs provide two directions of protected escape. Firefighting personnel would access the building via the service yard into a dedicated Fire-fighting lobby, lift and protected stair which could be controlled by a Fireman's

Switch to open into different demises on every floor level. In the event of a fire, the dry riser inlet is to be located off-street near the service yard to avoid vehicles having to reverse into the courtyard. A set of safe emergency egress strategies for a range of needs will be identified within the hotel operators formal access strategy subject to the recommendations of a fire engineer and these would be agreed with guests at check-in. The GM Fire Authority has been consulted in relation to the application but no response has been received.

## Sustainability

94. Core Strategy Policy L5 states that '*New development should .....maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.*' While it is noted that Policy L5 is out of date in relation to NPPF guidance on Climate Change it is considered that the environmental efficiencies that the scheme seeks to achieve is in accordance with the general thrust of the NPPF guidance.

95. A Carbon Budget Statement has been submitted in support of the application. This calculates the predicted annual energy demand of the development using the latest benchmarks and calculates the baseline CO2 emissions for the entire development phased by the year that each phase of the building project is completed using the National Calculation Methodology and the latest CO2 emissions factors.

96. The document includes a summary of the proportion of CO2 emissions reduction to be met by additional design measures and the proportion to be met through connection to low carbon energy generation opportunities such as Air Source Heat Pumps in order to reduce CO2 emissions from the development to meet the target. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy. This would include high levels of insulation in the building fabric, use of high efficiency HVAC equipment and efficient lighting with PIR (Passive Infra-Red) activated occupancy sensors. The site is in a sustainable location which will help to reduce its impact on the environment. The document concludes that the final selected building services and costs will differ from the initial figures in the document, following design development and further consideration of Low and Zero Carbon Technologies, however the agent for the application has stated that the development would aim to achieve a BREEAM 'Very Good' rating and has confirmed their agreement to a condition requiring this which is attached accordingly.

## Conclusion

97. It is considered that proper consideration has been given to Crime Prevention and Fire Safety in the design of the building. The building would also be accessible and compliant with the requirements of Part M of the Building Regulations in accordance with the provisions of Policy L7 of the Core Strategy. In addition the building will

achieve a BREEAM 'Very Good' rating and the applicant has agreed to a condition requiring this. Consequently the sustainability of the development is considered to be in accordance with Policy L5 of the Core Strategy and the NPPF.

## RESIDENTIAL AMENITY

98. Para 127 of the NPPF advises that planning decisions should create places that provide a high standard of amenity for existing and future users.
99. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of future occupants of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way. As previously stated, L7 is considered to be up to date for decision making purposes and full weight can be attached to it.
100. The potential amenity impacts of the scheme on the occupiers of existing residential properties adjacent to the site are considered under the sub-headings below.

### Daylight and Sunlight

101. The application is accompanied by a Daylight/Sunlight assessment by Flow Analysis Ltd which has sought to establish the extent of any sunlight and daylight loss on surrounding properties, and whether any overshadowing would occur.
102. Daylight is the level of diffuse natural light from the sky that enters a building to provide satisfactory illumination of internal accommodation between sunrise and sunset. Sunlight refers to direct sunshine and is much brighter than ambient daylight. A key difference is that sunlight is highly dependent on orientation whereas this has no effect on daylight. Overshadowing is a consequence of the loss of daylight and sunlight and can occur when buildings are in close proximity relative to their size.
103. The Flow Analysis Study states that in order to achieve objectivity in the study it is based on the methodologies set out in the Building Research Establishment (BRE) report 'Site layout planning for daylight and sunlight - A guide to good practice' 2<sup>nd</sup> edition 2011.
104. The report refers to two measures to consider the potential for loss of daylight Vertical Sky Component (VSC) and No-Sky Line (NSL). Sunlight is measured as Annual Probable Sunlight Hours (APSH). Each of these is explored in further detail below.
105. Obstructions, such as new development, can limit access to the light from the sky. The VSC method measures the amount of sky that can be seen from the centre

of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. The BRE Report sets out at 2.2.21 that when assessing the VSC of existing developments, if the VSC, measured at the centre of an existing main window with the new development in place, is less than 27% and less than 0.8 times its former value, then the diffuse daylighting of the existing building may be adversely affected. If this occurs then the occupants of the existing building will notice the reduction in the amount of skylight and the affected area may feel gloomier. This is also stated in the submitted Flow Analysis study and assessed as 'Criterion 1' - quantifying the resultant amount of daylight and potential for overshadowing.

106. NSL is a measure of daylight distribution within an existing building/room. The NSL divides points on the working plane which can and cannot see the sky. In housing, the working plane is assumed to be horizontal and 0.85 metres above the floor. If from a point in a room on the working plane it is possible to see some sky then that point will lie inside the NSL contour. Conversely, if no sky is visible from that point then it would lie outside the contour. The effect on daylight distribution is quantified by ascertaining the reduction in room area which can receive direct daylight as a result of new development. Areas beyond the NSL receive no direct daylight, they usually look dark and gloomy compared with the rest of the room, however bright it is outside.
107. When comparing the NSL for existing buildings against that proposed following development, BRE guidelines state that if the no-sky line moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, then this will be noticeable to the occupants, and more of the room will appear poorly lit. This is also set out in the submitted Flow Analysis study and assessed as Criterion 2 – the effect on daylight distribution in a room.
108. Annual Probability of Sunlight Hours (APSH) is a measure of sunlight that a given window may expect over a year period. When assessing the impact of APSH in existing developments, BRE guidelines state at 3.2.11 that if a living room of an existing dwelling has a main window facing within 90 degree of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window, then the sunlighting of the existing dwelling may be adversely affected. The room may appear colder and less pleasant.
109. This will be the case if the centre of the window receives less than 25% of APSH or less than 5% of APSH between 21<sup>st</sup> September and 21<sup>st</sup> March and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. Again, this is also set out in the submitted Flow Analysis study and assessed as Criterion 3 – quantifying the potential loss in sunlight. The BRE guidelines suggest that criterion 3

(APSH) need only be assessed for windows serving main living rooms and conservatories if they have a room facing within 90 degrees of due south.

110. In relation to sunlight to garden areas, the BRE document states at 3.3.17 that for a garden to appear adequately sunlit throughout the year at least half of the garden should receive at least two hours of sunlight on March 21<sup>st</sup>.

Daylight and sunlight impact on existing properties

111. Existing properties should be assessed against the BRE guidelines for VSC, NSL and ASPH. It should be noted that only the worst case scenario houses on Hornby Road are analysed as the impact on properties further away from the site would be reduced.

112. The report focuses on the nearest sensitive receptors, listed below for each criterion:-

<b>VSC (Window Daylight)</b>	<b>NSL (Room Daylight Distribution)</b>	<b>APSH (Window Sunlight)</b>	<b>Amenity Space (Garden) Sunlight</b>
No. 1 Hornby Rd	No. 1 Hornby Rd	672-686 Chester Road	No. 2 Hornby Rd
No. 2 Hornby Rd	No. 2 Hornby Rd	Bishops Blaize P.H.	
No. 8 Warwick Rd	672-686 Chester Rd	670 Chester Road	
672-686 Chester Rd	Bishops Blaize P.H.	The Trafford P. H.	
Bishops Blaize P.H.	670 Chester Rd	Charlton House	
670 Chester Rd	The Trafford P. H.		
The Trafford P. H.	Charlton House		
Charlton House			

113. Of the properties assessed, all are compliant in terms of VSC except for The Trafford Public House. However this is a non-domestic building with no permanent living accommodation within and it is not therefore considered that the affected windows, some of which contain obscure glazing, have the same 'reasonable expectation of daylight' as residential properties. Of the remaining properties they all passed the daylight criterion in terms of the reduction in VSC as a result of the proposed development when compared against its former value exceeding the 0.8 factor reduction.

114. Of the properties assessed in relation to the BRE criteria on NSL, all meet the required factor reduction in terms of room daylight distribution following the proposed



development of 0.8 of their former value. The daylight distribution to one of the ground floor rooms at No. 2 Hornby Road has improved.

115. All of the windows assessed in terms of Annual Probability of Sunlight Hours passed the BRE criteria. As indicated above the BRE guidelines state that loss to sunlight should only be considered for windows which serve either living rooms or conservatories and which face within 90 degrees of due south. The only windows / reference point which face within 90 degrees of due south are on non-domestic properties but have been included for completeness.

116. The report has also been updated to include an assessment of the impact of the development on the rear garden of No. 2 Hornby Road. The area of the garden receiving at least two hours of sunlight on 21<sup>st</sup> March is predicted to pass and increase from 68.18% at the present time to 68.73% as a result of the development. This represents a slight improvement.

#### Conclusion on daylight / sunlight impact on existing properties

117. It is noted that while there is a need to use land effectively and efficiently the site is located within (and impacts upon) low density residential properties to the south and west in addition to a more urban environment to the north and east and that the proposed development should therefore comply with the figures set out in BRE guidance in relation to these residential properties. It is the case that when constructing buildings in an urban environment, alterations in daylight and sunlight to adjoining properties are likely to occur.

118. The submitted Daylight / Sunlight Report concludes that the extent of overshadowing has been assessed using 3D computer software and the loss of daylight and sunlight to the affected windows has been analysed using widely accepted criteria. The loss of sunlight is within acceptable limits for all windows, the loss of daylight is within accepted limits (or within an acceptable error bound) for all windows apart from some of those in the adjacent Trafford Public House and the effect on daylight distribution is within acceptable limits. Therefore the proposal passes all the daylight and sunlight tests.

119. The BRE guidelines indicate that in interpreting the results of an assessment, a degree of flexibility is required and it is not considered that the impact on The Trafford Public House would warrant refusal of the application due to its non-domestic nature and the transient nature of the occupiers of that building.

120. The proposal passes the relevant criteria in relation to the most affected residential property (No. 2 Hornby Road). Indeed it is predicted to improve daylight distribution to one of the ground floor windows in this property and sunlight to the rear garden. This is as a result of the reduction in the height of the proposed building in the southern half of the site (2-3 storey) when compared to the 6 storey building currently in situ.

## Overlooking

121. Whether a new development would impact negatively on existing residential properties through adverse overlooking is an important consideration. Where there is the potential for direct interlooking between proposed windows and those in adjacent residential properties or between proposed windows and areas of private amenity space, consideration must be given to the separation distances, angles and any proposed methods of screening or obscuration proposed in order to protect the privacy of occupiers of adjacent residential properties.
122. Although the application does not relate to new Residential Development it is considered that the Council's New Residential Development Planning Guidelines document (PG1) is of some relevance in considering the distances necessary to maintain good standards of residential amenity although it carries only limited weight in relation to the current scheme for a hotel building. The guidance document does not include specific guidelines for tall buildings but it does state that for development of four or more storeys where there would be major facing windows, flats should retain a minimum distance of 24m across public highways and 30m across private gardens.
123. The current building on site is an L-shaped 6 storey office building. This is of relevance as the building has significant amounts of glazing in all of the elevations providing clear views directly out of the offices into neighbouring houses, gardens and other premises. In the southern and western elevations the glazing predominantly takes the form of continuous bands of strip glazing. An internal inspection of the existing building demonstrates that while there is some low level obscure glazing in the bands of glazing, there are clear direct views at close proximity (between 3.5 m and 8 m) out from the offices into the neighbouring residential curtilage of No. 2 Hornby Road (the nearest residential property).
124. The proposed hotel building contains windows and other openings in all of the elevations of the building. There are also areas of green roof shown at first floor and 13th floor level. However the hotel building has been designed to limit overlooking into neighbouring houses and vertical brise soleil (fins) in combination with recessed windows and obscured glazing have been incorporated into the design. In addition, bedrooms have been typically grouped facing away from Hornby Road. Areas of glazing required to provide natural light to non-habitable rooms such as stairwells are proposed to be obscure glazed.
125. The impacts of the proposed openings in each elevation on the amenity of adjacent properties are considered in more detail in turn below.

### Northern Elevation

126. Opposite the northern elevation of the proposed building is a parade of retail and takeaway units, some of which have residential uses on the upper floors. These properties would be approximately 40m away from the hotel frontage, across a major road and given the distances involved it is not considered that meaningful views could be gained into any of the residential units in the parade. To the northwest of the parade is a public house and to the northeast, across Sir Matt Busby Way, is a car dealership.

### Eastern Elevation

127. The eastern elevation of the building would be opposite the Trafford Public House with Charlton House further east.

128. The Trafford Public House is a commercial building which itself has an element of hotel accommodation in addition to the pub use and associated external yard on the southern side. While the tower of the hotel would be significantly taller than the existing offices there is an existing established level of interlocking between the 6 storeys of the office building and the Public House. The hotel building would not be materially closer to the Public House than the offices and it is not considered that a commercial use could reasonably expect levels of privacy that would be afforded to private residential properties.

129. Charlton House is unoccupied and in a semi-derelict state, however even if it were to be brought into residential use the distances involved (approximately 55-60m) are such that again it is not considered that meaningful views could be gained into the building from the hotel windows.

### Southern Elevation

130. Due to the L-shaped nature of the proposed hotel footprint there are effectively two southern elevations to the building, one at the southern extent of the site where the podium section terminates, which is two storey in height and the other that forms the rear of the tower. Directly to the south of the application site is No. 8 Warwick Road which is in residential use and is a corner plot at the junction of Hornby Road and Warwick Road. The main front elevation of No. 8 faces east onto Warwick Road but there are windows in the northern elevation facing the site. At the present time there are relatively large stair windows on 5 floors (floors 1-6) at the southern end of the office building which have views onto Hornby Road and the northern boundary of No. 8 Warwick Road. There are also office windows in the southern (rear) elevation of the Chester Road wing of the office block.

131. The nearest windows at the present time from which there is a view towards No. 8 Warwick Road are therefore approximately 17 metres away from the northern side boundary of No. 8, Warwick Road up to six floors in height.

132. In the proposed hotel development one window is proposed in the southern elevation of the podium section of the hotel (nearest to Hornby Road) however this would be obscure glazed. The main windows for consideration in relation to No. 8 Warwick Road are therefore in the southern elevation of the tower. However the nearest of these windows would be in excess of 40 metres away from the northern side boundary of 8 Warwick Road and therefore it is not considered that meaningful views could be gained into the side elevation or curtilage of that property. When compared to the existing situation with 5 floors of windows significantly closer to No. 8 Warwick Road it is considered that there would be an improvement in privacy levels for that property.
133. In addition to consideration of No. 8 Warwick Road the impact of the windows in the southern tower elevation on No's 2 and 4 Hornby Road are also relevant as they are to the southwest of the site and are currently overlooked by the windows in the southern elevation of the Chester Road wing of the office building. However in order to prevent views from the windows in the southern elevation of the hotel tower it has been designed to recess the hotel bedroom windows and screen them to the southwest with metal 'fins' to prevent views out to the side of the windows towards No's 2 and 4 Hornby Road.
134. Various models, plans and videos have been provided from both outside the hotel and inside the rooms to demonstrate how these fins screen potential views into neighbouring residential properties. It is considered that not only do these fins actually prevent views into the adjacent properties but will also provide an increased sense of privacy for neighbouring properties when compared with the large strips of glazing that currently directly overlook them from the office building.
135. A flat green roof is proposed at first floor level adjacent to the western boundary of the site and to the rear of the tower section of the hotel. This area is solely for sustainability purposes and does not have a balcony function. As such this area would only be accessed for maintenance purposes and would comprise plants chosen to support wildlife that require infrequent maintenance (such as sedum that requires attention only once a year). Restriction of access for maintenance purposes only and the type of species to be used can be conditioned. As this area would not be publicly accessible, subject to a condition preventing general public access it is considered that this element of the scheme would not result in loss of privacy and would provide a pleasant visual addition for neighbouring properties.

### Western Elevation

136. Again, as a result of the L-shaped footprint of the building there are two western elevations to the proposed hotel building. One forms the rear of the lower podium section and the other forms the western side elevation of the tower.
137. There are various windows in the western elevation of the tower section but the majority of these look onto the roofs of the commercial premises to the west that front Chester Road. Those windows in the tower section that are further back into

the site and therefore closer to the gardens of the residential properties on Hornby Road utilise obscure glazing as they serve lift lobbies and secondary bedroom windows. Therefore no direct views will be possible from the western elevation of the tower into the gardens and houses on Hornby Road.

138. The windows in the western elevation of the podium section of the development are entirely obscure glazed preventing views out onto the gardens of the houses to the west of Hornby Road. This represents an improvement on the current situation where these gardens and houses are directly overlooked over a short distance by a large number of office windows.

#### Conclusion on privacy and overlooking

139. It is accepted that the proposed development will have a number of windows and other openings in the various elevations and residents concerns in relation to the privacy impacts of this are noted. However at the present time there is established direct overlooking into the adjacent residential properties from all of the office elevations. The hotel building has been designed to reduce the potential for overlooking and loss of privacy to adjacent residential properties and for the foregoing reasons overall it is considered that the proposed development would not result in any undue overlooking or harm to privacy over and above the existing situation subject to appropriate conditions.

#### Overbearing/Outlook

140. New development should not have an overbearing impact on adjacent residential occupiers or result in a material loss of outlook as these are important residential amenity considerations. Loss of outlook can occur where development as a result of the impact of its height, scale, massing can have an adverse overbearing and over dominating effect resulting in unduly oppressive living conditions.
141. It is considered that the hotel building would not be viewed as overbearing in relation to the residential properties to the north on the opposite side of Chester Road due to the degree of separation involved. However the residential properties to the west and south are in close proximity, with No. 2 Hornby adjoining the site and being domestic in scale at 2 storeys in height. Residents have raised concerns that the scale of the development is such that the hotel will be overbearing and impact on their outlook.
142. There is no doubt that the proposed hotel building would be very evident in views from surrounding properties. However as a baseline, the impact of the existing office building is of relevance. The existing building is 6 storeys high at all points in an L-shaped footprint across the site and at its nearest point is only 2 metres away from the boundary with No. 2 Hornby Road. This provides a sense of enclosure and has

a significant impact on outlook for the residential properties to the southwest on Hornby Road at the present time.

143. The design of the proposed hotel building has been amended a number of times and these changes have sought to address concerns about the bulk, massing and scale of the building and the resultant impact on neighbouring houses. Through the evolution of the design the proposed hotel building has been broken up into distinct 'podium' and 'tower' sections to avoid a continuous unrelenting block of development. The mass of the tower section has been reduced and broken up and the siting of the taller tower section focuses the height of the development in the northern half of the site. This effectively creates a development of two halves. While the tower element of the scheme in the northern half of the site would introduce a building of significant height and scale, with 16 storeys of accommodation and a tower feature, the podium section of the building in the southern half of the site actually represents a significant reduction in height when compared to the existing office building.

144. Visuals have been produced which demonstrate the impact of this change on openness in terms of views across from Hornby Road to Warwick Road. The domestic scale of the podium section in the southern half of the site has been designed as a direct response to the scale of the nearest residential properties to the west and south of the site and it is considered that this design represents a significant improvement on outlook to the east for the residential properties on Hornby Road which has to be balanced against the reduction in outlook to the north. However outlook to the north and east at the present time is limited to sky by virtue of the existing office building. Due to the orientation of the site relative to neighbouring properties it is considered that the significant reduction in massing to the east of the Hornby Road houses outweighs the significant increase in massing to the north of the houses despite the much greater height of the tower. This is partly due to the orientation of the sun but also the fact that the eastern block is parallel / immediately adjacent to the houses and gardens at Hornby Road whereas the tower is offset.

#### Conclusion on Overbearing impact / outlook

145. Adjacent residents on Hornby Road and Warwick Road will undoubtedly be aware of a very tall building to the north of their properties. However this must be balanced against improvements to the overall sense of enclosure currently experienced by the Hornby Road houses as a result of having a 6 storey building to both the north and east of their gardens and houses.

#### Glare

146. The existing building has two highly reflective, fully glazed elevations onto Warwick Road and Chester Road. These elevations comprise bronze tinted

reflective curtain walling. The southern and western elevations of the building comprise continuous lines of strip glazing set within a brick wall.

147. By contrast the proposed hotel building has substantial areas of masonry and recessed windows. The majority of windows are recessed and the shadow of the buttresses reduces the potential for glare.
148. Compared with the existing situation there would be reduced extent of glazing in the western podium elevation facing onto No. 2 Hornby Road. In addition the two main elevations onto Chester Road and Warwick Road would due to the significant change in materials and design, also result in reduced potential for glare, particular at road level.
149. A study of the building at night has been provided and this demonstrates that the fins, in combination with the recess of the windows, are effective in managing light emission from within the building. Any external lighting would be subject to a condition requiring details to be submitted to ensure that it is compliant with the relevant guidelines on light pollution so that the amenity impacts are minimised.

#### Conclusion on Glare

150. It is not considered that the hotel building would result in any material increase in glare given the nature of the existing building and the materials and design of the proposed hotel building.

#### Wind Microclimate

151. A Wind Microclimate Report has been submitted in support of the planning application. The report assesses the effect of the proposed development on the local microclimate throughout the year against best practice guidelines for pedestrian comfort and safety.
152. Wind environment is defined as the wind flow experienced by people and the subsequent influence it has on their activities. It is concerned primarily with wind characteristics at pedestrian level.
153. The study consisted of CFD (computational fluid dynamics) simulations over a range of wind directions which were combined with long-term wind statistics to provide a statistical representation of the expected wind conditions. The study has been produced using the widely applied wind environment criteria for pedestrian comfort and safety developed by T.V. Lawson (Building Aerodynamics, 2001). The Lawson Criteria have been applied to determine the acceptability of wind conditions for pedestrian safety and comfort.
154. Pedestrian comfort is assessed against wind speed and duration and is split into five 'comfort categories':

Criteria	Suitability	Threshold mean wind for 5% of hours (ms-1)
Sitting	Outdoor seating and areas one can occupy comfortably for long periods.	4
Pedestrian Standing	Main building entrances, pick-up/drop-off points	6
Pedestrian/Leisure Walking	Appropriate for strolling	8
Business Walking	Can be tolerated if one's objective is to walk, run or cycle without lingering	10
Uncomfortable / Unsuitable	Nuisance for most activities, and wind mitigation is typically recommended.	>10

155. Additionally, the Lawson criteria identifies safety criteria defined based on approximately two hours' exceedance per year. These are areas where someone could find walking difficult or even lose their footing. An additional "warning" criteria has been introduced which shows areas which are close to exceeding the S15 criteria.

Criteria	Threshold Mean Wind Speed for 2.2hr/year (ms-1)	Wind conditions as experienced by people
S15	15	Unsuitable for frail persons, cyclists etc
S20	20	Unsuitable for all pedestrians

## Baseline Scenario

156. A baseline scenario model was produced to ascertain the existing conditions on the site for all four seasons before the proposed development was modelled. This baseline model shows contours of comfort criteria on a plane 1.5m above the ground. Focussing on the summer and winter extremes the baseline scenario shows that during the summer the majority of the surrounding area was identified as suitable for sitting with a small windier area suitable for standing near the south-eastern corner of the building. In winter there is limited, localised exceedance of the sitting criteria but the areas around the building were generally suitable for sitting or standing. The scenario was analysed for pedestrian safety and no exceedances were recorded. Overall conditions in the baseline scenario are suitable for their intended purpose.



## **Proposed Scenario**

157. Contours of comfort criteria were then applied on a plane 1.5m above the ground for the proposed development in the context of the existing surroundings.
158. Results show that conditions around the site are relatively calm, being generally suitable for sitting or standing. In some locations, conditions are windier than in the baseline case, with an increased area of standing conditions, and the presence of leisure / pedestrian walking conditions on Warwick Road and a small area on Chester Road adjacent to the north-eastern corner of the building in winter. However this region of walking conditions does not extend to building entrances at the Trafford Pub on Warwick Road, and is therefore acceptable for the intended usage. During the summer all areas surrounding the building are identified as suitable for sitting or standing.
159. Although it is acknowledged that conditions on Warwick Road are windier in the proposed scenario than in the baseline scenario even these windier areas are still suitable for pedestrian / leisure walking and therefore they are still suitable for the intended purpose of the areas. The proposed scenario was analysed for pedestrian safety and no exceedances were recorded.

## **Cumulative Scenario**

160. Contours of comfort criteria were also applied on a plane 1.5m above the ground for the proposed development in the context of cumulative future / consented surrounds. The cumulative buildings included in the study were Former MKM House, Warwick Road (88279/FUL/16) 39, Talbot Road (94483/FUL/18) and 86 Talbot Road (88792/FUL/16).
161. Results show that conditions around the site remain relatively calm, being generally suitable for sitting or standing. However the inclusion of the cumulative buildings makes conditions generally windier than in the proposed scenario with the region suitable for leisure / pedestrian walking on Warwick Road having increased in size. However the scenario was analysed for pedestrian safety and no exceedances were recorded. Overall, while conditions in the cumulative scenario are windier than in the proposed scenario all areas remain suitable for their intended usage.

## **Conclusion on Wind Microclimate**

162. The report concludes that the proposed development increases wind speeds on and near the site, however these are still acceptable, in terms of pedestrian comfort, for the desired usage of the areas. When the potential cumulative future surrounds are included in the assessment, conditions on Warwick Road are windier than in the baseline and proposed scenarios however there are no exceedances of safety criteria in any scenario and therefore the wind conditions generated would be suitable for all pedestrians including the frail and also for cyclists.

## Noise, Disturbance and Odour

163. Core Strategy Policy L5.13 states that development that has the potential to cause adverse pollution (of air, light, water, ground) noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put into place.
164. A Noise Assessment has been submitted in support of the proposal and this identifies the two main impacts as noise affecting hotel guests internally as a result of traffic and the Old Trafford Stadium and noise from plant associated with the hotel scheme affecting nearby sensitive receptors. It is also considered that noise from deliveries and comings and goings has the potential to impact on existing neighbouring residential properties unless properly controlled.
165. The main source of noise affecting this site and therefore future occupiers of the hotel is road traffic from the A56 and to a lesser extent from Warwick Road. A glazing and ventilation strategy is proposed to mitigate this noise for occupiers of the hotel. The report concludes that the hotel development would use a mechanical ventilation system and that noise level requirements can be achieved with thermal double glazing, with a higher specification on the noisier facades of the building. This will ensure suitable internal noise levels to be achieved with windows closed.
166. In relation to the potential impacts on existing neighbouring residential properties, the plant would predominantly be located at basement and roof level. Noise limits for plant have been set and the report states that these are achievable with a suitable scheme of attenuation for any external plant. Deliveries are proposed only between 7am and 7pm Monday to Saturday and would be to a secure service yard by arrangement. Only one accessible parking space is proposed in the yard so comings and goings would be limited and reduced when compared to the scale of the ground level car park that currently exists and is accessed off Hornby Road.
167. The plans show that the refuse would be stored in the basement and brought down to basement level via an internal hoist so that there is no requirement for staff to leave the building to access the refuse store on a day to day basis. The refuse would only need to be brought up to ground level on bin collection days. This arrangement is proposed to minimise noise nuisance to neighbours. For clarification there is no rooftop bar proposed in this development.
168. The Pollution and Housing section have been consulted on the application and have no objections in principle to the proposed development. They do however comment that various conditions will be required to ensure that the development has acceptable amenity impacts for existing adjacent residents and for the future occupiers of the hotel.

169. A verification report demonstrating that combined plant noise from the development is within acceptable limits in relation to the nearest existing residential receptors will be required. It is recommended that a condition is attached restricting servicing, deliveries and waste and recycling collection between the hours of 7am and 7pm Monday – Saturday.
170. The Pollution and Housing section also recommend that a verification report is required by condition to demonstrate how the development meets the recommendations of the Noise Impact Assessment in terms of meeting minimum requirements for ventilation based on windows being kept closed. They also recommend a condition requiring details of the kitchen ventilation and extraction system to ensure they are designed in a manner that does not result in odour nuisance to residential properties.
171. In relation to concerns raised about the demolition and construction phase, noise and disturbance is an unfortunate side effect of all new construction development but if properly controlled, the impacts can be mitigated. The Pollution and Housing section have recommended a condition requiring a Construction Environmental Management Plan relating to the environmental impacts of the demolition and construction phases and this would cover issues such as hours of operation and measures to control excess dust noise and vibration.

#### Conclusion on Noise, Disturbance and Odour

172. Subject to appropriate conditions and for the foregoing reasons it is considered that the development would not result in unacceptable levels of noise or disturbance or that it would result in odours to the detriment of amenity in accordance with Policy L7 of the Core Strategy.

#### Air Quality

173. The site lies partly within the Greater Manchester Air Quality Management Area (AQMA), declared for exceedances of the annual mean NO<sub>2</sub> objective. The A56 and Warwick Rd are a source of air pollution.
174. Paragraph 181 of the NPPF advises that planning 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, and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
175. Policy L5 requires developers to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality.

176. An Air Quality Assessment (AQA) has been submitted in support of the application and this concludes that construction phase impacts can be effectively managed through the implementation of best practise mitigation measures and that the development would result in a net reduction in traffic at the site. Specific details of the proposed energy centre are not known at the present time but it is anticipated that the plant to be installed will be low-NOx, and therefore it is unlikely that plant emissions will have a significant impact on local air quality. Emissions from energy plant can be effectively mitigated through amended stack parameters, and this will be confirmed once the plant design is fixed.

177. The AQA has been reviewed by the Pollution and Licensing Team. They comment that the AQA confirms that demolition and construction phase of development has the potential to result in excessive dust emission from the site which could result in a statutory nuisance at nearby residential properties. This could be adequately mitigated through a planning condition requiring a Construction Environmental Management Plan to ensure that dust, noise and vibration is appropriately controlled and monitored.

178. In relation to the operational phase of the development the AQA supported by the Transport Assessment confirm that vehicle movements will be reduced compared to the current office usage at the site and therefore a detailed air quality assessment is not required which is accepted by the Pollution and Licensing Team. However they note that no data is available at the current time in relation to the size of energy generating plant to be installed or the consequent impact that emissions from that plant would have on local air quality. A condition is therefore recommended requiring the submission of an updated AQA prior to development commencing to demonstrate how the impacts of the on-site energy generating facility on air quality will be appropriately mitigated so that they do not adversely impact on local air quality.

179. It is noted that a Framework Travel Plan has been produced which supports the use of sustainable travel options and on-site green infrastructure is proposed in the form of boundary planting and two areas of roof garden which are positive aspects of the scheme in relation to air quality impacts.

#### Conclusion on Air Quality

180. It is therefore considered that subject to appropriate conditions the proposed development is acceptable in terms of air quality impacts and that it would contribute to the aims of the Greater Manchester AQAP in relation to construction management, provision of green infrastructure and encouraging sustainable travel options. The proposed development is therefore considered to comply with the aims of the NPPF and Policy L5 in this respect.

## Conclusion on Residential Amenity Impacts

181. While it is acknowledged that the tower in the northern half of the site is a significant structure, the scheme taken as a whole represents some improvements to the nearest residential properties, in terms of privacy, daylight and sunlight and outlook. The submitted assessment states that the wind microclimate impacts are acceptable and compliant with the relevant safety criteria and other impacts relating to noise, odours and air quality can be mitigated through the use of suitable conditions. These impacts have been assessed in detail in the foregoing section and it is considered that on balance the impacts on residential amenity would be acceptable and in compliance with the relevant local and national policy.

## HIGHWAYS IMPACTS, PARKING AND SERVICING

182. Core Strategy Policy L4 states: [The Council will prioritise] the location of development within the most sustainable areas accessible by a choice of modes of transport. Maximum levels of car parking for broad classes of development will be used as a part of a package of measures to promote sustainable transport choices.

183. The aim of the policy to deliver sustainable transport is considered to be consistent with the NPPF.

184. Para 103 of the NPPF states 'The planning system should actively manage patterns of growth in support of these objectives. 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.'

185. Paragraph 109 of the NPPF states that 'Development 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'.

186. Policy L4.7 states that 'The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.'

187. Policy L4.14 to L4.16 sets out the requirement to comply with the adopted maximum car and cycle parking standards as set out in Appendix 3 to the Core Strategy and within adopted SPD3.

188. Core Strategy Policy L7 states: In relation to matters of functionality, development must incorporate vehicular access and egress which is satisfactorily

located and laid out having regard to the need for highway safety; and provide sufficient off-street car and cycle parking, manoeuvring and operational space.

189. Policy SL3 also seeks to deliver a strategic processional route as part of the redevelopment of the strategic location area. The route will be created along the length of Sir Brian Statham Way and Warwick Road to Old Trafford football stadium and beyond, the route will include high quality surfacing and materials and incorporate green infrastructure and provision for walking and cycling. There is an intention to pedestrianise Sir Brian Statham Way but not the section of Warwick Road adjacent to the application site.

190. The main public pedestrian entrance to the Hotel is proposed on Warwick Road close to the corner of Chester Road and Warwick Road. A private car / coach / taxi drop-off layby is proposed on Warwick Road. Vehicular access into the site is provided off Hornby Road. Twenty cycle parking spaces are proposed to be provided in the service yard, between the emergency vehicle access and the vehicle turning head and an accessible guest parking space is also proposed in the rear yard close to the rear access to the hotel building.

### **Hornby Road Service Yard**

191. A separate carriageway with a 1.5m wide pedestrian footway is proposed off Hornby Road into the site. Separate vehicle and pedestrian access gates would be installed at the entrance to the service yard, the former of which would be set-back a sufficient distance from Hornby Road to allow a vehicle to wait in the access, off the main carriageway. Both sets of gates would open internally to prevent obstruction.

192. Inside the proposed service yard, it is proposed to provide an at-grade (informal) pedestrian walkway between the access gates and the building entrance. The walkway would also run in front of the proposed cycle shelter and disabled parking bay. Demountable bollards would be provided to secure the proposed accessible parking space on-site.

193. It is noted that the size of the service yard will limit the number of service vehicles that can be on-site simultaneously and that the maximum vehicle size would be as indicated within the swept path analysis shown within the Transport Assessment (TA) submitted as part of the planning application (8m box van or vehicle of comparable characteristics). The TA referenced similarities with the servicing arrangements for Hampton by Hilton, Lambeth which is a larger hotel (332 bed) with restaurant (120 covers) and café/bar (50 covers) operating with service vehicles at the size proposed in this application. Operators are able to control service vehicle scheduling and can therefore manage the servicing for the hotel.

194. The LHA have therefore requested that a Service Management Plan confirming vehicle sizes and schedule of movements for the hotel and to be secured by

condition is submitted for the written approval of the Local Planning Authority before the development is brought into use.

### **Warwick Road Drop-Off Bay**

195. The LHA has raised concerns that the proposed 'drop off' (loading/unloading) bay for use by private cars, taxis, and coaches may be difficult to manage. Whilst it is proposed to provide a 100-space off-site hotel car park within a five-minute walk of the hotel entrance, there is still a concern that guests who drive to the hotel would utilise the drop-off bay to unload/load luggage and passengers, in addition to the bay being used by taxis/coaches. There is a risk of double-parking taking place during busy periods, which could impact on the public highway (and which may also include unauthorised use of the bay if the proposed restrictions are not enforced).

196. Notwithstanding these concerns it is noted that the developer has stated the intention to close the bay on match days. A management and enforcement plan for the operation of the drop off bay which includes provisions for day-to-day management of the bay and match day closures has been submitted and subject to the content of this being conditioned, the arrangements are considered acceptable.

### **Car and Motorcycle Parking**

197. The Transport Consultants for the application consider that that site characteristics are suitable for car-free development of this type. Notwithstanding this the technical note submitted in relation to highways issues states that it is intended to secure 100 existing off-site car parking spaces at White City Retail Park (via a legal agreement with the landowners Derwent Holdings Limited). All spaces would be pre-booked in advance of guest arrival. The parking spaces would be located within a four to five-minute walk of the proposed development site and would be reviewed on an annual basis, and the level of parking adjusted accordingly to meet the demands of the hotel. Motorcycle parking would also be included within the spaces at White City. Although the applicants propose a legal agreement with Derwent Holdings to secure the spaces at White City, this agreement would fall outside of the planning application process. It is also necessary to secure these spaces through a S106 agreement associated with the planning application to make the development acceptable in planning terms. A Travel Plan condition is also attached to encourage sustainable travel to the hotel for staff and customers.

198. The site is located within a residential area and concerns have been raised by residents in relation to the potential for overspill parking from the hotel impacting on the availability of parking for residents on adjacent roads. The restrictions in place on local roads are mainly during office hours and the closest side roads, Hornby Road and Barlow Road, have yellow lines in place from 9am - 5pm Monday to Saturday, which means that outside the restricted hours residents can park on street and do so.

199. There is a 'residents only' permit holders bay located on the south side of Warwick Road, and on the north side of Warwick Road there is a pay and display / permit holders bay which is restricted Monday to Friday 9am – 5pm and unrestricted outside of those hours. A Section 106 contribution would be sought by Trafford Council to undertake a review of parking restrictions in the immediate area, with a view to extending the existing residents' permit parking zone. The review would also include a modification of waiting restrictions for the proposed hotel guest drop off and loading bay on Warwick Road. These modifications to the current arrangements would mitigate potential any undue harm to the amenity of local residents.

### **Cycle Parking**

200. SPD3 states that 21 cycle parking spaces should be provided for hotel use, plus one space per 50 sq m for restaurant/bar use. Twenty covered cycle parking spaces are proposed for hotel use, which is acceptable to the LHA despite being one space below the minimum cycle parking standards. As stated above no independent bars or restaurants are proposed as part of the scheme and therefore no additional cycle parking is required for this.

### **Proposed Extent of Adopted Highway and Acquisition of Highway Land by the Developer**

201. The submitted 'land adoption' plan identifies an unadopted strip of land on the Warwick Road frontage proposed for adoption by the Council. In addition there is an area of adopted land at the north-eastern corner of the site which is proposed to be stopped up. Whilst the Highway Authority have not raised any objection to this arrangement as part of the consideration of this planning application, planning consent cannot be deemed as acceptance of suitability for adoption although in principle the new footway is likely to be acceptable, subject to the necessary agreements being in place under section 278 of the Highways Act.

202. The LHA request that an informative is attached to any planning permission relating to the requirements for an order under S247 of the Town and Country Planning Act, 1990 to stop up the public highway. The LHA also recommend a condition requiring a Construction Method Statement to address issues such as the parking of site operatives, loading and unloading, storage, security hoardings, wheel-washing and disposal of waste, hours of construction and display on-site of the contact details of site manager.

### **WASTE MANAGEMENT**

203. The application states that the waste strategy has been carefully considered due to the proximity of local residential properties and the potential noise associated with refuse storage and collection. Therefore, it has been designed that the refuse from the hotel will be stored in waste and recycling paladin/bins located in the basement.



These will be raised to ground floor level by the maintenance manager via a hoist on refuse collection days. They can then be wheeled to the kerbside on Hornby Road as per the existing situation. The applicant has confirmed that refuse collection would be via private contract and covered as part of the Service Management Plan.

## Conclusion

204. The proposed development is considered to be acceptable in terms of access, servicing and overall accessibility subject to various conditions as set out above. Given the sustainable location the proposed level of car, motorcycle and bicycle parking is also considered to be acceptable subject to a section 106 agreement relating to the provision of off-site parking spaces and a contribution towards a review of parking restrictions in the immediate area, with a view to potentially extending the existing residents' permit parking zone to alleviate any parking overspill on street is required. The proposal responds to the policy objective of SL3 to deliver a strategic processional route by providing an enhanced footway along Warwick Road and incorporating green infrastructure along the street frontages and at roof level.
205. Subject to this, the proposed development is considered to not result in any unacceptable impact on highway safety and it is concluded that the residual cumulative impacts on the road network would not be severe. The development is therefore considered to comply with the requirements of Core Strategy Core Strategy Policies L7 and SL3 and the NPPF.

## TREES AND ECOLOGY

206. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. In addition, Paragraph 175 of the NPPF states that *"if significant harm to biodiversity resulting from a development cannot be avoided...adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"*.
207. Policy R2 of the Core Strategy (Natural Environment) is considered to be consistent with the NPPF and therefore up to date as it comprises the local expression of the NPPF's emphasis on conserving and enhancing the natural environment. Accordingly, full weight can be attached to it in the decision making process.
208. Building Inspection report prepared by ecological consultants has been submitted in support of the application in respect of bats and nesting birds. Nesting birds and all bat species at all times are protected by legislation. The findings of this report were that no bats or evidence of bats was identified within the building onsite, and the building is not considered to have any features which could be used by roosting bats, due to its construction which offers no opportunities to these species. In addition the site is situated within an urban area, well illuminated at night, with limited foraging opportunities within the vicinity. It was therefore concluded that at

the current time the site has no value to or for bats, and the proposed works will have no impact on bats and no further work is considered necessary.

209. With regard to nesting birds the report states that the site provides some limited nesting and foraging habitat for bird species within the small area of landscaping in the south-eastern corner of the site. Given the size of this area it is considered that it is only of value at a site level. However, as birds may nest in this area, without mitigation the removal of the vegetation may result in the destruction of nests and possible killing, injury, and disturbance of birds and/or dependent young. This would constitute an adverse impact. With appropriate precautionary techniques during clearance it is anticipated that there can be a negligible impact on these species.
210. The report recommends that in order to enhance the ecological potential of the site following development, three bird boxes (e.g. Schwegler Brick Nest Box Type 24) should be placed on the building on a northerly elevation at a height of approximately 5 m to provide secure nesting opportunities and improve the ecological potential of the site.
211. The GMEU have considered the findings of the report and accept the findings. They recommend an informative to advise applicant that under the Habitat Regulations it is an offence to disturb, harm or kill bats. In addition and in view of the dense ornamental planting on the boundary of the site and the potential for this to provide a bird nesting habitat a condition is recommended requiring that this area is cleared outside of the nesting season (i.e. September-February) or checked by an ecologist prior to clearance to confirm that no active bird nests are present.
212. Paragraph 175 d) of the NPPF requires developments to take opportunities to incorporate biodiversity improvements in and around developments.
213. The GMEU consider that the site currently has negligible ecological value, the only areas with any ecological value restricted to the boundary planting which appears to be primarily if not totally ornamental with a small area having bird nesting potential.
214. The proposed layout includes tree and shrub planting and two areas of green roof. The chosen roof system and seed mix indicated in the landscape plans and Design and Access Statement is a blend developed to meet the needs of exposed rooftop conditions in inner city locations that also delivers maximum biodiversity enhancements. Wildflowers are included within the seed mix which provide; a nectar and pollen rich habitat for priority pollinators, larval food plants for butterflies and a foraging habitat for birds and will support Biodiversity Action Plan (BAP) priority species.
215. Given the existing value of the site the GMEU are satisfied that the proposed planting provides scope to mitigate for what will be lost but that the planting detail

should be conditioned to include elements to mitigate for loss of trees shrubs and bird nesting habitat and to ensure implementation of the green roofs.

### Trees

216. At the present time there is a small portion of laurel hedge and relatively small self-seeded trees on the site boundary. None of the trees on the site are covered by a TPO and are not considered worthy of retention. There are no arboricultural objections to the proposals to remove these trees. The landscaping plans proposed show three field maples to be planted on the Warwick Road frontage with a row of jacquemontii birches on the Chester Road frontage. These will need to be planted in raft systems in order to provide enough rooting volume to allow them to grow successfully for their whole lifespan.
217. Therefore subject to biodiversity enhancements secured through conditions requiring native tree and shrub planting and bird boxes it is considered that the scheme would represent an improvement in the biodiversity of the site and consequently the application is considered to be compliant with Policy R2 and the NPPF.

### FLOODING, DRAINAGE AND CONTAMINATION

218. Policy L5 of the Trafford Core Strategy states that *“the Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location”*. At the national level, NPPF paragraph 155 has similar aims, seeking to ensure that development in high risk areas of flooding is safe without increasing flood risk elsewhere.
219. The site lies within Flood Zone 1 indicating that the probability of flooding from rivers or the sea is low however it does lie also within a Critical Drainage Area as identified in the Manchester, Salford and Trafford Level 2 Hybrid SFRA. Therefore a Flood Risk Assessment and Drainage Strategy have been submitted to take into consideration the management of surface water run-off. A drainage channel is indicated on plan across the entrance to the service yard to ensure water runoff is not discharged directly onto Hornby Road. The LLFA consider that the proposed development is satisfactory subject to a condition requiring the submission of a surface water drainage scheme to ensure adequate consideration is given to Sustainable Drainage to limit the surface water run-off generated by the 1 in 100 year (+30%CC) critical storm so that it will not exceed 8.4 l/s and not increase the risk of flooding off-site and the provision of 56m<sup>3</sup> attenuation flood storage on the site to a 1 in 100 year (+30% CC).
220. The LLFA consider that the scheme should include the utilisation of holding sustainable drainage techniques with the incorporation of two treatment trains to help improve water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the

critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features. United Utilities have commented that foul and surface water should be drained on separate systems.

221. Policy L5 also states that *‘Development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place’*

222. With regard to site contamination it is noted that the Environment Agency recommend that the scoping decision in relation to the lack of the need for a desktop study in relation to contaminated land is referred to the Council’s Environmental Health section for their views. The Council’s Pollution and Housing section have been made aware of the Environment Agency’s comments and have reviewed the information held by the Council in relation to the proposed development and do not consider that conditions are required in relation to contaminated land.

223. It is therefore considered that in relation to flood risk, drainage and contamination the development is acceptable and compliant with Core Strategy Policy L5 and the NPPF.

#### OTHER MATTERS

224. There were some initial discrepancies and inconsistencies on some of the documents submitted originally as part of the application referring to matters relating to earlier iterations of the scheme such as incorrect hotel room numbers and the inclusion of the rooftop bar. These issues have been corrected through the submission of amended and updated documents.

225. Although not directly a planning consideration, in response to some comments received querying the proximity of the hotel, which is proposed to be operated by the ‘Hampton by Hilton’, to the existing ‘Hilton Garden Inn’ Hotel at LCCC the applicant has provided information prepared by a specialist hotel consultancy. This states that there are a number of crucial differences in the brand offering between Hampton by Hilton and Hilton Garden Inn. The positioning of the former is as an economy hotel whereas the latter is a mid-market product which as a result has larger rooms and more extensive facilities. These key differences allow each brand to pitch at different price points in the market and therefore to different user groups. It is not uncommon to find Hamptons and Garden Inns in close proximity to each other such as is the case in Luton/Luton Airport, Birmingham City Centre, Bristol City Centre and Glasgow City Centre.

226. Hilton also has a number of ‘dual-brand’ properties worldwide and there are current proposals at Manchester Airport for a dual brand Hampton by Hilton and Hilton Garden Inn. Having two brands in close proximity allows for cross selling opportunities for groups with differing price points as well as allowing them to benefit

from high demand nights such as concerts and major sporting events. It is therefore considered that two Hilton brands operating in close proximity would not be unusual or problematic.

227. In addition to this officers have requested additional supporting information relating to visual impact assessment, heritage impact, wind microclimate and other amenity issues, additional information relating to parking and highways impacts, landscaping details and a more robust sequential assessment.
228. Upon receipt of all of the additional and amended information submitted, a full 28 day neighbour re-consultation was carried out and this included any unsolicited responses to the original consultation. The additional 7 days reflected the fact that the consultation extended over the Christmas period.
229. All comments received in relation to the first round of neighbour consultation carried out in September 2019 have been summarised and reported under the 'Representations' section. This is in addition to any further comments received in relation to the consultation carried out in relation to the additional supporting information and amendments and clarifications submitted.
230. The Council has fulfilled its statutory requirements and those in the Statement of Community Involvement in relation to consultation and publicity.
231. The concerns raised in relation to the television reception impacts are noted. Given the height and massing of the development a condition is recommended in relation to television reception in order that the impact of the proposals during construction and operation phases on television reception is assessed and any mitigation required is identified.
232. Concerns have been raised that the previous application for conversion of the office building to flats is being used as a 'fall-back position' to justify the current hotel scheme when it has expired and is no longer implementable. Other objectors have commented that the apartment application was more in keeping and that there is more need for apartments than a hotel. It is the case that application 87743/PRO/16 expired in April 2019. However the current application has been assessed on its own merits.
233. Neighbours have raised concerns about structural damage, physical safety and an increase in rodents. A condition is attached as stated earlier in the report relating to vibration. However any damage caused as a direct result of the development would be the responsibility of the contractor. Construction sites are covered by legal safety regulations overseen by the Health and Safety Executive and the Construction (Design and Management) Regulations 2015 provide guidance on these requirements to ensure projects are carried out in a way that secures health and safety. In relation to concerns about rodents there is nothing to suggest that the

redevelopment of the site would result in increases in rodents in the area but again this would be a matter for the construction site management.

## **DEVELOPER CONTRIBUTIONS**

234. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of 'hotel' development, consequently the development will be liable to a CIL charge rate of £10 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
235. This proposal also requires the delivery of off-site car parking provision to make the development acceptable in planning terms which will be secured through a Section 106 agreement subject to annual review to ensure appropriate provision level is maintained.
236. A contribution is also required via S106 Agreement for a review of parking restrictions in the immediate area with a view to potentially extending the residents' permit parking area to protect amenity of local residents and prevent overspill parking.
237. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition will be attached to make specific reference to the need to provide tree, hedge and shrub planting and green roof areas.

## **PLANNING BALANCE AND CONCLUSION**

238. This planning application seeks permission for a 190 bed hotel with two to sixteen storeys of accommodation and a tower feature, associated parking, servicing and landscaping.
239. S38(6) of the Planning and Compensation Act 1991 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at Paragraphs 2 and 47 reinforces this requirement and at Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an **up to date** (emphasis added) development plan, permission should not normally be granted.
240. The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, should be given significant weight in the decision making process.

241. The Council's Core Strategy was adopted in January 2012, prior to the publication of the 2012 NPPF, but drafted to be in compliance with it. It remains broadly compliant with much of the policy in the 2019 NPPF, particularly where that policy is not substantially changed from the 2012 version. It is acknowledged that in some cases elements of the development plan are out of date: for example heritage policies in that they do not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF; and highway policies in that the NPPF sets a more stringent test for the residual cumulative impacts on the road network, but these are not particularly determinative issues in the consideration of this application. However, other policies relevant to this application, for example those relating to design and impact on amenity, remain up to date and can be given full weight in the consideration of this application. Therefore, when considering the overall basket of 'most important' policies the development plan is considered to be up to date for decision making purposes. The tilted balance in Paragraph 11 of the NPPF is not engaged and the application should be determined in accordance with the development plan unless material considerations indicate otherwise.
242. Analysis in the Heritage section of this report concludes that the development will not result in harm to Trafford Town Hall or White City Entrance Portal and Lodges, both of which are Grade II listed, or other identified designated and non-designated heritage assets.
243. It is considered that the development would result in a well designed building which would contribute to the quality of the built environment and that the site is capable of accommodating a building of the scale and massing proposed.
244. Various reports have been submitted which demonstrate that when considered against the current situation the impacts on residential amenity would be acceptable.
245. The highways impacts of the development have been assessed and subject to various conditions and a section 106 agreement relating to the provision of off-site parking and a contribution towards a review of parking restrictions in the immediate area they are considered to be acceptable.
246. Subject to appropriate conditions the development is also considered to have an acceptable impact on a number of other matters considered in the foregoing report including ecology and drainage.
247. The proposed development would provide a hotel and improved public realm, in a location identified for mixed use development that will provide a high quality experience for visitors and contribute to a processional route along Warwick Road. It is considered that the impacts of the development, subject to appropriate mitigation through conditions and section 106 agreement would be acceptable. The proposed development would be in compliance with the development plan and relevant policy in the NPPF and would result in a well designed, high quality development that will contribute to the aspirations for the Lancashire Cricket Club Quarter Strategic

Location while retaining an acceptable level of amenity for existing residents. It is therefore concluded that the application should be approved subject to appropriate conditions and a section 106 agreement.

**RECOMMENDATION:**

That Members resolve that they would be **MINDED TO GRANT** planning permission for this development and that the determination of the application hereafter be delegated to the Head of Planning and Development as follows:

(i) To complete a suitable legal agreement under S106 of the Town and Country Planning Act 1990 (as amended) to secure:

- An appropriate financial contribution towards a review of parking restrictions in the area
- The provision of 100 off-site parking spaces
- The retention of Stride Treglown in the role of design certifier throughout the construction period, or alternatively to secure a commuted sum to cover the professional fees required to enable the local planning authority and developer to work together to secure the involvement of an architectural practice of their choice in the role of design certifier;

(ii) To carry out minor drafting amendments to any planning condition.

(iii) To have discretion to determine the application appropriately in the circumstances where a S106 agreement has not been completed within three months of the resolution to grant planning permission.

(ii) That upon satisfactory completion of the above legal agreement that planning permission be GRANTED subject to the following conditions (unless amended by (ii) above):

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:-

Plans

150099-STL-XX-XX-DR-A-XXXX-PL\_001 Rev Y - Site Location Plan

150099-STL-XX-XX-DR-A-XXXX-PL\_002 Rev Y - Existing Site Plan



150099-STL-XX-XX-DR-A-XXXX-PL\_003 Rev Y - Proposed Site Plan  
150099-STL-XX-XX-DR-A-XXXX-PL\_004 Rev Y - Proposals to Prevent Overlooking  
150099-STL-XX-XX-DR-A-XXXX-PL\_005 Rev AB - Land Adoption Plan - Option A  
150099-STL-XX-XX-DR-A-XXXX-PL\_100 Rev Y - Ground Floor Plan  
150099-STL-XX-XX-DR-A-XXXX-PL\_101 Rev Y - First Floor Plan - Living & Gathering Zones  
150099-STL-XX-XX-DR-A-XXXX-PL\_102 Rev Y - Second Floor Plan - Roof Plant  
150099-STL-XX-XX-DR-A-XXXX-PL\_103 Rev Y - Third to Twelfth Floor - Typical Guestroom Floor  
150099-STL-XX-XX-DR-A-XXXX-PL\_104 Rev Y - Thirteenth and Fourteenth Floor  
150099-STL-XX-XX-DR-A-XXXX-PL\_106 Rev Y - Top Floor - Fifteenth Floor  
150099-STL-XX-XX-DR-A-XXXX-PL\_107 Rev Y - Roof Floor - Sixteenth Floor  
150099-STL-XX-XX-DR-A-XXXX-PL\_108 Rev Y - Basement  
150099-STL-XX-XX-DR-A-XXXX-PL\_700 Rev Y - GEA area  
150099-STL-XX-XX-DR-A-XXXX-PL\_701 Rev Y - Hilton Departments Schedules  
150099-STL-XX-XX-DR-A-XXXX-PL\_702 Rev Y - GIA area

### Elevations / Sections

150099-STL-XX-XX-DR-A-XXXX-PL\_200 Rev Y - Tower Elevations - North and East  
150099-STL-XX-XX-DR-A-XXXX-PL\_201 Rev Y - Tower Elevations - West and South  
150099-STL-XX-XX-DR-A-XXXX-PL\_202 Rev Y - Context Elevations  
150099-STL-XX-XX-DR-A-XXXX-PL\_300 Rev Y - Building Sections - Along Warwick Road  
150099-STL-XX-XX-DR-A-XXXX-PL\_E001 Rev Y - Existing Building to be demolished

### Details

150099-STL-XX-XX-DR-A-XXXX-PL\_401 Rev Y - Detail 01 - Podium - Brick Bays  
150099-STL-XX-XX-DR-A-XXXX-PL\_402 Rev Y - Detail 02 - Podium Hornby Road End  
150099-STL-XX-XX-DR-A-XXXX-PL\_453 Rev Y - Detail 08 - Tower - 3 Storey Bays  
150099-STL-XX-XX-DR-A-XXXX-PL\_456 Rev Y - Detail 11 - Tower - Plant Area Enclosure  
150099-STL-XX-XX-DR-A-XXXX-PL\_458 Rev Y - Detail 13 - Tower - Top Corner Feature  
150099-STL-XX-XX-DR-A-XXXX-PL\_460 Rev Y - Detail 14 - Tower - North Facade Lower Levels  
150099-STL-XX-XX-DR-A-XXXX-PL\_462 Rev Y - Detail 16 - Tower - Corner Splay Feature  
150099-STL-XX-XX-DR-A-XXXX-PL\_463 Rev Y - Detail 17 - Tower - Curtain Wall Corner

150099-STL-XX-XX-DR-A-XXXX-PL\_470 Rev Y - Detail 20 - Tower - West Facade Lower Levels

150099-STL-XX-XX-DR-A-XXXX-PL\_475 Rev Y - Detail 25 - Tower - West Facade Upper Levels

150099-STL-XX-XX-DR-A-XXXX-PL\_476 Rev Y - Detail 29 - Podium - West Facade

150099-STL-XX-XX-DR-A-XXXX-PL\_481 Rev Y - Detail 33 - Tower - South Facade Fins

### 3D Views

150099-STL-XX-XX-DR-A-XXXX-PL\_600 Rev Y - 3D Views

150099-STL-XX-XX-DR-A-XXXX-PL\_602 Rev Y - 3D View - North East Corner

150099-STL-XX-XX-DR-A-XXXX-PL\_603 Rev Y - 3D View - North West - Chester Road

150099-STL-XX-XX-DR-A-XXXX-PL\_604 Rev Y - 3D View - South East - Warwick Road

150099-STL-XX-XX-DR-A-XXXX-PL\_605 Rev Y - 3D View - South West - Hornby Road

150099-STL-XX-XX-DR-A-XXXX-PL\_610 Rev Y - 3D - Proposed vs Existing

150099-STL-XX-XX-DR-A-XXXX-PL\_611 Rev Y - 3D - Proposed vs Existing

150099-STL-XX-XX-DR-A-XXXX-PL\_E600 Rev Y - 3D – Existing

### Render Images

150099-STL-XX-XX-DR-A-XXXX-PL\_621 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL\_622 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL\_623 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL\_624 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL\_625 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL\_626 Rev Y - Render images

150099-STL-XX-XX-DR-A-XXXX-PL\_627 Rev Y - Render images

### Illustrative Views

150099-STL-XX-XX-DR-A-XXXX-PL\_651 Rev Y - Illustrative View A

150099-STL-XX-XX-DR-A-XXXX-PL\_652 Rev Y - Illustrative View B

150099-STL-XX-XX-DR-A-XXXX-PL\_653 Rev Y - Illustrative View C

150099-STL-XX-XX-DR-A-XXXX-PL\_654 Rev Y - Illustrative View D

150099-STL-XX-XX-DR-A-XXXX-PL\_655 Rev Y - Illustrative View E

### Landscaping

150099-STL-00-XX-DR-L-09000 Rev PL01 – Landscape General Arrangement

150099-STL-00-XX-DR-L-09140 Rev PL01 – Soft Landscape Plan

150099-STL-XX-XX-DR-L-09141 Rev PL01 - Level 2 and 13 Green Roof

150099-STL-00-XX-DR-L-09160 Rev PL01 – Hard Landscape Plan

150099-STL-00-XX-DR-L-09401 Rev PL01 – Entrance Planter Details  
150099-STL-XX-XX-DR-L-09402 Rev PL01 – Gate Details  
150099-STL-XX-XX-DR-L-09403 Rev PL01 – Cycle Shelter Details  
150099-STL-XX-XX-DR-L-09404 Rev PL01 - Tree Pit in Hard Details  
150099-STL-XX-XX-DR-L-09405 Rev PL01 – Tree Planter Details  
150099-STL-XX-XX-DR-L-09410 Rev PL01 - Landscape Paving and Boundary Treatment Details

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application, no above-ground construction works shall take place until samples and full specifications of all materials to be used externally on all part of the building hereby approved have been submitted to and approved in writing by the Local Planning Authority. The specifications shall include the type, colour and texture of the materials. The samples shall include constructed panels of all proposed brickwork illustrating the type of joint, the type of bonding and the colour of the mortar to be used, with these panels available on site for inspection, and retained for the duration of the build. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

4. No above-ground construction works shall take place unless and until a detailed façade schedule for all elevations of the building has first been submitted to and approved in writing by the local planning authority. The schedule shall be provided in tabulated form with cross referencing to submitted drawings, include the provision of further additional drawings and the building of sample panels on site as necessary and shall include:
  - (i) All brickwork detailing
  - (ii) All fenestration details and recesses
  - (iii) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
  - (iv) Trim and coping details to the top of all buildings
  - (v) A methodology for the means by which the appointed Design Certifier will check the first introduction of each design detail to the building as it is being built out.

Development shall proceed in accordance with the approved detailed façade schedule, and as approved on site by the Design Certifier.

Reason: In the interests of visual amenity and in protecting the original design intent of the architect and the quality of the proposed development, having regard to Core Strategy Policy L7 and the National Planning Policy Framework

5. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any green roofs, banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), details of the raft system in relation to the trees to include area the system will cover and soil to be used and a scheme for the timing / phasing of implementation works.
  - (b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
  - (c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

6. The development hereby approved shall not be occupied until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. There shall be no public access to the flat roofed areas above the two storey podium element of the development labelled 'Flat Roof' and 'Mechanical Plant' on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL\_102 Rev Y or to the first floor area identified as 'Green Roof' on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL\_101 Rev Y, at any time.

Reason: In the interest of residential amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

8. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of vehicles

have been provided, constructed and surfaced in complete accordance with the plans hereby approved.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

9. The proposed 'drop off layby' on Warwick Road as indicated on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL\_003 Rev Y shall be operated in accordance with the provisions of the submitted document 'Layby Management Plan REVISED 070120' at all times.

Reason: In the interests of highway safety and to ensure the free flow of traffic having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. The development hereby approved shall not be occupied unless and until full details of secure cycle parking have first been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is brought into use and shall be retained at all times thereafter.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

11. Prior to the development being brought into use a full Travel Plan, which shall include measurable targets for reducing car travel, shall be submitted to and approved in writing by the local planning authority. On or before the first occupation of the development the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of ten years commencing on the date of this first occupation.

Reason: To reduce car travel to and from the site in the interests of sustainability and highway safety, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

12. Upon first installation the windows identified on drawing no. 150099-STL-XX-XX-DR-A-XXXX-PL\_201 Rev Y as 'Frosted Glass' shall be non-opening and fitted with textured glass which obscuration level is no less than Level 3 of the Pilkington Glass scale (or equivalent) and shall be retained as such thereafter.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

13. The development hereby approved shall not be occupied until the vertical fins to screen windows in the southeastern elevations of the building, the design of which is shown on drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL\_481 Rev Y have been installed in the locations identified on the drawing ref. 150099-STL-XX-XX-DR-A-XXXX-PL\_004 Rev Y and shall be retained thereafter.

Reason: In the interest of amenity having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. No development shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the local planning authority. The scheme shall include adequate consideration and incorporation of Sustainable Drainage methods to:

- Limit the surface water run-off generated by the 1 in 100 year (+30%CC) critical storm so that it will not exceed 8.4 l/s and not increase the risk of flooding off-site.
- Provide 56m<sup>3</sup> of attenuation flood storage on the site to a 1 in 100 year (+30% CC).

The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of two treatment trains to help improve water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: Such details need to be incorporated into the design of the development prior to development taking place to prevent the risk of flooding by ensuring that surface water can be satisfactorily stored or disposed from the site having regard to Policies L4, L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. The site shall be drained via separate systems for the disposal of foul and surface water.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment, having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

16.No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March-August inclusive) unless an ecological survey has been submitted to and approved in writing by the local planning authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the local planning authority which provides for the protection of nesting birds during the period of works on site. The mitigation strategy shall be implemented as approved.

Reason: In order to prevent any habitat disturbance to nesting birds having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

17.The development hereby approved shall be constructed in accordance with the recommendations contained within sections 3, 4 and 5 of the submitted Crime Impact Statement Version A dated 14<sup>th</sup> August 2019, reference 2018/0906/CIS/01. Prior to the development being brought into use a verification report shall be submitted to and approved in writing by the local planning authority which shall confirm that the above recommendations of the Crime Impact Statement have been implemented in full. Thereafter, the development shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of crime prevention and community safety, having regard to Core Strategy Policy L7 and the National Planning Policy Framework.

18.No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the demolition/construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials including times of access/egress
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoardings including decorative displays and information for members of the public, including contact details of the site manager
- v. wheel washing facilities, including measures for keeping the highway clean
- vi. measures to control the emission of dust and dirt during demolition and construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. proposed days and hours of demolition and construction activity (in accordance with Trafford Councils recommended hours of operation for construction works)
- ix. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity including details as to how this will be monitored
- x. procedures for dealing with any complaints

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

19.No development shall take place until an updated air quality assessment of the impacts on air quality at off-site sensitive receptors and also the air quality for on-site sensitive receptors has taken place for the proposed development which includes the proposed on site energy generating facility. The air quality assessment shall be submitted to and approved in writing by the Local Planning Authority and should take account of the current Greater Manchester Air Quality Action Plan when considering balancing measures and shall:

- i. Assess the existing air quality in the study area (existing baseline);
- ii. Predict the future air quality without the development in place (future baseline which may or may not include the contribution of committed development);
- iii. Predict the future air quality with the development in place (with development). The possibility of cumulative impacts should also be considered.
- iv. Identify mitigation measures to be implemented that prevent any exceedance of national objective levels for nitrogen dioxide at nearby sensitive receptors due to the use of this development and maintains and, where possible, improves air quality in the vicinity of the development.

All measures identified within the approved updated air quality assessment shall be installed and fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been submitted to and approved in writing by the Planning Authority.

Reason: In the interests of air quality and amenity having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

20.No occupation of any part of the development shall take place until a full external lighting scheme and a Lighting Impact Assessment has been submitted to and approved in writing by the Local Planning Authority in respect of exterior lighting installations in order to demonstrate compliance with the Obtrusive Light Limitations of The Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, including details of any necessary mitigation measures. Any mitigation measures shall be implemented in full before the development hereby permitted is first occupied and shall be retained thereafter.

Reason: In the interests of residential amenity and safety having regard to Policy L7 of the Trafford Council and the National Planning Policy Framework.



21. No servicing, deliveries or refuse collections to the development hereby approved shall be made after 1900 hours or before 0700 hours Mondays to Saturdays (including Bank Holidays) and at no other time.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

22. The glazing and ventilation scheme for the development hereby approved shall comply with the recommendations of section 4.1 of the SRL Noise Assessment ref. C/42512A/T01 dated 18th October 2019 and achieve minimum requirements for ventilation based on windows being kept closed. The development shall not be occupied until a verification report has been submitted to and approved in writing by the Local Planning Authority, to demonstrate that the glazing and ventilation scheme complies with the recommendations of the report and the approved scheme shall be retained thereafter in good working order.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

23. The combined fixed plant noise level (when rated in accordance with BS 4142: 2014) shall not exceed 45dB (LAr) between 0700-2300h and 37 dB (LAr) between 2300-0700h at the boundary of the nearest existing residential receptors. The development shall not be occupied until a verification report, which shall include any necessary mitigation measures, has been submitted to and approved in writing by the Local Planning Authority to demonstrate that these levels can be met. The approved mitigation measures shall be retained thereafter in good working order.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

24. a) No above-ground development shall take place until the potential impact area in which television reception is likely to be adversely affected by the development hereby approved, during its construction and operational phases is identified, and details are provided to the local planning authority of when in the construction process an impact on television reception might occur;
- b) The existing television signal reception within the potential impact area identified in (a) above shall be measured before above ground works on the relevant phase first takes place, and details provided to the local planning authority of the results obtained.
- c) The construction and operational impacts of the development of the relevant phases on television signal reception shall be assessed within the potential impact area identified in (a) prior to any above ground development within the relevant phase first taking place. Such assessment shall identify measures to maintain at least the pre-existing level and quality of signal reception identified by the measurements undertaken in accordance with (b) above, and such measures shall be submitted to and approved in writing by the local planning authority prior to any

above ground development within the relevant phase first taking place. The approved measures shall be implemented within a timescale that shall have first been agreed in writing with the Local Planning Authority and retained and maintained thereafter.

Reason: In the interest of residential amenity and in accordance with Policy L7 of the Trafford Core Strategy.

25. Prior to the development being brought into use, a Service Management Plan, which shall include a waste management strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include a strategy for the appropriate management of deliveries and waste removal. The servicing provision shall be provided before the development is first brought into use and deliveries shall thereafter take place in accordance with the approved plan.

Reason: To ensure that the site is properly and safely serviced in the interests of highway safety, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

26. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the Local Planning Authority, before the development hereby approved is first occupied.

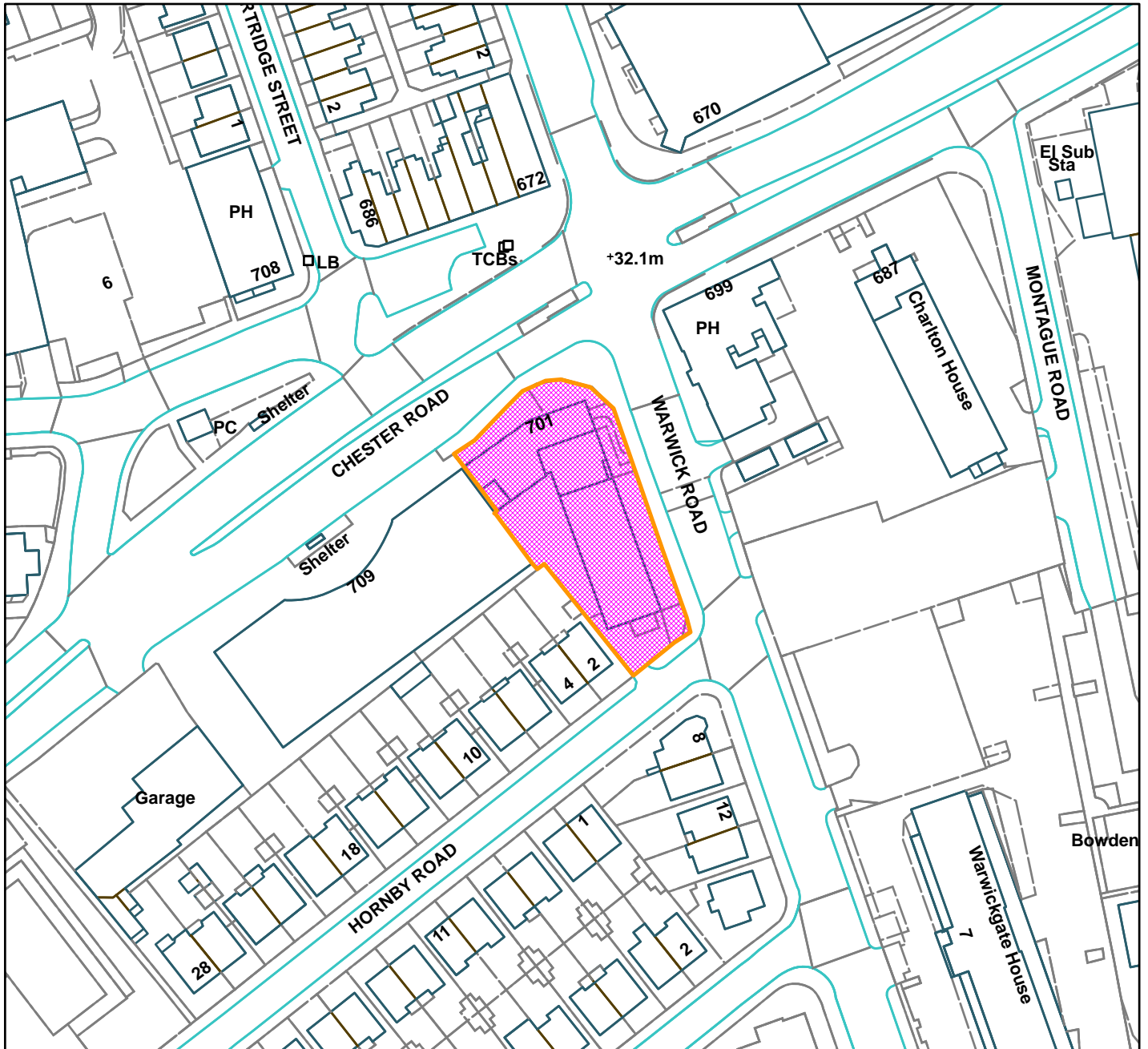
Reason: In order to minimise the environmental impact of the development, having regard to Policy L5 of the Core Strategy and the National Planning Policy Framework.

27. Notwithstanding the details shown on the approved plans, prior to first occupation of the development hereby permitted, a scheme showing details of the means of extraction and filtration of cooking odours including details of the finish of any external flue(s), manufacturer's operating instructions and a programme of equipment servicing/maintenance shall be submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted first takes place and shall remain operational thereafter.

Reason: In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to appearance of the building and the surrounding area having regard to Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.



City Point, 701 Chester Road, Stretford, M32 0RW (site hatched on plan)



Scale: 1:1,250

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