

WARD: Gorse Hill

104811/FUL/21

DEPARTURE: No

Demolition of existing office building and erection of 169 bed hotel, comprising between 4 and 10 storeys of hotel accommodation and ancillary uses including ground floor café, plus basement with pool and gym and screened rooftop plant area and tower feature. Associated parking and servicing areas with main vehicular access off Hornby Road and associated changes to the public realm. Use of No. 2 Hornby Road for hotel staff accommodation.

City Point And 2 Hornby Road, 701 Chester Road, Stretford, Manchester, M32 0RW

APPLICANT: Acre Manchester Ltd

AGENT: Brian Madge Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

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

EXECUTIVE SUMMARY

Planning permission is sought for the demolition of the existing office building and the erection of 169 bedroom hotel with vehicle access to 22 no. parking spaces from Hornby Road and various public realm improvements. No. 2 Hornby Road which is one half of a pair of existing residential properties, forms part of the application site and would be used as staff accommodation.

A previous scheme for a hotel on this site between 2 and 16 storeys high (98676/FUL/19) was refused by the Council and the subject of an appeal, with the Inspector concluding that the design and impact on the character and appearance of the area and the impact on the setting of the listed building were acceptable but dismissing the appeal due to the impact on living conditions and highway safety and parking including provision of accessible parking. There has been a significant evolution in the scheme since that time to reduce scale, increase on-site parking and address issues of layout, massing, elevational details and the impact on adjacent occupiers.

Objections received relate primarily to the principle of the hotel use, residential amenity impacts, inappropriate scale and design, heritage impacts and parking and highway safety. The representations received have been duly noted and the issues raised considered as part of the application appraisal.

The site lies within the setting of various designated and non-designated heritage assets. It is concluded that the development would not result in any harm to any

designated heritage assets and would result in minor harm in heritage terms to the properties on Hornby Road which have been identified as non-designated heritage assets. In accordance with para 203 of the NPPF a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. It is concluded that there would be no clear reason for refusal of permission on heritage grounds.

All other detailed matters have been assessed and the proposal is considered to be acceptable in policy terms and in terms of design, residential amenity, parking, highway safety, ecology, and flood risk, drainage and contamination.

The proposal has been found to be acceptable with, where appropriate, specific mitigation secured by planning condition, and the proposal complies with the development plan and guidance in the NPPF in relation to these matters.

When taking into account the overall basket of policies, it is considered that the scheme complies with the development plan as a whole. When a straightforward balancing exercise of the benefits and harms of the proposals is undertaken, the benefits of the scheme significantly outweigh any harm which would arise. The application is therefore recommended for approval, subject to appropriate conditions.

SITE

The application relates to a 0.15 ha site currently comprising a six 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 two 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 two storey red brick houses. To the southeast is Warwickgate House, an eleven storey apartment building and four storey apartment blocks at Bowden Court. There are various office and apartment buildings close to the junction of Warwick Road and Talbot Road. To the 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 associated with the twelve 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 169 bedroom hotel (Use Class C1). The application states that the intended operator is Novotel.

The footprint of the building broadly reflects the L-shaped layout of the existing office building, with the building set away from the boundary with No. 2, Hornby Road and an intervening parking and servicing courtyard.

The building is broken up into three sections of varying heights stepping up from Hornby Road to Chester Road. At Hornby Road the building would be four storeys high which then steps up to a central wedge shaped section comprising nine floors of guest accommodation with a setback tenth floor containing the restaurant with an associated external viewing deck to the Warwick Road frontage. Screened rooftop plant would be located above the restaurant level set back from but enclosed within a brick frame. The highest section of the development is focussed on the Chester Road frontage and the Chester Road / Warwick Road corner. This would again comprise nine floors of guest

accommodation with a setback tenth floor containing the restaurant with an associated external viewing deck to the Chester Road and Warwick Road frontages. Above this would be screened plant. The restaurant floor and rooftop plant would be contained within an extruded brick frame however this would extend above the screened plant to 12 storeys high with open sky visible through the topmost section of the frame. Site levels slope gently up from south to north but the predominant height of the building varies from 14.7m above Hornby Road street level at the southern end of the development, to 34.84m in the middle 'wedge' up to a maximum height of 41.34m above Chester Road street level to the top of the brick crown feature.

A basement area accessed by lifts and stairs would comprise a mix of 'back of house' areas, such as plant rooms and refuse storage and also facilities for guests including swimming pool, fitness area and treatment and changing rooms. The 'front of house' activities are at ground level with access via a welcome lobby into a larger gathering area served by a café bar. Close to the southern end of the building is an enclosed electrical substation and incoming gas room.

At first floor level there are two rooms relating to staff administration but this floor otherwise comprises bedrooms, lift and stair core and circulation space. The second floor to the eight floors also largely comprise bedrooms, lift and stair core and circulation space but due to the decreasing mass of the building from south to north the number of bedrooms per floor decreases accordingly.

The main public space containing the restaurant and kitchen, bar and lounge is located above the bedroom accommodation on the 9th floor (10th storey) to take advantage of the views and an external viewing and seating deck is included along the edge of the Warwick Road and Chester Road elevations. There is no additional accommodation at tenth floor level as this comprises screened roof plant and lift overrun. As indicated above, an extruded open brick frame forms the focus of the north-eastern corner of the building.

A green roof is proposed above the four storey section of the building (at the Hornby Road end) and this is included for biodiversity purposes and will not be publicly accessible by hotel users.

Vehicular access would be via a gated access off Hornby Road as existing, leading to a service yard and parking areas. A drop off zone is proposed on the Warwick Road frontage and hatched areas are also indicated as match day bays for use by street vendors. 22 no. on-site parking spaces are proposed in total operated under a valet parking system for guests arriving by car. Three of these spaces are allocated as accessible parking spaces. The car parking spaces would be split between undercroft and fully external areas. Eighteen cycle parking spaces and five motorcycle parking spaces are also provided at ground level.

The main visitor entrance to the hotel would be via a welcome lobby off Warwick Road close to the corner of Chester Road with a secondary entrance off Chester Road. Six

trees are proposed on site, two adjacent to the main entrance, two on Hornby Road near the Warwick Road junction and two on the boundary with No. 4, Hornby Road. A cured raised planter is proposed on the Chester Road frontage in addition to other areas of ornamental shrub planting around the site boundaries. Active frontages have been maximised at ground level onto Warwick Road and Chester Road with views into the reception areas and café. However where undercroft parking is provided, perforated metal infill panels have been utilised to provide the required ventilation.

The three sections of the building are articulated differently in order to break up the apparent mass. The facades of the taller two sections are articulated within a darker brick frame, within which a lightweight brick grid divides the façades into bays. The tenth storey is a simple glass box set in from the main brick elevations, above which is screened plant. These elements are framed by a brick decorative 'crown' feature at the main road junction. The four storey element onto Hornby Road is designed as a weightier section of the building with a textured brick pattern and punched windows with green roof above. The treatment of the rear (western) elevation includes angled, projecting oriel windows which prevent direct overlooking through alignment and obscured glazing.

No. 2 Hornby Road which is one half of a pair of existing residential properties, now forms part of the application site and would be used as staff accommodation.

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

The total floorspace of the proposed development (GIA) would be **8665.98 m²**.

Value Added: - The current application was validated in July 2021. There has been a significant evolution in the scheme since that time to reduce scale and address issues of layout, massing, elevational details and the impact on adjacent occupiers.

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 (Gorse Hill)

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 Land Allocations Plan: LAN1 – Lancashire County Cricket Club Quarter Strategic Locations

Draft Civic Quarter Area Action Plan (Submission Draft) November 2021

PLACES FOR EVERYONE

Places for Everyone (PfE) is a joint Development Plan Document being produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted, PfE will be the overarching development plan, setting the policy framework for individual district Local Plans. The PfE was published for Regulation 19 consultation from 9th August 2021 to 3rd October 2021 and was submitted to the Secretary of State for Levelling Up, Housing and Communities on 14 February 2022. Independent Inspectors will now be appointed to undertake an Examination in Public of the PfE Submission Plan. PfE is at an advanced stage of the plan making process and, whilst it is not yet an adopted Plan, some weight should be given to the policies. If PfE 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 MHCLG published the revised National Planning Policy Framework (NPPF) on 20 July 2021. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The National Planning Practice Guidance was first published in March 2014, and it is regularly updated, with the most recent amendments made in June 2021. 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

98676/FUL/19 - 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 - Refused and Appeal Dismissed 2020

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 2019

87743/PRO/16 - Change of use of existing office building from office (Use Class B1(a)) to residential (Use Class C3) to create 35 no. apartments. Application for determination as to whether prior approval is required under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) – Prior Approval Approved 2016

APPLICANT'S SUBMISSION

The applicant has submitted the following information in support of the application. A number of these reports have been updated during the course of the application. The content will be referred to as necessary within this report:-

- Planning Statement and Sequential Test

- 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 Report
- Crime Impact Statement
- Preliminary Roost Assessment and additional Bat Survey report of Outbuilding at 2 Hornby Road
- Air Quality Screening and Dust Risk Assessment
- Carbon Budget Statement
- Stakeholder Engagement Results Statement
- Glazing Guidance Notes

CONSULTATIONS

Cadent Gas – While there is no objection in principle to the planning application they advise that the development is in the vicinity of medium and low pressure assets and as such an informative should be attached to prevent damage to their assets or interference with their rights.

City Airport – No objections.

Electricity NW – Consider that the application could impact on their infrastructure and the applicant should be advised and referred to relevant documents relating to underground services and overhead electric lines.

Environment Agency – No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

GM 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 (GMEU) – No objection subject to appropriate conditions and informatives. Comments are discussed in more detail in the Observations section of the report.

GMP (Design for Security) – No objection subject to an appropriate condition. Comments are discussed in more detail in the Observations section of the report.

GM Fire and Rescue Service (Fire Safety) – No objection stated. The response sets out standard requirements for Fire Service Access as per Approved Document B and

state that the Fire and Rescue Service should have the opportunity to make further representations during consultation under the Building Regulations in due course.

Lead Local Flood Authority (LLFA) – No objection subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

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

Manchester Airport Aerodrome Safeguarding - No objection but advise the applicant's attention is drawn to the procedures for crane and tall equipment notifications.

National Air Traffic Services (NATS) – No safeguarding objection.

Trafford Council, Arboriculturist – 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 & Housing (Air Quality) - No objection subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

Trafford Council, Pollution & Housing (Contaminated Land) – No objection.

Trafford Council, Pollution & Housing (Nuisance) – No objection subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

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

Trafford Council, Street Lighting – No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

Trafford Council, Trading Standards and Licensing - No comments received at the time of writing. Any comments received will be included in the Additional Information Report.

Trafford Council, Waste Management – Do not wish to make any comments on the application.

United Utilities - No objection subject to appropriate drainage conditions. Comments are discussed in more detail in the Observations section of the report.

REPRESENTATIONS

Neighbours: - In relation to the first consultation, objections were received from the occupiers of 8 separate addresses (5 on Hornby Road and 3 at Warwickgate House). A petition signed by residents of 18 properties on Hornby Road has also been received. A letter of objection and a 'Critical Appraisal on Highway Matters' have also been received on behalf of LCCC. Grounds of objection summarised below:

Residential Amenity

- Building is too big and imposing on residents
- Will result in overshadowing and loss of sunlight
- Loss of privacy
- General noise and disturbance from restaurant / bar, deliveries, refuse collections and general comings and goings on a 24/7 basis
- Residents already have to put up with stress and disruption on match days and when there are concerts, this will add to it
- Will be too bright at night
- Noise and dirt during construction process
- Increase in pollution
- Concerns about impacts on TV Reception

Design and Heritage

- Building is too big and ugly – previous design was better
- Building will be visible from surrounding streets.
- Will dominate adjacent housing – impact on Hornby Road not properly assessed in heritage terms
- Not in keeping with the historic quarter the Council say they want to create

Highway and Parking Issues

- Will result in an increase in traffic including delivery and collection vehicles causing congestion and possible accidents
- Lack of parking will result in parking on street at all times by people attracted to the various facilities and blocking of driveways causing issues for residents
- Damage to Hornby Road and pavement due to additional vehicles.
- Roads will be congested during construction
- No one except possibly some staff will travel to a hotel by bike
- Taxis are supposed to pull up in the drop off bay but it is closed off during match days.

Other Matters

- It will lower property values in the area
- There is no need for another hotel, there are already lots in the area
- Difficult to forecast visitor levels due to Covid

- Will change the residential status of Hornby Road
- Will upset local wildlife – bats, birds and insects
- This is yet another hotel application when residents have made it clear they aren't happy with it
- The statements omit to mention the developers have bought No. 2 Hornby Road when discussing overall use of the site
- Some of the information provided as part of the application is not believed or there is too much of it.

LCCC

- Proposal is contrary to L7 of the Core Strategy as it is not compatible with the surrounding area and will prejudice amenity which was a principle issue in the appeal. Notwithstanding the reduction in the maximum height from the Appeal scheme, the building will still have a stark visual impact which will severely detract from the outlook of local residents and their living conditions, particularly as the current application is not stepped as was the case previously
- In relation to demand for hotel provision, LCCC considers there are alternative and preferable locations within the wider area which are available to meet that demand. They consider that the sequential assessment submitted is unduly restrictive in its approach and should include Manchester City Centre and that its conclusions flawed and cannot be relied on to demonstrate that there are no sequentially preferable sites for the development proposed. The application is, therefore, contrary to the NPPF and policy W2.12 of the Core Strategy.
- Contrary to Policy W1.12 of the Core Strategy as it has not been demonstrated that there is no need for the site to be retained for employment purposes; the sports related demand for hotels is already catered for in the locality. In relation to the demand for hotels in the wider area, there are more appropriate sites available in the wider area and the development would compromise the neighbouring residential occupiers

Summary of Critical Appraisal on Highway Matters' by Axis on behalf of LCCC

- Lack of scoping with the LHA prior to the TA work, as per best practice;
- No swept path analysis of refuse collections or details on frequency of refuse collection vehicle access to the site
- Inadequate swept path analysis of the 7.5T van and large hotels often require servicing by significantly larger vehicles
- The proposed car parking provision is considered insufficient for staff and guest demand and the justification for the provision within the TA is flawed.
- Whilst it is accepted that the site is in a reasonably sustainable location, the TA infers guests would walk, with heavy bags from the nearest tram stop to the site Which is unrealistic;
- Insufficient details are provided with regard to what measures would be provided to mitigate against overspill parking demand on the local highway network; No swept path analysis of the car park is provided in the TA

- No assessment has been provided with regard to the tandem parking. No details on how vehicles using the drop off bay would turn around on Warwick Road, and how this might affect traffic movements through the adjacent Chester Road signalised junction.

Three further objections have been received from the occupiers of No's 4, 6 and 11 Hornby Road following the second neighbour notification carried out. Some original grounds of objection were reiterated (as summarised above) and the additional points made:

- The amendments have made it even more objectionable to residents.
- If No. 2 Hornby Road is to be used as indicated it can hardly be described as residential with the back garden used as car parking and staff using the building resulting in noise on a 24/7 basis.
- No's 2 & 4 are joined so work on the roof structure would affect the other property.
- There are other tall buildings in the area but not so close to houses – many of the tall buildings referred to have no visual intrusion due to their location and land levels.
- How will match day road closures be managed if coaches and taxis are to drop off customers at the hotel during the times of the closure?
- The proposals will worsen the amenity of Hornby Road residents by being taller than the previous plans and the existing office building.
- No benefit to the community

A further objection has been received from LCCC in relation to the amended plans which is again accompanied by a review of highways issues by Axis. The main concerns are re-iterated with any additional points made summarised below:

- The amended details submitted by the applicant represent another articulation of the applicant's proposed overdevelopment of the site which is sensitive having regard to its juxtaposition with the nearby residential properties in Hornby Road
- The Robin Hood Hotel, Barton Road was one of the sites considered in the assessment and discounted because it would not meet the needs to serve the international sports venues. Given that a hotel on the application site would not be limited to catering solely for guests from the sporting venues that cannot be a reason for discounting that site. Secondly, the applicant has discounted the site due to the surrounding residential uses and the visual and environmental conflicts that would arise and yet this is disregarded on the current site.
- Still insufficient parking and a failure to identify details of any appropriate and workable mitigation measures to address any overspill parking demand that is anticipated to occur on the local highway network;
- Still unclear whether appropriate means of car and cycle parking can be satisfactorily accommodated on site;
- A number of unresolved concerns relating to servicing arrangements causing detriment to the safety and operation of the local highway network.

OBSERVATIONS

BACKGROUND

1. An initial application (95591/FUL/18) for a 212 bed hotel, at 3 - 16 storeys was withdrawn in 2019. Following this, an amended application (98676/FUL/19) for a 190 bed hotel, at 2 - 16 storeys was submitted and subsequently refused by the Planning and Development Management Committee for the following reasons:
 - *The proposed development, by reason of its design, siting, scale, height and massing would result in an unduly dominant and obtrusive form of development, which would be out of keeping with the character of the surrounding area. As such, the proposed development would have a detrimental impact on the character and visual appearance of the street scene and the surrounding area. It is therefore considered that the proposed development does not represent good design and would fail to comply with Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework*
 - *The proposed development by reason of its height, scale and massing in close proximity to adjacent residential properties, would give rise to an unduly overbearing and overdominant impact, to the detriment of the amenity that the adjoining occupants could reasonably expect to enjoy. As such the proposal is contrary to Policy L7 of the Trafford Core Strategy and the National Planning Framework.*
 - *The proposed development would generate an additional demand for car parking which cannot be accommodated on this site in a satisfactory manner with the result that vehicles would be forced to park on surrounding highways to the detriment of residential amenity. In addition the development would provide insufficient parking space for disabled persons, which is below the minimum standards set out in SPD3. The proposal is therefore contrary to Policies L4 and L7 of the Trafford Core Strategy, SPD3: Parking Standards and Design and the National Planning Policy Framework.*
 - *The proposed development would have a detrimental impact on the setting of the Grade II heritage asset, Trafford Town Hall, by virtue of its design, siting, scale, massing and height. By failing to preserve the setting of the listed building and in turn its significance, the proposed scheme is considered to have a less than substantial impact upon the designated heritage asset which is not outweighed by the public benefits of the proposal and therefore is contrary to the National Planning Policy Framework, Policies L7 and R1 of the Trafford Council Core Strategy.*
2. The Council's refusal of the application was then appealed by the applicant. The Inspector's report sets out the main issues for consideration of the appeal application to be the effect of the proposal on:-

- (i) the living conditions of the occupiers of adjacent residential properties, in particular on Hornby Road, by way of visual impact and outlook;
 - (ii) highway safety, concerning the proposed parking arrangements and the parking provision for disabled persons;
 - (iii) the character and appearance of the area; and,
 - (iv) the setting of a listed building, Trafford Town Hall.
3. The Inspector considered the design and impact on the character and appearance of the area and the impact on the setting of the listed building were acceptable but dismissed the appeal on living conditions and highway safety and parking including provision for disabled persons, concluding:-
4. *The proposal would bring regenerative and economic benefits to the area, and make use of previously developed land. In character and appearance terms, it would be an improvement compared to the existing building and have a landmark presence on the site that would add favourably to the mix and the identity of buildings in the area. It would support accommodation needs arising from the cultural and leisure facilities in the area, and demand from the hotel sector market in general. I also understand there would be biodiversity enhancements and that the proposal would achieve a BREEAM 'Very Good' rating. In total, these would be significant benefits.*
5. *The proposal would preserve the setting of Trafford Town Hall. Submissions have also referred to the listed Entrance Portal and Lodges to White City. With their separation from the site and the intervening buildings, the proposal would also preserve the setting of this listed building. Matters in relation to noise and disturbance, odour, air quality and glare would also not be unacceptable, as would the effect on the living conditions of the occupiers of residential properties on Warwick Road. This is due to their greater separation from the proposed tower than the adjacent properties on Hornby Road. These matters attract neutral weight.*
6. *In relation to the harm that arises, this concerns both living conditions and highways safety. The effect on the occupiers of the adjacent residential properties on Hornby Road by way of their outlook and the visual impact would be stark with the height, scale and massing of the proposed tower. It would be an omnipresent and enduring feature that would, in my view, severely detract from their living conditions on a day-to-day basis.*
7. *The proposed parking arrangements would compound such effects, in particular with the divergence between the number of rooms and the spaces proposed, and the resultant reliance on on-street car parking, even with the accessibility of the location. The one space that would be proposed would not adequately cater for disabled persons, based on the Council's standards, and would result in an inconvenient reliance on-street parking for such persons.*
8. The Inspectors comments will be further referenced, where appropriate, under the relevant sections of the report.

9. The documentation submitted in support of the current application states that the current scheme seeks to address the concerns of Members and the Inspector. In addition and on advice from officers, further amendments have been made since the submission of the current application and the current scheme has therefore been significantly amended compared to the scheme in front of the Inspector in the 2020 appeal decision.

PRINCIPLE OF DEVELOPMENT

10. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
11. 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.
12. Policies relating to town centres, employment, design, amenity, parking and highway safety impacts and impacts on heritage are considered most important in determining this application. These are primarily policies L4, L7, W1, W2 and R1 of the Trafford Core Strategy. Policies L7, W1 and W2 of the Core Strategy are consistent with the NPPF and therefore considered to be up-to-date.
13. Whilst R1 is inconsistent with the NPPF as the policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF, it is not considered to be out of date for the purposes of the determination of this planning application. In relation to way Policy L4 it is considered to be largely up to date in that it promotes the development and maintenance of a sustainable integrated transport network that is accessible and offers a choice of modes of travel, including active travel, to all sectors of the local community and visitors to the Borough. It is not considered to be fully up to date in that it includes reference to a 'significant adverse impact' threshold in terms of the impact of the development on the operation of the road network, whereas the NPPF refers to a 'severe' impact'. Nevertheless it is considered that Policy L4 can be afforded substantial weight.
14. Given the more stringent test for the residual cumulative impacts on the road network set by the NPPF, it is considered that L4.7-L4.8 is out of date however the parking standards are considered to be consistent with the NPPF. When considering the overall basket of policies, the "tilted balance" referred to in NPPF paragraph 11 is therefore not engaged.

Lancashire County Cricket Club Strategic Location

15. 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.

16. 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"*
17. 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. 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. Further consideration will be given to this under the 'Design' section of this report.
18. 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.

Draft Civic Quarter Area Action Plan

19. The Council has prepared a Civic Quarter Area Action Plan and submitted it to the Secretary of State. Once adopted, the AAP will form part of Trafford's Development Plan and will replace Core Strategy Policy SL3. In January 2021 a further consultation commenced in relation to the Draft CQAAP under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. As a result of this consultation there have been some modifications to the plan and reference to the Draft CQAAP in this report will refer to the most up to date version which was submitted to the Secretary of State on 26th November 2021 (Regulation 22), with the hearing sessions scheduled for April 2022. Given the stage the document has reached, it is considered appropriate to afford it moderate weight.
20. The document sets out the *'The development of the Civic Quarter area has been a long-standing regeneration priority for Trafford Council (the Council). Its strategic location provides an opportunity that can act as a catalyst for the regeneration and renewal...'* and goes on to state that the intention of the Area Action Plan (AAP) is to *'provide clarity and increase certainty about how the opportunities can be realised. It establishes a vision, masterplan and strategy for how the area could be revitalised*

over the next 15 plus years, to create Trafford's newest, greenest and most vibrant neighbourhood for local residents, businesses and visitors alike.'

21. The application site is identified as being in the 'Western Neighbourhood' at a 'Gateway Location' and suitable for development of up to 12 storeys in height. This site and the adjoining commercial site along the Chester Road frontage to the west has been identified as appropriate for mixed use development. Policy CQ3 states that Hotels/aparthotel accommodation to meet market demand will be encouraged.

Loss of Employment Use

22. 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.
23. 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 Town Centre Use

24. This proposal is for a 'main town centre' use outside of a town centre, 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.' 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.
25. A sequential test was submitted in support of this planning application. The submitted assessment has been considered by officers and found to be appropriate in scope. It is concluded that the applicant has demonstrated that no sequentially preferable alternative sites are available 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.

26. 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 on Principle of Proposed Uses

27. As set out above the site is in a prominent location within the proposed Civic Quarter. 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 heritage impacts and design, residential amenity, highways impacts and other relevant matters.

HERITAGE

28. In determining this application there is a statutory duty under section 66(1) of the Planning (Listed Buildings & 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.

29. The Government has set out its planning policies for design and the historic environment in the NPPF and the accompanying National Planning Practice Guidance. Both the NPPF and the NPPG are material considerations relevant to this application 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.

30. In relation to Heritage assets, Para 194 states that "*local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance*"

31. Also of relevance to the determination of this application is paragraph 195 of the NPPF: "*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*".

32. Paragraph 199 states 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). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

33. Para 203 states "*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.*"
34. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness (R1.1) 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. This policy does not reflect case law or the tests of 'substantial' and 'less than substantial harm' in the NPPF. Whilst R1 is inconsistent with the NPPF it is not considered to be out of date for the purposes of the determination of this planning application.
35. It is also noted that the Draft CQAAP states '*It is not envisaged that the maximum height parameters will be achieved within the setting of heritage assets or adjacent to existing residential communities*'

Significance of the affected Heritage Assets

Designated Heritage Assets

Trafford Town Hall, Grade II listed

36. 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.
37. 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 outside the masterplan boundary 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

38. 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

39. 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

40. Lies at the entrance to Gorse Gill Park Gates. 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

41. 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 structure is significant for its aesthetic, illustrative and communal values.

Non Designated Heritage Assets

Lancashire County Cricket Club pavilion & ground

42. The pavilion was constructed in 1895 however it was substantially bombed in the Manchester Blitz of 1940, rebuilt and more recently extended. Nevertheless, it is still a recognisable and distinctive landmark and it has heritage value simply from its long standing presence at the site and contribution to the sporting heritage of Old Trafford.

Trafford Pub & semi-detached residences to Hornby Road as identified in the Draft CQAAP.

Trafford PH

43. The building dates to the mid-to-late 19th century, but has been subject to extensive alteration. The building is a purpose-built public house and still remains strongly associated with the sports heritage, which is prevalent in Trafford, in particular serving on match days. While notably altered with respect to its interior, windows and other features, the building retains its fundamental historic character and mock Tudor exterior.

Houses on Hornby Road

44. Dating from the early 20th century the buildings retain group value, as they are viewed in conjunction with one another and contribute to the historic character of the area. Whilst the wider setting has been subject to continual change and

redevelopment over the past few decades, the collection of residential buildings maintains their relative heritage interest from short-to-mid range views along Hornby Road.

45. Whilst the site lies within the setting of the above assets, it is considered by the Heritage Development Officer that that the proposed development has the potential to impact only on the clock tower of Trafford Town Hall (Grade II) and the Trafford Public House and residences on Hornby Road (Non-Designated Heritage Assets).

IMPACT ON HERITAGE ASSETS

Summary of Inspectors Comments on 98676/FUL/19

46. In relation to the scheme for a 190 bed hotel, at 2 - 16 storeys, the Inspector commented that *'From where the proposal would be visible with Trafford Town Hall, at the junction of Warwick Road and Talbot Road, a clear degree of separation would be maintained, so that it would not compete with the listed building'* He goes on to state *'the design, siting, scale, massing and height of the proposal would not have a detrimental effect on the significance of the setting.'* Furthermore that *'No harm would occur to the significance of the designated heritage asset for the purposes of the Framework. As a result I do not have cause to weigh harm against public benefits.'*

Assessment of Impact of Current Scheme

47. The existing building has no particular architectural or historic merit and the site is identified in the Draft CQAAP as comprising *'Negative impact buildings on under-utilised site'*. Therefore there is no objection in principle to its demolition subject to an appropriate replacement.
48. In relation to the current application the Council's Heritage Development Officer has been consulted on the application both when originally submitted and following submission of amended plans and documents. The comments in relation to the amended plans are set out below but the Heritage Development Officer introduces these comments by summarising her initial concerns with the application as originally submitted (all comments in italics) although no objection is raised to the amended plans for the reasons given.
49. *'In summary I raised concerns regarding the increase in height and massing to the Warwick Road elevation; the relationship of the proposed development with properties on Hornby Road; lack of articulation and roofline and the requirement for a visual impact assessment. Each of these issues are discussed below;*
50. *The revisions to the overall design are welcomed and in particular to the Warwick Road elevation. The height has been reduced to 4 storeys at the southern end of the development respecting the scale of properties on Hornby Road. This in turn has*

reduced the overall massing of the development to Warwick Road resulting in a defined tower to the northern end, addressing the junction with Chester Road. The crown adds some interest to the silhouette of the building and contributes to its landmark presence. The introduction of brick detailing and perforated metal cladding adds to the articulation of the elevations; the rooftop landscaping also softens the appearance of the development. It is advised that materials; elevational treatment including reveals etc; window and door detailing and rooftop plant are conditioned to ensure the quality of the development.

51. *An amended Heritage Statement was submitted on 17th January. This includes additional views of the proposed development in the context of Trafford Pub, semi-detached residences to Hornby Road and Trafford Town Hall, Grade II listed. Given the substantial changes to the design, I agree with the conclusions of minor harm to properties on Hornby Road and no harm to the Trafford Pub and Trafford Town Hall.*
52. *In accordance with para 203 NPPF, this harm should be taken into account in determining the application. In applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.*
53. The GM Archaeological Advisory Service have also been consulted on the application and confirm that they are satisfied that the proposed development does not threaten the known or suspected archaeological heritage.

Consideration of Harm to Heritage Assets and Conclusion

54. The Heritage Development Officer has concluded that the development would not result in any harm to any designated heritage assets and would result in minor harm in heritage terms to the properties on Hornby Road which have been identified as non-designated heritage assets.
55. Since the original submission, the scheme has been revised in order to reduce the level of impact upon the adjacent heritage asset by breaking up the massing and introducing a four storey stepped approach down to Hornby Road. As a result, while minor harm is still identified, the level of harm has been reduced considerably and the Heritage Development Officer has confirmed there is no objection to the proposal on this basis. This is included in the consideration of the overall planning balance.

DESIGN

56. Paragraph 126 of the NPPF states: *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”*

57. Paragraph 134 states that *“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design”*
58. 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. This states at para 122 that *‘Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by.’*
59. Policy L7 of the Trafford Core Strategy states that *“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”*. Policy L7 of the Core Strategy is considered to be compliant with the NPPF and therefore up-to-date as it comprises the local expression of the NPPF’s emphasis on good design and, together with associated SPDs, the Borough’s design code. It can therefore be given full weight in the decision making process.
60. Policy CQ6 of the Draft CQAAP states that developments should *‘Deliver architecturally innovative design which will raise design standards within the area whilst preserving existing residential amenity standards...; Provide taller buildings, in line with the massing principles and specific Neighbourhood Area Policies set out in the AAP, ensuring that such proposals are sensitively designed; Limit the provision of new areas of open surface car parking and consolidate existing; Provide new areas of public realm and green space, incorporating quality hard and soft landscape treatments.’*

Summary of the Inspectors Comments on 98676/FUL/19

61. *‘The area in the vicinity of the site is mixed, both in terms of the types of uses and the buildings. An area of 2 storey residential properties are found along and off Warwick Road. Otherwise along this road, there are some considerably larger buildings. Chester Road contains yet more of a variety of types of buildings Some of these buildings are sizeable. Manchester United football ground is also a large and distinct feature in the area. Lancashire County Cricket Ground is also close by.’*
62. *The site is prominently located and at an important focal point in the area.....The draft AAP identifies the opportunity for a landmark building on the site. When these*

factors are taken together, the site is one that lends itself to accommodating such a building in character and appearance terms.'

63. *'The vertical emphasis of the proposed tower would result in the proposal having a landmark form, as approached around the Warwick Road and Chester Road junction. This aspect of the design would also result in the overall scale and massing of the building appearing fairly comfortable in these varied surroundings, as would the use of the proposed different brick finishes and the predominance of glazing in these elevations. The siting of the proposed building is also reflective of that of the existing building on the site.'*
64. *'It would no doubt be a bold addition, but not in a way that would cause it to be unduly dominant and obtrusive in respect of character and appearance.....The proposal also seeks to break down its scale and massing through incorporating considerably smaller elements away from the corner of the site.....The difference in the palate of materials from the main tower would also assist in this part of the proposed building acting as a transition in the streetscene.'*
65. *'This is not a location that lends itself to a pastiche development. The identity of the area is varied and the NDG acknowledges creating a new character is not to be discounted, including where the scale of development may differ.'*
66. The Inspector noted that the site is located on a strategic processional route and stated that *'Rather than taking a prescriptive approach to height, it seems to me what is of more relevance is a consideration of what the effects would be on the character and appearance of the area. When the totality of the evidence is considered together, I find this would not be untoward.'*
67. *The Inspector concluded that 'the proposal would not have an unacceptable effect on the character and appearance of the area.'*

The Current Proposals

68. The current application proposes a reduced scheme of between 4 and 10 storeys of hotel accommodation topped with screened roof plant and with an extruded brick crown at the north-eastern corner.
69. 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.

70. 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 the site is identified in the Draft CQAAP as comprising '*Negative impact buildings on under-utilised site*'. Therefore there is no objection in principle to its demolition subject to an appropriate replacement.
71. As acknowledged by the Inspector, the site has significant visible presence and is a focal point at the junction of the 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 white painted brick as well as the largely clad retail units at White City Retail Park to the east.
72. Given its position on a main arterial route in a 'Gateway Location' the site is identified in the Draft CQAAP as being suitable for a landmark building.

Height, Form and Layout

73. 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.
74. 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 and this was stated by the Inspector who did not object on the proposed 16 storey height of the previous scheme in terms of the design and impact on the character of the area.
75. The footprint of the building broadly reflects the L-shaped layout of the existing building and this serves to retain the building as a cornerstone at the main road junction. Vehicular access is retained from Hornby Road and the retention of the open courtyard to the rear for parking and servicing provides breathing space for residential properties to the southwest.
76. The Draft CQAAP identifies the site as suitable for a development of up to 12 storeys although it goes on to state that it is not envisaged that the maximum height parameters will be achieved within the setting of heritage assets or adjacent to existing residential communities. To address this the building steps down from a maximum of 12 storeys at the junction of Chester Road and Warwick Road to four storeys adjacent to the residential properties at the southern end. At four storeys the hotel building would be lower than the existing office building at the Hornby Road end of the site.

77. The building has been designed with both horizontal and vertical variation. The building steps up from the four storey Hornby Road end to a central wedge shaped section comprising nine floors of guest accommodation with a setback tenth floor containing the restaurant with an associated external viewing deck to the Warwick Road frontage. Screened rooftop plant would be located above the restaurant level set back from but enclosed within a brick frame.
78. The highest section of the development is focussed on the Chester Road frontage and the Chester Road / Warwick Road corner. This would again comprise nine floors of guest accommodation with a setback tenth floor containing the restaurant, rooftop plant and viewing deck to the Chester Road and Warwick Road frontages. Again the restaurant floor and rooftop plant would be contained within an extruded brick frame however this would then extend above the screened plant to the equivalent of 12 storeys high with open sky visible through the topmost section of the frame or crown. This 'crown' feature focuses the height and emphasis at the main road junction.
79. Site levels slope gently up from south to north with a difference of approximately one metre in street level across the length of the site. The height of the building varies from 14.7m above Hornby Road street level at the southern end of the development, to 34.84m in the middle 'wedge' up to a maximum height of 41.34m above Chester Road street level to the top of the brick crown feature. The central wedge has what the architect terms a 'cranked' geometry with the tower section in that it has an angled rather than flat relationship to the tower on the Warwick Road elevation.



80. In addition to the variation across the building from south to north the composition of the elevations is based on the standard architectural convention of a 'base', 'middle' and 'top'. The 'base' comprises ground and first floor areas which are defined by framing on the main Warwick Road and Chester Road elevations. The framing defines a two storey base element, with emphasised openings and includes large areas of active frontage. The 'middle' section comprises a more regular elevational grid for the main areas of guestrooms. The 'top' provides a varied silhouette with glazed setback restaurant and screened plant set within a brick crown. A key aspect of the design was to provide an interesting roofspace and a silhouette that would create a landmark feature on this prominent junction. The crown projects above the main roofscape creating an interesting termination to the building and glimpses of

the sky beyond. The restaurant and viewing deck and landscaping at ninth floor level provides high level activity and interest.

81. It is considered that the three stepped form of the development contains variety and interest, is well conceived and responds to the site and context. The design approach results in a reduction in mass at height, so that the development does not appear squat or bulky and successfully provides a focal point for the site in both short and long range views. It is acknowledged that due to scale and height of the tower element it will be visible from all the surrounding streets and from certain viewpoints in the wider area as demonstrated by the TVIA work undertaken. However being visible is not in itself problematic subject to appropriate design quality and this can assist in creating an interesting townscape. Indeed the Draft CQAAP states that *'There is both a need and opportunity to better define places and urban grain in the area, including opportunities for gateway buildings to arterial routes...'*

External Appearance

82. The three sections of the building are articulated differently in order to break up the apparent mass. The four storey element onto Hornby Road is designed as a weightier section of the building 'rooted to the ground' with a textured brick pattern and punched windows with a significant area of green roof above. The external appearance of this four storey section cuts horizontally into the central 'wedge shaped' section. The raised pattern is proposed to appear as stitched leather sporting equipment/ the mesh of the cricket practice nets or goal netting. The diamond motif is also seen on sports coats and shoes and was selected for its buildability in practice, using the stretcher faces of the brickwork. It is considered that this adds local distinctiveness to the design reflecting the importance of the sporting venues in this area. This textured brick treatment is repeated on the Chester Road frontage on a slim vertical section adjacent to the commercial uses to the southwest (Halfords Autocentre) which provides some additional interest to the main road frontages.
83. Above this the facades of the taller two sections are articulated within a brick frame, within which a lightweight brick grid divides the façades into bays. From the second to the ninth storey, the framing encloses the bedrooms within the lighter brick grid, utilising glazing and perforated bronze panels to emphasize verticality.
84. The central wedge is visually separated from the tallest section by a vertical hit and miss brick strip and the different height and proportions of the extruded brick frame at the top of the building. The tenth storey is a simple glass box set in from the main brick elevations, above which is screened plant. These elements are framed by a brick column and beam exoskeleton to form a decorative crown feature at the main road junction. This corner feature responds to the prominent corner context with scale and elegant articulation of form.

85. The treatment of the rear (western) elevation attempts to balance the need to screen views from the hotel into adjacent residential properties while also ensuring visual interest when approached from the southwest along the A56. This is achieved through the use of angled, projecting oriel windows which prevent direct overlooking through alignment and obscured glazing. Distant views still benefit from a varied and interesting silhouette through the use of the extruded brick crown, structural planting on the tenth floor terrace and textured and grid framed brickwork.
86. Active frontages have been maximised at ground level onto Warwick Road and Chester Road with views into the reception areas and café. However where undercroft parking is provided, perforated metal infill panels have been utilised to provide the required ventilation. A double height surround has been introduced on the corner of Warwick and Chester Roads to identify and highlight the importance of the main entrance.
87. The scheme uses changes in façade articulation, materials and texture to break up the mass of the building, provide visual interest and give the impression of three linked but separate sections to the building. This results in harmonious and contrasting elements through good detailing and materials.

Public Realm and Processional Route

88. Policy SL3 seeks to deliver a strategic processional route as part of the redevelopment of the strategic location area, to be created along the length of Sir Brian Statham Way and Warwick Road to Old Trafford football stadium and beyond. The route should include high quality surfacing and materials and incorporate green infrastructure and provision for walking and cycling.
89. Policy L7.1 of the Core Strategy states that development must 'Enhance the street scene or character of the area by appropriately addressinghard and soft landscaping works and boundary treatment'
90. The Draft CQAAP at Policy CQ9 states '*Development proposals on sites that adjoin the route should ensure that development addresses Brian Statham Way and Warwick Road, generating active street frontages, providing public art, new and enhanced quality landscaping and ensuring a cohesive approach to development.*'
91. It is considered that this proposal responds to this policy objective by providing an enhanced footway along Warwick Road through the removal of the existing railings and walls around the building and extension of public areas of paving into the site effectively giving part of the site back to the processional route. 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' on match days.

92. Large areas of active frontage are proposed onto Warwick Road with views into the hotel lobby and café. Where active frontages cannot be provided due to the need for ventilation and extraction grilles to the undercroft parking, these elevations are treated with high quality detailing and material (bronze spandrel panels with circular perforations) as set out in the draft CQAAP. In addition, the raised diamond pattern of the areas of textured brick in the four storey section on Warwick Road are proposed to appear as stitched leather sporting equipment to tie into the sporting heritage of the area and provide visual interest at street level and local distinctiveness.
93. The proposals incorporate green infrastructure along the street frontages in the form of tree and shrub planting. This would include 2 no. *Acer campestre* 'Elsrijk' (Field Maple) at the Hornby Road corner and 2 no. *Liquidambar styracifiva* 'Slender Silhouette' (columnar Sweet Gum) adjacent to the main entrance to the hotel which is located on the Warwick Road frontage close to the junction with Chester Road. A curved feature entrance planter and a further shrub bed continue on the Chester Road frontage. Additional areas of planting are proposed on the boundary with Halfords Autocentre and No. 4, Hornby Road in addition to roof planting at 4th floor level and structural planting on the western section of the decked area at 9th floor level. All these areas can be glimpsed from the adjacent streets.
94. The proposed landscaping would more than compensate for 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 hard and soft landscaping of the site can be secured through an appropriate landscaping condition and in combination with the elevational detailing and active frontages it is considered that this will contribute to the streetscene and processional route in accordance with Policies SL3 and L7 of the Core Strategy and the aspirations of the Draft CQAAP.

Crime Prevention and Security

95. 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.
96. A Crime Impact Statement (CIS) has been submitted with the application. Greater Manchester Police's Design for Security section has been consulted and support the application subject to the recommendations within the report being followed (these relate primarily to access control into and around the hotel and CCTV coverage of external spaces) and that a condition to reflect the physical security specifications set out in the Crime Impact Statement is attached to any consent issued. On this basis, the proposed development is considered to be acceptable with regard to matters of security and safety.

Accessibility

97. Policy L7.5 of the Core Strategy states that development must be fully accessible and useable by all sections of the community.
98. The Design and Access statement includes a detailed section setting out proposals to ensure ease of access and comfort for persons with disabilities. This covers areas such as arrival / check in, internal circulation and access, bedroom facilities, design principles for public areas such as dining rooms, bars and lounges and fire escape and evacuation strategies.
99. The statement also provides coloured floor plan layouts indicating accessible bedrooms, wheelchair accessible areas, fire / emergency refuge points, accessible lifts and WCs. It identifies the provision of 11 no. bedrooms within the hotel which are proposed to be constructed to meet the accessible requirements for wheelchair users (this represents 6.5% of the total (5% required under the Part M Regulations). The main public gathering points at ground floor and ninth floor level (café, bar and restaurant) are all identified as wheelchair accessible. Direct level access is provided into the main arrival lobby with a secondary stepped access from Chester Road. Improvements to both the public realm and internal public spaces will be fully accessible to all sectors of the community.

Fire Safety

100. The Design and Access Statement sets out the Fire Strategy for the building and this sets out that fire-fighting personnel would access the building via Chester Road into a dedicated fire-fighting lobby, lift and protected stair. This can be controlled by 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. Two fire escape stairs provide two directions of protected escape for all hotel guests which discharge into the service yard and on to Chester Road and onto Warwick Road. GM Fire Safety have been consulted on the application and have not raised any objections but set out standard requirements for Fire Service Access as per Approved Document B and state that the Fire and Rescue Service should have the opportunity to make further representations during consultation under the Building Regulations in due course.

Sustainability

101. Core Strategy Policy L5 states that 'New development shouldmaximise 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.
102. Policy CQ4 of the Draft CQAAP states that '*All development proposals within the AAP area should* achieve the highest levels of energy and water efficiency that is

practical and viable, and should maximise opportunities to incorporate sustainable design features where feasible’.

103. BREEAM is an international scheme that provides independent third party certification of the assessment of the sustainability performance of individual buildings, communities and infrastructure projects. The supporting information in the Design and Access Statement states that the development would aim to achieve a BREEAM ‘Very Good’ rating. This is achieved by the top 25% of buildings and indicates advanced good practice. The achievement of this rating was also included as part of the appeal proposal with the Inspector listing this is a significant benefit of the scheme.
104. A Carbon Budget Statement has been submitted in support of the application. This sets out that the BREEAM rating would be based on a drive to reduce energy demands through use of:
- highly insulated building fabric to ensure heating and cooling loads are minimised,
 - use of high-efficiency heating, ventilation and air conditioning (HVAC) equipment with heat recovery and use of variable speed pumps and,
 - highly efficient lighting with time scheduling and passive infrared activated occupancy sensors.
105. A large area of green roof would also improve SUDs capacity and biodiversity on the site. A condition is recommended to ensure the BREEAM rating is achieved.

Conclusion on Design

106. As set out in the NPPF, NPPG and the National Design Guide, good quality design is an integral part of sustainable development. It is considered that careful consideration has been given to the design of this hotel building and that the plans and supporting visuals 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 of the building through articulation, massing and elevational treatment would result in well composed, locally distinctive, elevations with greater scale focussed appropriately at the northern end of the site and more domestic scale at the southern end of the site.
107. The proposed development at a maximum height of 41.34m would be a significant building in the streetscene. However 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). The current proposal represents a material reduction from the Appeal proposal and both the Inspector and the Draft Civic Quarter AAP conclude that this site is appropriate for a high quality development of some height at a focal corner on the main arterial route through Trafford.

108. The hotel would be a landmark building in a gateway location and would result in 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. 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. Subject to this, it is concluded that development would meet the requirements of Policy L7 and the NPPF.

RESIDENTIAL AMENITY

109. In addition to ensuring that developments are designed to be visually attractive Para 130 of the NPPF advises that planning decisions should ensure that developments:-

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users

110. Policy L7.3 of the Trafford Core Strategy states that development must not prejudice the amenity of 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.

111. 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.

Summary of the Inspectors Comments on 98676/FUL/19

112. *'The tower element of the proposal would reach a height of 16 floors, or storeys, with an open feature on top. With the confines of the site, it would be located in close proximity to the nearest properties on Hornby Road, in particular their rear gardens, even with its siting towards the Chester Road and Warwick Road junction. When its scale and massing is also considered, it would appear as a stark feature from the rears of those properties. It would undoubtedly draw the eye of the occupiers, significantly detracting from their outlook with its size.'*

113. *'The neighbouring property, No 2, would be most impacted as its shares a common boundary with the site. The height of the proposed tower element compared to the more diminutive properties on Hornby Road would, though, mean the harmful effect on the adjacent residential properties would be more widespread....The siting of the proposed tower would be more in line with the outlook from the rear of these properties and, hence, its height would appear*

oppressive.' No. 2 Hornby Road now forms part of the development and is included within the red line boundary as a single dwelling for use as staff accommodation.

114. The Inspector concludes that *'the proposal would have an unacceptable effect on the living conditions of the occupiers of adjacent residential properties, in particular on Hornby Road, by way of visual impact and outlook.'*

Daylight and Sunlight

115. The application is accompanied by a Daylight/Sunlight assessment by Hollis to determine the effects upon the daylight and sunlight amenity of the existing surrounding buildings which may arise from the proposed development.

116. 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.

117. The report states that the daylight and sunlight calculations have been undertaken in accordance with the methodologies set out in the Building Research Establishment (BRE) report 'Site layout planning for daylight and sunlight - A guide to good practice' 2nd edition 2011. It should however be noted that the numerical values in the BRE guide are not mandatory and should not be used as instruments of planning policy. This is stated in the guide itself.

118. The report refers to two measures to consider the potential for loss of daylight, Vertical Sky Component (VSC) and Daylight Distribution - No-Sky Line (NSL). Sunlight is measured as Annual Probable Sunlight Hours (APSH).

119. 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 recommends a target figure of 27% as a relatively good level of daylight. If it is less than 27% then the diffuse daylighting of the existing building may be adversely affected. The BRE have determined that in existing buildings daylight (and sunlight levels) can be reduced by approximately 20% of their original value before the loss is materially noticeable. It is for this reason that they consider that a 20% reduction is permissible in circumstances where the existing VSC value is below the 27% threshold. For existing buildings, once this has been established it is then necessary to determine whether the distribution of daylight inside each room meets the required standards.

120. 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. 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. The BRE guide suggests that areas beyond the NSL may look dark and gloomy compared with the rest of the room. For existing buildings the BRE guide states that if, following the construction of a new development, the NSL moves so that the area beyond the NSL increases by more than 20%, then this will be noticeable to the occupants, and more of the room will appear poorly lit. The guide suggests that in houses, living rooms, dining rooms and kitchens should be tested: bedrooms are deemed less important, although should nevertheless be analysed. In other buildings each main room where daylight is expected should be investigated.

121. Annual Probability of Sunlight Hours (APSH) is a measure of sunlight that a given window may expect over a year period. Unlike daylight the availability of sunlight is dependent on direction. When assessing the impact of APSH in existing developments, BRE guidelines state 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.

122. Compliance will be demonstrated where a room receives:

- At least 25% of the APSH (including at least 5% in the winter months 21 September to 21 March), or
- At least 0.8 times its former sunlight hours during either period, or
- A reduction of no more than 4% APSH over the year.

123. For a garden or amenity area to appear adequately sunlit throughout the year, at least 50% of the area should receive at least two hours of sunlight on 21 March. In addition, if, as result of new development, an existing garden or amenity area does not reach this area target and the area which can receive two hours of direct sunlight on 21 March is reduced by more than 20% this loss is likely to be noticeable.

Daylight Impacts

124. The Report identifies 47 windows within surrounding properties as sensitive receptors due to their proximity to the site and their use. These windows have been assessed for Vertical Sky Component (VSC) in line with the BRE guidance. Of these windows, 36 (77%) will meet the targets for daylight.

VSC Analysis Summary Table

Building Address	No. of Windows Analysed	BRE Compliant		Total Percentage BRE Compliant
		Yes	No	
1 Hornby Road	6	6	0	100
4 Hornby Road	6	6	0	100
6 Hornby Road	6	6	0	100
8 Hornby Road	5	5	0	100
8 Warwick Road	8	8	0	100
The Trafford PH	14	3	11	21
674 Chester Road	2	2	0	100
Totals	47	36	11	77

125. This demonstrates that the majority of sensitive receptors surrounding the site will comfortably meet the BRE's target values. The 11 windows that fall short of the numerical targets are all on the first floor of The Trafford PH. However, the shortfalls are marginal, as the windows retain levels of daylight between 0.62 and 0.75 times their former value (BRE target is 0.8.) in addition this is a non-residential building and the impact will be limited.

126. The Daylight Distribution (DD) of the rooms surrounding the proposed development has also been assessed, using the No Sky Line (NSL) method. Of the 26 rooms assessed, 21 rooms (81%) will receive adequate daylight distribution as defined by the BRE guide. 5 rooms within The Trafford PH fall short of the targets. The 5 rooms will retain daylight distribution values between 0.64 and 0.76 times their former value (0.8 times being the BRE target) with the proposed development in place.

Daylight Distribution Summary Table (Using NSL)

Building Address	No. of Rooms Analysed	BRE Compliant		Total Percentage BRE Compliant
		Yes	No	
1 Hornby Road	2	2	0	100
4 Hornby Road	4	4	0	100
6 Hornby Road	4	4	0	100
8 Hornby Road	4	4	0	100
8 Warwick Road	3	3	0	100
The Trafford PH	7	2	5	29
674 Chester Road	2	2	0	100
Totals	26	21	5	81

127. The Trafford PH is not a residential dwelling. The ground floor is a public house and the upper floor of the property appears to serve as short term hotel accommodation (Old Trafford Stadium Hotel), it is considered that these minor

shortfalls would not be material to the use of the building or result in any significant harm.

Sunlight Impacts

128. 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 Hollis report states that 12 windows surrounding the site require assessment for sunlight availability.

Building Address	No. of Windows Analysed	BRE Compliant		Total Percentage BRE Compliant
		Yes	No	
The Trafford PH	10	8	2	80
674 Chester Road	2	2	0	100
Totals	12	10	2	83

129. Of these 12 windows assessed for Annual Probable Sunlight Hours (APSH), 10 windows (83%) will meet the target values as set out in the BRE guidelines. Two windows on the first floor of The Trafford PH fall short of the targets. The windows in question will both comfortably meet the winter sunlight targets by retaining 6% and 10% of available hours against the 5% BRE target, but will fall marginally short of the annual sunlight target by retaining 20% and 24% of available hours against a 25% BRE target. Again, these minor shortfalls are not considered to be material given the use and context of the property.

Overshadowing

130. Overshadowing assessments have been carried out in relation to the amenity areas associated with the adjacent residential properties, namely 4, 6, and 8 Hornby Road.

Building Address	Floor ref	Existing %	Proposed %	Pr/Ex	Meets BRE
4 Hornby Road	Ground	58.78%	58.77%	1	YES
6 Hornby Road	Ground	61.71%	61.71%	1	YES
8 Hornby Road	Ground	60.34%	60.34%	1	YES

131. The results demonstrate that all of the gardens and amenity areas assessed meet or exceed the BRE target criteria for sunlight because at least 50% of their area receives at least two hours of direct sunlight on 21 March and will experience no reduction in the areas receiving sun with the proposed development in place.

Conclusion on Daylight / Sunlight impact on existing properties

132. An assessment of the daylight, sunlight and overshadowing impacts of the proposed development has been carried out in accordance with BRE Guidelines. Of the properties assessed, all are compliant except for The Trafford Public House. However this is a non-domestic building 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. In any event, the shortfalls in the BRE guidelines in relation to this building are minor. It is therefore considered that the impact of the development on the amenity of existing adjacent residential properties is acceptable in terms of daylight, sunlight and overshadowing.

Overlooking

133. 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.

134. 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.

135. 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 into properties to the west on Hornby Road.

136. It is noted that the Inspector did not dismiss the previous appeal due to overlooking or loss of privacy. The current scheme seeks to replicate a number of the design details included in the previous scheme, such as angled oriel windows and obscure glazing to prevent overlooking into neighbouring properties and their gardens.

137. 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

138. 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

139. The eastern elevation of the building would be opposite the Trafford Public House with Charlton House further east. 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 hotel would be taller than the existing offices there is an existing established level of interlooking 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.

140. 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

141. Due to the L-shaped and staggered nature of the proposed hotel footprint, there are effectively various southern elevations to the building. 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. The nearest windows at the present time from which there is a view towards No. 8 Warwick Road are therefore approximately 18-19 metres away from the northern side boundary of No. 8, Warwick Road up to six floors in height.

142. The nearest windows proposed in the southern elevation of the four storey section of the hotel (nearest to Hornby Road) would be obscure glazed as these are secondary hotel bedroom windows. Other south facing windows in the four storey section of the hotel would be 24 metres away from the side elevation of No. 8 Warwick Road and therefore comply with the relevant guidelines for separation distances in relation to the house and garden. Above third floor height, the southern elevation of the 'central wedge' of the development is brick and no public access is allowed to the southern section of the viewing deck serving the restaurant on the top floor. There are a row of windows in the southern elevation of the Chester Road element of the hotel, but these are angled oriel windows so as to prevent any view to the south. In addition these windows would be 50m away from the northern curtilage No. 8 Warwick Road. The clear glazed element of these windows would be small and the angle of view very acute so that meaningful views into the houses and gardens of properties on Hornby Road would not be possible either due to the angle or the distances involved.

143. A flat green roof is proposed above the third floor level at the southern end of the hotel adjacent to Hornby Road. However this is included only for sustainability and visual amenity purposes and does not have a balcony function for users of the hotel. As such this area would only be accessed for maintenance purposes and not publicly accessible. Therefore 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. The privacy levels for No. 8 Warwick Road as a result of the development are therefore acceptable.

Western Elevation

144. As indicated above, where separation distances require it, the design incorporates measures to protect the privacy of adjacent residential properties through the use of obscure glazing or the use of Oriel windows to angle views away from windows and gardens. This is particularly necessary in the west facing elevations in view of the adjacent residential properties on the northern side of Hornby Road.

145. The Oriel windows are clad with a bronze metal panel with a section of frosted glass facing the housing and clear glazing on the second face to afford an angled view outwards and away from the adjacent housing. In the western elevation, frosted glass is also provided to the lift lobby and bedroom corridor to permit some natural light in these spaces without impact on privacy. As a result of this approach there are no direct views from the western elevation of the hotel into the gardens and houses to the west on Hornby Road. This is considered to represent 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.

146. It is also noted that since the previous scheme was determined, No. 2 Hornby Road now forms part of the application site and is proposed to be utilised as staff accommodation for the hotel. The rear garden is to be largely converted into accessible parking spaces for the hotel but there is a landscaped strip that includes two trees along the boundary with No. 4 Hornby Road and this will assist with any perceived sense of overlooking into the garden of that property, notwithstanding the fact that as stated above, views into the garden would be possible.

147. As stated in the foregoing section no public access is allowed to the western section of the viewing deck serving the restaurant on the 9th floor and the green roofed area is also not publicly accessible.

Conclusion on Privacy and Overlooking

148. 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. In addition, as a result of the inclusion of No. 2 Hornby Road into the hotel development the distances into the nearest residential garden to the west has increased since the previous application and there are two trees on the boundary of the site at this point which will provide further screening. For the foregoing reasons overall it is considered that the proposed development would not result in any undue overlooking or harm to privacy subject to appropriate conditions.

Overbearing/Outlook

149. 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 and proximity to adjacent residential occupiers can have an adverse overbearing effect resulting in unduly oppressive living conditions.

150. This was a significant issue in the appeal and formed one of the two reasons that the Inspector dismissed the appeal - *'the proposal would have an unacceptable effect on the living conditions of the occupiers of adjacent residential properties, in particular on Hornby Road, by way of visual impact and outlook.'*

151. 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. The nearest building to the east is a Public House and Hotel. However there are residential properties to the west and south on Hornby Road and Warwick Road which are in close proximity, with No. 2 Hornby adjoining the site and being domestic in scale at two storeys in height. The

impact on this property specifically and adjacent properties on Hornby Road more generally was mentioned by the Inspector in the appeal decision.

152. A significant change since that time is that No. 2 Hornby Road now forms part of the application site and is proposed to be utilised as staff accommodation for the hotel. The property would retain the same internal layout and external appearance as at present but the majority of the rear garden would be converted into accessible parking spaces with an acoustic fence and tree planting on the boundary with No. 4.

153. In addition to this the maximum height of the building has been reduced from 16 storeys of accommodation plus screened rooftop plant area and tower feature (max height of 56.88) to 10 storeys plus screened rooftop plant area and tower feature (max height of 41.34m above Chester Road street level).

154. There is no doubt that the proposed hotel building would still be evident in views from surrounding properties. However the significantly reduced scale in combination with the fact that No. 2 Hornby Road would no longer be occupied by a permanent resident unrelated to the hotel operation would significantly alter the position in relation to the amenity impacts when compared to the appeal scheme.

155. The nearest residential properties are now No. 4, Hornby Road to the west (attached to No. 2) and No. 8, Warwick Road to the south. The main elevation of No. 8 Warwick Road faces east onto Warwick Road and while there are some windows in the northern elevation of this property, these would look directly on to the lowest section of the building at four storeys and would be set approximately 19 metres away. It is not considered that the impact on No. 8 would be overbearing or that the proposal would have a detrimental impact on the outlook of the occupiers of that property.

156. At the present time the rear windows of No. 4 Hornby Road face northwest onto the rear elevation of the Halfords Autocentre building. This is then adjoined by the existing 6 storey office building to the north. This is therefore the outlook from the rear windows and garden of No. 4 at the present time. As No. 4 is attached to No. 2 on the western side, it would be offset in relation to the hotel building. Due to this orientation therefore would only be oblique views of the building to the north from the rear windows at No. 4 at a distance of approximately 27 metres. The view from the front windows of the property would be unaffected. While it would be evident in views from the garden area and oblique views from the rear windows that the hotel would be a taller building than the existing offices, it is not considered due to the orientation and separation that it would be overbearing or result in an unacceptable reduction in outlook to No. 4 Hornby Road.

Conclusion on Overbearing Impact / Outlook

157. 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. In addition

the applicant has included the previously most affected property at No. 2 Hornby Road within the application site. It is considered that the latest iteration has reached a reasonable balance between the stated desire for a landmark building in this location as set out in the Draft CQAAP and the need to protect the outlook and visual amenity of nearby residential properties.

Glare

158. 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.

159. By contrast the proposed hotel building has substantial areas of brick and recessed windows, reducing the potential for glare. 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.

160. 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

161. 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

162. 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.

163. A Wind Microclimate Study has been submitted in support of the planning application. The assessment consists of three main parts: calculation of the urban environment's aerodynamic effect on the wind; which is then combined with historical wind data; and, finally, compared against criteria to quantify the discomfort and/or level of distress caused by the wind. CFD (computational fluid dynamics) simulations have been used to compute the aerodynamic effect for two scenarios: 'Baseline' - the existing site conditions and 'Proposed' - the proposed development within the context of existing surrounds

164. 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.

165. 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]
Pedestrian sitting	Outdoor seating and areas one can occupy comfortably for long periods	4
Pedestrian standing	Main building entrances, pickup/drop-off points	6
Pedestrian walking	Appropriate for strolling	8
Business walking	Can be tolerated if one's objective is to walk, run or cycle without lingering	10
Unsuitable	Nuisance for most pedestrian activities	>10

166. 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	Description	Threshold mean wind speed for 2.2hr/year [ms ⁻¹]
S15	Unsuitable for frail persons, cyclists etc	15
S20	Unsuitable for all pedestrians	20

Baseline scenario

167. Results show that conditions around the site are relatively calm, being generally suitable for sitting or standing. Offsite there are localised regions of walking but these are generally away from building entrances and drop-off points, where sitting conditions would be required. Results are significantly calmer in the summer months, with most of the site and surrounding area being suitable for sitting. The scenario was analysed for pedestrian safety, but no exceedances were recorded and overall, conditions in the baseline scenario are suitable for their intended purpose.

Proposed Scenario

168. 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 walking conditions on Warwick Road. 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. The scenario was analysed for pedestrian safety, but no exceedances were recorded and although conditions in the proposed scenario are windier than in the baseline scenario, all areas are suitable for their intended usage.

Cumulative Scenario

169. Approved cumulative schemes within the 500m of the proposed development were also considered but due to their distance from the site were considered unlikely to have a material impact on the wind conditions around the proposed development. Therefore, the conclusions drawn for the proposed scenario remain valid for the cumulative scenario

Conclusion on Wind Microclimate

170. The report concludes that as a result of the proposed development wind conditions are still acceptable in terms of pedestrian comfort, for the desired usage of the areas. There are no exceedances of safety criteria in any scenario and therefore the wind conditions generated would be acceptable.

Noise, Disturbance and Odour

171. 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. A Noise Assessment has been submitted in support of the proposal and subsequently updated to address queries from the Pollution and Housing section and to reflect the changes to the scheme. The Pollution and Housing section have been consulted and have not raised any objection to the development subject to conditions to ensure that the development has acceptable amenity impacts for existing adjacent residents and for the future occupiers of the hotel.

Noise and Disturbance

172. Some residents have raised concerns about noise from additional footfall and are unhappy the vehicular access is on Hornby Road. In terms of pedestrian footfall, the main guest / customer entrances to the site are on Chester Road and Warwick Road near the junction with Chester Road and therefore set away from and screened in relation to, Hornby Road. With regards to the vehicular access, this already exists on Hornby Road and it is likely given the reduced number of parking spaces compared to the existing offices, that the use of the access by vehicles will actually be reduced.

Deliveries and refuse collections would be at restricted days and times as recommended by the Pollution and Housing section (07:00 to 19:00 hrs on Mondays to Saturdays).

173. A condition is also recommended to ensure that the cumulative impact of all fixed plant associated with the development doesn't exceed the prevailing background noise level at adjacent receptor locations and in addition, at the façade of the hotel itself.
174. In relation to concerns about the operation of the restaurant / bar at 9th Floor level, the Noise Assessment finds that the risk of adverse impact to the nearest sensitive receptor would be low if bar/restaurant external doors are kept closed between 23:00 – 07:00 and internal reverberant noise levels in the bar and restaurant are limited to 85dBA. However the assumed internal noise levels may not be relevant to louder, more raucous conversation and laughter associated with a drinking establishment. Such effects are likely to occur later in the evening, coinciding with reduced background noise levels and a greater sensitivity of receptors to adverse impacts. Additionally, the assessment has only considered the impact of background music rather than performances of live or recorded music which have the potential to cause much more disturbance. It is the case that external openings could be closed at a reasonable hour to minimise noise breakout and a noise limiter could also be installed to ensure that musical entertainment does not become too loud.
175. The updated Noise Assessment also considers the impact of noise from people using the external viewing / seating deck and finds that impacts will be acceptable providing such uses can be restricted to daytime hours (07:00-23:00). Only the areas of deck adjacent to the Chester Road and Warwick Road frontages would be accessible to the public and a condition is recommended accordingly. The Noise Assessment suggests that the provision of amplified music to the external area may require further mitigation measures but it is not considered that the use of any such entertainment provision in external areas is appropriate if noise from the external deck is to be minimised. This and other points in relation to noise management can be agreed via a suitable Noise Management Plan condition.
176. In relation to service yard activity the agent has confirmed that the valet parking service relates only to the parking of guests cars by hotel staff and car cleaning will not be offered as part of that service.
177. There were initially concerns about the impact of the use of No. 2 Hornby Road as staff accommodation on the attached property at No. 4. This was due to the potential that the rooms in the staff accommodation may not be in sync with the usual lifestyle of the neighbouring domestic property, for example, a first floor living/dining room could be very active at times the directly adjoining next door bedroom would be typically used for sleeping. The plans have since been amended to retain the dwelling in its current layout and a condition is attached accordingly. In

addition it is recommended that the 1.8 metre boundary fence to the garden at No. 4, Hornby Road should be of an acoustic design to mitigate against any potential service yard activity and a condition is recommended on this basis.

Noise for Hotel Guests

178. The updated Noise Assessment also considers noise break-in from the current environmental noise climate to the most noise-affected hotel bedrooms and to No. 2 Hornby Road. A specification for glazing and mechanical ventilation has been discussed to ensure that applicable standards, particularly BS 8233: 2014 *Guidance on sound insulation and noise reduction for buildings* are achieved. As this is currently indicative with final details yet to be confirmed, the matter will need to be addressed via a suitable planning condition

Odours

179. In relation to the potential for odours, a condition is recommended to ensure that the ground floor café and 9th floor kitchen should not be brought into operation until the details of the kitchen extract-ventilation and exhaust systems have been submitted to, approved in writing by the Local Planning Authority and fully installed to ensure that cooking odours do not cause a nuisance.

180. All refuse storage is located within the hotel basement to prevent nuisance noises, smells and vermin impact on the residential neighbours. This will be brought up to the courtyard level on collection days where it will be held in a designated hardstanding off the pavement on Hornby Road.

Lighting

181. To prevent the potential for unacceptable lighting impacts, a condition requiring an exterior lighting impact assessment is also recommended to demonstrate that lighting impacts into habitable windows would be within acceptable margins, with reference to the Institution of Lighting Professionals' Guidance Note for the reduction of obtrusive light.

Construction Impacts

182. Concerns have been raised regarding the construction impacts of the development. This is an inevitable effect of new development however a Construction and Pre-Construction Environmental Management Plan condition is recommended to manage and mitigate the main environmental effects of the demolition and construction phase. This would cover issues such as hours of demolition and construction works, areas for parking of site operatives' vehicles, measures to control dust and dirt emissions and wheel washing facilities to keep the highway clean and provision of information for members of the public.

Conclusion on Noise, Disturbance and Odour

183. The agent for the application has stated that the suggested conditions are accepted. Subject to these conditions and for the foregoing reasons it is considered that the construction or operational phase of 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 Policies L5 or L7 of the Core Strategy.

Air Quality

184. The site lies partly within the Greater Manchester Air Quality Management Area (AQMA), declared for exceedances of the annual mean NO₂ objective. The A56 is a source of air pollution. 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.

185. An Air Quality Screening and Dust Risk Assessment has been submitted in support of the application. This concludes that

- the Institute for Air Quality Management (IAQM) threshold for construction Heavy Duty Vehicles is not expected to be exceeded
- the IAQM threshold for development generated Light Duty Vehicles is not expected to be exceeded
- Construction activity associated with the proposed development is assessed to be:
 - medium risk for dust soiling
 - low risk for human health effects
 - low risk for ecological effects. Through good site practice and by adopting suitable mitigation measures, the residual effects are likely to be low

186. The supporting documents have been reviewed by the Pollution and Housing section and they have stated that in relation to the operational phase of development, the results of the assessment predict that changes in annual mean concentrations of nitrogen dioxide do not lead to a significant impact at any receptor in the Air Quality Management Area. However, incorporating mitigation into the scheme will help to reduce any increase in emissions associated with development traffic flows and it is recommended that a condition is attached requiring the installation of at least one Electric Vehicle (EV) “fast charge” point per 1000m² of commercial floorspace.

187. In relation to the construction phase, the qualitative construction dust risk assessment shows that the site is medium risk for adverse impacts during demolition and construction, in the absence of mitigation. To effectively reduce the risk of impacts to negligible, appropriate mitigation measures are required to be adopted to ensure that the development does not present a nuisance risk or impacts on the wider environment. It is recommended that mitigation measures are included in the Construction Environmental Management Plan condition.

Conclusion on Air Quality

188. No objection has been raised by the Pollution and Housing section subject to appropriate conditions and it is also 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. Therefore subject to the aforementioned conditions it is considered that the proposal would be compliant with Policy L5 in relation to Air Quality.

Conclusion on Residential Amenity Impacts

189. The application is supported by a suite of documents and detailed plans which consider and address the various potential impacts on residential amenity. These have been considered in detail in the foregoing sections and as a result of the design of the development and subject to the recommended conditions, the impacts of the development on the amenity of nearby residential properties is concluded to be acceptable and compliant with Policies L5 and L7 of the Core Strategy.

HIGHWAYS ISSUES, PARKING AND SERVICING

190. Policy L4 of the Trafford Core Strategy states that *“when considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way”*.

191. Policy L4 also 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. The aim of the policy to deliver sustainable transport is considered to be consistent with the NPPF.

192. Para 105 of the NPPF states *‘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.’*

193. Paragraph 111 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”*. Policy L4 is considered to be largely up to date in that it promotes the development and maintenance of a sustainable integrated transport network that is accessible and offers a choice of modes of travel, including active travel, to all sectors of the local community and visitors to the Borough. It is not considered to be

fully up to date in that it includes reference to a 'significant adverse impact' threshold in terms of the impact of the development on the operation of the road network, whereas the NPPF refers to a 'severe' impact'. Nevertheless it is considered that Policy L4 can be afforded substantial weight.

194. 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.

Summary of the Inspectors Comments on 98676/FUL/19

195. The Inspector noted that *'off-street car parking for the customers and staff at the proposed hotel would be limited to one space for use by disabled persons. A drop off area that would be available for use by taxis or similar would be created on Warwick Road.'*
196. He noted that the parking standards set out in SPD3 *'is to a maximum and SPD3 also states that these applications will be assessed individually on a case by case basis. The parking standards for disabled persons are expressed as a minimum, namely 3 bays or 6% of total capacity whichever is greater, for developments with less than 200 spaces.'* He also noted that the draft CQAAP considers there to be an overprovision of parking in the Civic Quarter.
197. *'On-street parking opportunities in the area to accommodate the associated parking for guests and staff would be constrained due to the restrictions that are in operation and, unlike the existing building, no on-site parking spaces would be provided, apart from the one space for disabled persons.'*
198. The development *'would have ready access to frequent public transport services, including recent improvements. This is reflected in the Greater Manchester Accessibility Level'....'There are also a number of destinations close by that would no doubt be the purpose of the visits by some of the guests. As such, it would lend itself to a substantively lower car parking provision than the maximum standards'*
199. *'However, this does not justify having no off-street car parking provision, apart from one space for disabled persons'....* In addition he states that in relation to parking provision for disabled persons *'The proposed provision would be insufficient'*. He concludes that *'the proposal would have an unacceptable effect on highway safety concerning the proposed parking arrangements and parking provision for disabled persons.'*

Assessment of the Current Development

200. A number of objections have been raised in relation to the parking and highways impacts of the proposed development.

Vehicle and Pedestrian Access

201. Vehicle access to the proposed shared use car park and servicing area will be off Hornby Road, as at the current time. A separate footway and gated entrance will be provided for pedestrians, to include the provision of an internal walkway.

Servicing

202. It is proposed to provide a bin collection area at the Hornby Road vehicle access (prior to the gates) to accommodate a kerbside bin collection service. The applicant has provided information relating to the type and size of vehicles required to service the site and demonstrated that this is possible through the provision of swept path information. The LHA is satisfied with this subject to a Service Management Plan to be secured by condition.

Car Parking

203. The site has a GM Accessibility Level of 7 with 8 being the most accessible possible.

204. The Draft CQAAP states: 'The proportion of land dedicated to car parking in the area is high compared to both buildings and the public realm. Survey data associated with the transport assessment *carried out to inform the AAP suggests that there are circa 4,731 parking spaces, including both public and private spaces, located within the Civic Quarter.... . It also represents an inefficient use of land. The AAP therefore seeks to address this existing issue*' and that there is an opportunity to 'encourage a modal shift to sustainable modes of transport'

205. The car parking standards as detailed within Supplementary Planning Document 3 (SPD3) state that for this location the proposed use requires one space per bedroom including staff parking provision (two bedrooms for staff accommodation will be provided at the premises known as 2 Hornby Road, which is included within the development site and proposals).

206. The proposed development includes a 22-space car park in the service yard (including three accessible spaces). The majority of spaces would be operated via a valet parking system and the LHA initially queried how vehicles will be managed within this area, advising that movement of vehicles should be viable within the site. In relation to this point, two additional temporary storage stacking spaces have been provided to allow the retrieval of guest vehicles from any of the valet spaces. This is the maximum number of cars that would need to be moved in order to access another car and this relates only to space nos. 17 and 20. Sample vehicle tracking has been provide and a guest car arrival point has also been identified. The supporting information advises that both the guest car drop-off and the stacking spaces would only ever be in use for very short periods, with cars being taken /

returned immediately to a parking bay. The revised tracking information provided demonstrates that manoeuvring is possible without encroaching into any of the parking bays.

207. The LHA are satisfied that the hotel operation will be able to stack and turn vehicles in order to accommodate the proposed 'stacked' car park space layout and servicing arrangements within the curtilage of the development.

208. Appendix G of the Interim Travel Plan, states a car park space booking system will be employed-

"Within all AccorHotels, we have an online CRM system called TARS which gives real time connectivity to all our properties for booking bedrooms, restaurant/bars and other facilities including parking. This is then connected to our various Property Management System which controls the inventory and the live booking process on site. An example of a third party Parking System that we use at our hotels is Parking Eye which provide hotels with monitoring and payment systems to manage their parking facilities. The property management systems coupled with staff training work seamlessly at all our properties that provide parking across the UK"

209. Additional information has been provided to the LHA in relation to the operation of the parking management to accommodate guest bookings and subject to a Parking Management Strategy to be secured by condition this is now considered acceptable.

210. Concerns were initially raised by the LHA about the lack of EV charging points on site but the applicant have subsequently agreed to a condition requiring that these are provided.

Accessible Car Parking

211. The accessible parking standards shown in SPD3 Appendix A are minimum requirements and at this location, 3 no. accessibility spaces are required.

212. The number of accessible spaces on site has been increased from two to three at the request of the LHA and this is considered acceptable.

Request for a S106 Contribution for a TRO Review

213. The restrictions in place on local roads are mainly only during office hours and the closest side roads Hornby Road and Barlow Road have yellow lines in place 9am-5pm Monday to Saturday, meaning that outside of the restricted hours residents and other people wishing to park in the area can park on street. There is also 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 after that.

214. The LHA is aware of previous complaints received regarding parking congestion at these locations and there is a concern that the proposed development could further increase the demand for parking. A S106 contribution would therefore 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 front of house loading ('drop off') bay. It is understood from information seen in the submitted Transport Assessment that the applicant would be prepared to fund this TRO review.

Proposed drop-off bay, Warwick Road

215. The proposed loading/unloading ('drop-off') bay will be located in the adopted public highway and as such available for use by anyone, including coaches, private cars, and taxis not associated with the hotel. The LHA is therefore concerned use of the bay will be difficult to manage, and there is a risk of double-parking taking place during busy periods which could impact the public highway. The management of this drop off layby will need to be carefully considered by the operators of the hotel. Details of this will be sought and secured via a Parking Management Strategy condition.

216. With regards to matchday closures, the following information is provided by paragraph 3.6 of the submitted Transport Assessment - *"As previously agreed with TBC, the operator will provide information to customers when booking on matchday access arrangements and will confirm that the drop-off bay will be inaccessible during these periods. This is the same arrangement as is currently used at Hotel Football, as this site's drop-off facility is also closed on a matchday"*.

Motorcycle Parking

217. Five motorcycle parking spaces will be provided. SPD3 states that 1 space per 25 guest rooms to be provided so this is a shortfall of one space but as this is a maximum requirement this is considered acceptable.

Cycle Parking and Storage Arrangements

218. The minimum cycle parking standards as detailed within SPD3 states that one space per 10 guest rooms will be provided which equates to just under 17 spaces, 18 have been proposed which meets the requirement.

219. It is proposed to provide a covered and secure cycle store comprising of the 18 spaces. The LHA would accept the final details for the proposed cycle storage and stand/rack type being secured by condition.

Transport Assessment

220. The LHA accept the findings of the Transport Assessment. An Interim Travel Plan has been submitted within the Transport Assessment, which alludes to the need for a Full Travel Plan being submitted later, and this will need to be conditioned.

Construction Traffic

221. A condition requiring a construction management plan is recommended to ensure that the impacts of the demolition and construction phases of development have an acceptable impact on the operation of adjacent roads. This is attached accordingly.

Waste Management

222. Refuse collections would be from Hornby Road at the kerb-side bin collection area shown on the submitted plans. All refuse would be delivered to a centralised basement store via internal means to prevent nuisance and this would be brought up to the courtyard level on collection days. The Waste Management section have been consulted on the application and have confirmed that they do not have any comments to make in relation to the application.

Conclusion on Highways Impacts and Parking

223. 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 requiring 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 level of accessible parking on site is compliant with SPD3.

224. It is concluded that subject to appropriate conditions and a section 106 contribution that the residual cumulative impacts on the road network as a result of the development would not be severe and there would not be an unacceptable impact on highway safety. The development is therefore considered to comply with the requirements of Core Strategy Core Strategy Policies L4, L7 and the NPPF.

TREES, LANDSCAPING AND ECOLOGY

225. Policy R2 of the Trafford Core Strategy seeks to ensure that all developments protect and enhance the Borough's biodiversity. Policy R3 of the Core Strategy seeks to protect and enhance the Borough's green infrastructure network. Both

policies are considered to be up to date in terms of the NPPF and so full weight can be afforded to them.

226. Paragraph 180 d) of the NPPF states: *“opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”*

227. Core Strategy Policy SL3 requires development to ‘incorporate features to enhance the level of biodiversity...such as green roofs and appropriate landscaping’.

228. The proposals incorporate green infrastructure along the street frontages in the form of tree and shrub planting. This would include 2 no. *Acer campestre* ‘Elsrijk’ (Field Maple) at the Hornby Road corner and 2 no. *Liquidambar styracifiva* ‘Slender Silhouette’ (columnar Sweet Gum) adjacent to the main entrance to the hotel which is located on the Warwick Road frontage close to the junction with Chester Road. A curved feature entrance planter is proposed on Chester Road and landscaped beds are proposed in various locations around all of the site boundaries with an additional 2 no. *Betula utilis* ‘Jacquemontii’ multistemmed trees on the garden boundary with No. 4 Hornby Road.

229. In addition a sizable green roof area is included within the scheme at 4th floor level at the Hornby Road end of the development. This area would be inaccessible except for biannual maintenance purposes and would provide biodiverse habitats for wildlife. The Design and Access Statement sets out that the chosen roof system and seed mix is a blend developed to meet the needs of exposed and dry rooftop conditions in inner city locations, delivering maximum biodiversity enhancements. The multiplicity of wildflowers within the seed mix 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. The natural habitats created are designed to support a variety of plants, birds, animals and invertebrates. With additional aggregate (stone and sand) organic matter (dead wood, site harvested topsoil and dew ponds) these green roofs are designed to form a matrix of different habitats ideally suited to insect life. The green roof would also improve SUDs capacity. High level planters are also proposed to provide screening and visual interest to the western balcony on the 10th storey.

Trees

230. The Council’s Arboriculturist has raised no objection to the proposed development and has stated that an Arboricultural Impact Assessment is not required as none of the existing vegetation on site is being retained and there are no statutory protections in place and therefore there is no objection to the site being cleared. This is subject to the implementation of the proposed landscaping scheme which would more than mitigate for the loss of the existing trees and vegetation on site. Although there is mention of trees being planted in planters it would be

preferable for them to be planted within the ground in order to ensure their longevity and survival. The landscape architects for the development have confirmed that this is acceptable and that they are happy to accept a condition requiring this and providing details of a raft system if necessary, to ensure appropriate rooting volume for the species under any areas of hardstanding.

231. The application is also supported by a Preliminary Roost Assessment and additional Bat Survey report of Outbuilding at 2 Hornby Road which have been considered by the GM Ecology Unit (GMEU).

Bats

232. Internal inspections of 701, Chester Road (City Point), 2, Hornby Road and the associated outbuilding were carried out and as was the case in previous applications, the City Point building was assessed as having negligible bat roosting. The current application also includes 2, Hornby Road and outbuilding and following these inspections the initial report assessed the house as moderate risk and the outbuilding as low risk. Following consideration of this report the GMEU recommended that an emergence survey should be carried out for the dwelling as well as the outbuilding prior to determination. As a result an activity survey was undertaken on the outbuilding at No 2 Hornby Road in July 2021. Although the survey focused on the outbuilding, due to site layout and the location of the surveyors, the main building at No. 2 Hornby Road was covered by default. No bats emerged from or entered the outbuilding (or the main building) during the surveys carried out.

233. In relation to this additional assessment the GMEU have commented that the building was visually assessed and one dusk survey carried out. No evidence of bats roosting was located in the building proposed for demolition and only low numbers of bats were recorded flying by. The consultants have concluded that demolition of the outbuilding is very unlikely to impact on any bats species and the GMEU state they have no reason to doubt the findings of the report and accept that the demolition of the outbuilding is very unlikely to impact on the favourable conservation status of bats. They confirm that no further information on bats is therefore required.

234. However as individual bats can, on occasion, turn up in unexpected locations and potential bat roosting features have been identified, an informative is recommended to remind the applicant that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

Nesting Birds

235. In relation to nesting birds, the GMEU comment that there is some dense ornamental planting around along one part of the boundary of the site and within the

garden of No. 2 Hornby Road which could be potential bird nesting habitat. All British birds' nests and eggs (with certain limited exceptions) are protected by the Wildlife & Countryside Act 1981, as amended. A condition is recommended preventing works to trees or shrubs between the 1st March and 31st August unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided to the LPA and agreed that no active bird nests are present.

Biodiversity Enhancements

236. In relation to biodiversity the GMEU comment that currently the site has very low ecological value, the only areas with any ecological value restricted to the boundary planting which appears to be primarily, if not totally, ornamental and the garden of the dwelling with a small amount of bird nesting potential. Given the existing value of the site, the GMEU are satisfied that the proposed landscape planting provides scope to mitigate for what will be lost and the inclusion of bat and bird boxes on 2 Hornby Road are also recommended.

Conclusion on Trees, Landscaping and Ecology

237. The application proposes to significantly increase the level of planting on the site through the use of green roofs and tree and shrub planting, this is considered beneficial to the green infrastructure network and subject to a landscaping condition is compliant with Policy R3. In addition, the proposed areas of landscaping would result in an uplift in biodiversity and subject to the recommended conditions relating to nesting birds, biodiversity enhancements and landscaping it is considered that the scheme would also be compliant with Policy R2 of the Trafford Core Strategy and the NPPF.

FLOODING, DRAINAGE AND CONTAMINATION

238. Policy L5 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'*.

239. The Council's Pollution and Housing section have commented that having reviewed the information they hold including historical maps there are no objections in relation to contaminated land.

240. 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 167 has similar aims, seeking to ensure that development is safe from flooding without increasing flood risk elsewhere. Policy L5 is considered to be up to date in this regard and so full weight can be attached to it.

241. The LLFA have considered the updated information and plans and have commented that they are satisfied with the development subject to compliance with the updated Flood Risk and Drainage Strategy Report. A condition is attached accordingly. United Utilities have also commented that the development should be in accordance with the FRA and Drainage Strategy and also request a condition in relation to the drainage arrangements for the swimming pool as this would discharge to foul and combined networks.

242. 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.

Equalities

243. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

244. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

245. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.

246. The supporting information submitted with the application states that both the public realm and internal public spaces will be fully accessible to all sectors of the community. 3 no. of the proposed 22 no. parking spaces will be designed as 'accessible spaces' and specific consideration is given to accessibility for persons with disabilities within the 'Design' section of this report.

247. The measures in place to provide a facility accessible to all, including those with a protected characteristic, are considered to be, on balance, an appropriate, practical and reasonable response to the equalities impacts of the scheme.

Other Matters

248. 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.
249. The impact of the development on property values is not a material planning consideration.

DEVELOPER CONTRIBUTIONS

250. 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).
251. 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. The review would also include a modification of waiting restrictions for the proposed front of house loading ('drop off') bay.
252. 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 and shrub planting and green roof areas.

PLANNING BALANCE AND CONCLUSION

253. Paragraph 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
254. The proposal complies with the development plan as a whole which would indicate that planning permission should be granted. There are no material considerations, either in the NPPF or otherwise which would suggest a different decision should be reached.

Adverse Impacts

255. The following adverse impacts of granting permission have been identified:

- Minor Harm to a Non-Designated Heritage Asset

256. These adverse impacts must be assessed as to whether they outweigh the benefits of granting permission when assessed against the policies in the NPPF as a whole.

Scheme Benefits

257. The main benefits that would be delivered by the proposed development are considered to be as follows: -

- Removal of a building identified in the CQAAP as having a '*Negative Impact*' and replacement with a significantly improved design of building and public realm in a sustainable and prominent location
- Investment into the Civic Quarter - regenerative and economic benefits to the area, making use of a previously developed site identified as an '*under-utilised site*' in the Draft CQAAP
- Supports accommodation needs arising from the cultural and leisure facilities in the area
- Improved green infrastructure, landscaping and biodiversity
- Assist in meeting climate change objectives through sustainable building design and achieving BREEAM 'Very Good' rating

258. The main adverse impact, relates to the minor harm to the non-designated heritage asset (Hornby Road properties). However the benefits arising from the scheme are numerous and can be given significant weight. Having carried out the balancing exercise and considering the basket of development plan policies as a whole it is concluded that the benefits of granting planning permission outweigh the harms of doing so.

259. All other planning matters have been assessed, including the principle of the hotel use, impact on heritage assets and the character of the area, parking and impacts on the highway network, amenity, ecology and green infrastructure, drainage and contamination. No conflict with the development plan or the NPPF have been found in respect of any of these issues, which have been found to be acceptable, with, where appropriate, specific mitigation to be secured by planning condition.

260. Given the above, the application is recommended for approval.

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

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 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.
- (iv) 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 following submitted plans:

Plans

Site Location Plan - 154317-STL-ZZ-ZZ-DR-A-00001 PL02
Site Plan (From Roof Level) - 154317-STL-ZZ-ZZ-DR-A-00002 PL02
Land Adoption Plan - 154317-STL-ZZ-ZZ-DR-A-A-00003 PL02
Basement Floor Plan - 154317-STL-ZZ-B1-DR-A-1000B PL02
Ground Floor Plan - 154317-STL-ZZ-00-DR-A-10000 PL02
First Floor Plan - 154317-STL-ZZ-01-DR-A-10001 PL02
Second - Third Floor Plan - 154317-STL-ZZ-XX-DR-A-10002 PL02
Fourth – Seventh Floor Plan - 154317-STL-ZZ-07-DR-A-10003 PL02
Eighth Floor Plan - 154317-STL-ZZ-08-DR-A-10004 PL02
Ninth Floor Plan - 154317-STL-ZZ-09-DR-A-10005 PL02
Tenth Floor Plan - ZZ-07-DR-A-10006 PL02
Overlooking Plan and Elevations - 154317-STL-ZZ-ZZ-DR-A-90001 PL03
GIA Area -154317-STL-ZZ-XX-SC-A-70002 PL02
GEA Area - 154317-STL-ZZ-XX-SC-A-70003 PL02
Topographical Survey of Land at HBH Hotel Manchester - A1 17H251/001

2 Hornby Road Topographical Survey – SSL:20351:100:1:1:TOPO
Outline Drainage Strategy Basement Floor Level - 066231 CUR 00 XX DR C
92501 P08
Outline Drainage Strategy Ground Floor Level - 066231 CUR 00 XX DR C 92502
P08

Elevations / Sections

Warwick Road Elevation - 154317-STL-ZZ-ZZ-DR-A-20000 PL03
Rear Elevation - 154317-STL-ZZ-ZZ-DR-A-20001 PL02
Hornby Road Elevation - 154317-STL-ZZ-ZZ-DR-A-20002 PL02
Chester Road Elevation - 154317-STL-ZZ-ZZ-DR-A-20003 PL02
Existing Elevations - 154317-STL-ZZ-ZZ-DR-A-20100 PL02
Contextual Elevations - 154317-STL-ZZ-ZZ-DR-A-20200 PL02
Section A-A - 154317-STL-ZZ-ZZ-DR-A-30001 PL02
Section B-B - 154317-STL-ZZ-ZZ-DR-A-30002 PL02

Details / Views

Detail 01 - 154317-STL-ZZ-01-DR-A-40001 PL02
Detail 02 - 154317-STL-ZZ-01-DR-A-40002 PL02
Detail 03 - 154317-STL-ZZ-01-DR-A-40003 PL02
Detail 04 - 154317-STL-ZZ-01-DR-A-40004 PL02
Detail 05 - 154317-STL-ZZ-01-DR-A-40005 PL02
3D Views - 154317-STL-ZZ-ZZ-DR-A-80000 PL02
Contextual Aerial Views - 154317-STL-ZZ-ZZ-DR-A-80001 PL02
Street Views 01 - 154317-STL-ZZ-ZZ-DR-A-80002 PL02
Street Views 02 - 154317-STL-ZZ-ZZ-DR-A-80003 PL02
Comparative Elevational Study - 154317-STL-00-ZZ-DR-A-90002 PL02

Landscaping

Landscape General Arrangement - 154317-STL-00-XX-DR-L-09000 L04
Soft Landscape Plan - 154317-STL-00-XX-DR-L-09140 L04
Hard Landscape Plan - 154317-STL-00-XX-DR-L-09160 PL04
Landscape Paving and Boundary Treatments - 154317-STL-XX-XX-DR-L-09410

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

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 (including sections and details at 1:20) 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) Location of materials and brick detailing
 - (ii) All fenestration details including projections and recesses/window reveals
 - (iii) All entrances into the buildings including gates
 - (iv) Elevation details of lift overruns and plant enclosures
 - (v) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external façade of the building
 - (vi) The siting of any external façade structures such as meter boxes
 - (vii) Any external balconies / walls around terraces
 - (viii) Trim and coping details to the top of all buildings
 - (ix) 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 and quality of the proposed development, having regard to Core Strategy Policies L7 and R1 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 a full specification for the following:-
 - Details of all proposed trees, including species and size on planting and how all the proposed trees at ground level will be planted in the ground, including the raft system to be used in the tree planting areas, the manufacturer of the raft system, area and specification of the raft system and soil rooting volume, soil specification and permeable paving above
 - a plan showing the location of the trees planting pits/ raft system, overlaid with utility / services drawings (including depths) to demonstrate that they can be successful installed

- Details of all other areas of hard surfaced and soft landscaping including materials, boundary treatments, any fixed seating, tables and planters, planting plans, specifications and schedules (including planting size, species and numbers/densities)

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 the lifetime of the development 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 design, 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 green roofed area above the four storey element at the southern end of the development on drawing ref. 154317-STL-ZZ-ZZ-DR-A-00002 Rev PL02 'Site Plan (From Roof Level)', or the southern and western sections of external balcony area at ninth floor level as shown on drawing ref. 154317-STL-ZZ-09-DR-A-10005 Rev PL02 'Ninth Floor Plan', at any time. Details of the method of preventing public access to these areas shall be submitted to and approved in writing by the Local Planning Authority and the approved measures shall be installed before the hotel is first brought into use and retained thereafter.

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 and unloading 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. No above ground construction works shall take place until a Parking Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include full details of the operation of the parking areas including the operation of the valet parking service and the 'drop off layby' on Warwick Road. The parking areas and 'drop off layby' shall be operated in accordance with the approved detail thereafter.

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 / brought into use unless and until a full Travel Plan, which should include measurable targets for reducing car travel, has been submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

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

11. Notwithstanding the details shown on the approved plans the development hereby permitted shall not be brought into use until details of the proposed secure cycle and motorcycle parking and storage for the development has 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.

12. Upon first installation all windows / balustrades / openings in the southern and western elevations of the hotel development hereby approved shall be installed in full accordance with the design and materials shown on drawing ref. 154317-STL-ZZ-ZZ-DR-A-90001 PL03 'Overlooking Plan & Elevations' 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 only be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy Ref: 066231-CUR-00-ZZ-RP-D-500_FRA/ODS Rev V08 by Curtins which includes the following:

- Limiting the surface water run-off generated by the 1 in 100 +CC critical storm so that it will not exceed 19.0 l/s and not increase the risk of flooding to highway or any third-party land off-site.
- Critical storms calculations for proposed network to be provided. No surcharge in the 1 in 1, no flooding in the 1 in 30. The calculations must also demonstrate the storms for the 1 in 100 + CC proposed network at a restricted rate of 19.0 l/s.
- Provision of up to 45m³ attenuation flood storage on the development area to a 1 in 100 +CC standard.

The approved flood risk and drainage strategy shall be implemented in full and retained thereafter.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

14. No above ground construction works shall take place until a Drainage Management and Maintenance plan for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. This shall provide the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements for securing the operation of the drainage scheme throughout the lifetime of the development. The development shall subsequently be completed, maintained and managed in accordance with the approved details.

Reason: To ensure that suitable management arrangements are in place for the drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, having regard to Policy L5 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

15. No development shall take place until the details of the drainage for the proposed swimming pool have been submitted to and approved in writing by the Local Planning Authority. The details shall include:
- (i) rate of discharge;
 - (ii) volume of discharge; and
 - (iii) timings for emptying of the swimming pool.

The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure that the swimming pool can be properly emptied without damage to the local water environment and to manage the risk of flooding 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. No above ground construction works shall take place unless a scheme and plan detailing Biodiversity Enhancement Measures proposed for the site, which shall include bat and bird boxes / bricks and pollinator bricks, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation and retained thereafter.

Reason: In order to enhance the biodiversity of the site and to mitigate any potential loss of habitat having regard to Policy R2 of the Trafford Core Strategy and the National Planning Policy Framework.

18. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within sections 3.3 of the submitted Crime Impact Statement Version A: 14th August 2019: 2018/0906/CIS/01 and the physical security specifications set out in section 4 of that document. 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.

19. No development shall take place, including any works of demolition, until a Construction and Pre-Construction Environmental Management Plan (CEMP) 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) hours and location of proposed deliveries to site
- iii) loading and unloading of plant and materials including times of access/egress
- iv) storage of plant and materials used in constructing the development
- v) the erection and maintenance of security hoardings including decorative displays and information for members of the public, including contact details of the site manager
- vi) wheel washing facilities and any other relevant measures for keeping the highway clean
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site)
- viii) proposed days and hours of pre-construction (including demolition) and construction activity (in accordance with Trafford Councils recommended hours of operation for construction works)
- ix) measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions, having regard to the recommended dust mitigation measures detailed at section 5.4 of the supporting Air Quality Screening and Dust Risk Assessment ref. 15559-SRL-RP-YQ-01-S2-P2 prepared by SRL
- x) measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity and noise from plant, in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 (parts 1 and 2)
- xi) information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors

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 Policies L4, L5 and 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.

20. The development hereby approved shall not be occupied or brought into use until full details of the provision of at least one electric vehicle (EV) 'fast charge' point for every 1000 m² of commercial floorspace have been submitted to and approved in writing by the Local Planning Authority. The EV charging facilities shall thereafter be installed in accordance with the approved details before the development is first occupied or brought into use and retained thereafter in working order.

Reason: In the interests of environmental protection having regard to Policy L5 of the Trafford Core Strategy and the National Planning Policy Framework.

21. 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 Institution of Lighting Professionals' Guidance Note 01/21 for the reduction of obtrusive, 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.

22. Servicing, deliveries and refuse / recycling collections to the development hereby approved shall only take place between the hours of 07:00 and 19:00 hours on 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.

23. No above ground construction works shall take place until a glazing and ventilation strategy for the hotel hereby approved and No. 2 Hornby Road, has been submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate compliance with the recommendations of section 4 of the supporting Noise Assessment prepared by SRL Technical Services Ltd dated 13 December 2021 Ref. 15559-SRL-RP-YA-001-S2-P3. In addition, the strategy shall demonstrate the provision of adequate means of ventilation (without causing overheating or excessive noise) to habitable rooms whilst keeping windows 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 has been installed in

accordance with the approved details 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.

24. The combined noise level from all building services plant and equipment (when rated in accordance with BS 4142: 2014) shall not exceed 47dB (LAr 1 hour) between 0700-2300h and 41 dB (LAr 15 minutes) between 2300-0700h on any day at the façade of the nearest residential receptors on Hornby Road and shall not exceed 51dB (LAr, 1 hour) between 0700-2300h and 44dB (LAr, 15 minutes) between 2300-0700h on any day at the façade of the approved Hotel development. The development shall not be occupied until a verification report, which shall provide sufficient information to demonstrate compliance with these noise levels, including any necessary mitigation measures, has been submitted to and approved in writing by the Local Planning Authority. Any 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.

25. Prior to the hotel development being brought into use, a 1.8m solid acoustic fence of minimum 10kg/m² superficial mass shall be installed along the boundary with the rear external area to No. 4 Hornby Road in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The acoustic fence shall be retained and maintained in good order thereafter.

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

26. 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 first takes place, and details provided to the Local Planning Authority of the results obtained.
- c) The construction and operational impacts of the development 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 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.

27. Prior to the development being brought into use, a Waste Management and Delivery Strategy including servicing arrangements, 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.

28. 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.

29. The ground floor café and / or 9th floor kitchen shall not be brought into operation until a scheme(s) showing details of the means of proposed kitchen extract-ventilation and exhaust systems, including details of the finish of any external flue(s), manufacturer's operating instructions and a programme of equipment servicing/maintenance have been submitted to and approved in writing by the Local Planning Authority. The duly approved scheme(s) 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.

30. There shall be no public access to or use of the swimming pool, fitness suite, sauna, steam room or treatment rooms shown on drawing ref. 54317-STL-ZZ-B1-

DR-A-1000B Rev PL02 'Basement Floor Plan' which shall be for the sole use of guests staying at the hotel.

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

31. The property known as No. 2 Hornby Road, shall only be occupied as a single dwelling (Use Class C3) for staff accommodation ancillary to the hotel hereby approved in accordance with the internal layout shown on the approved Ground Floor Plan ref. 154317-STL-ZZ-00-DR-A-10000 PL02 and First Floor Plan 154317-STL-ZZ-01-DR-A-10001 PL02.

Reason: In order to prevent the property being occupied as a separate dwelling unrelated to the hotel use resulting in unacceptable amenity levels for prospective occupants or in a manner that may result in unsatisfactory amenity levels for the occupiers of No. 4 Hornby Road having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

32. A Noise Management Plan (NMP) shall be submitted to and approved in writing by the Local Planning Authority at least 6 weeks prior to the 9th Floor restaurant / bar and external viewing / seating deck first being brought into operation to address potential impacts of customer and entertainment noise. The NMP shall include as a minimum, written details of the following information;

- i. Organisational responsibility for noise control;
- ii. Hours of operation and locations for music production;
- iii. Imposed planning conditions controlling noise/disturbance;
- iv. Physical and managerial noise controls processes and procedures;
- v. Timings for the closure of all external doors and windows
- vi. Music noise level controls including music noise limiter settings and any external noise limits;
- vii. Details of how compliance with control limits is achieved and procedure to address non-compliance;
- viii. Details of review of NMP;
- ix. Details of community liaison and complaints logging and investigation

The 9th floor restaurant / bar and external viewing / seating deck shall thereafter be operated in full accordance with the approved NMP (or any subsequent NMP that has been approved in writing by the Local Planning Authority).

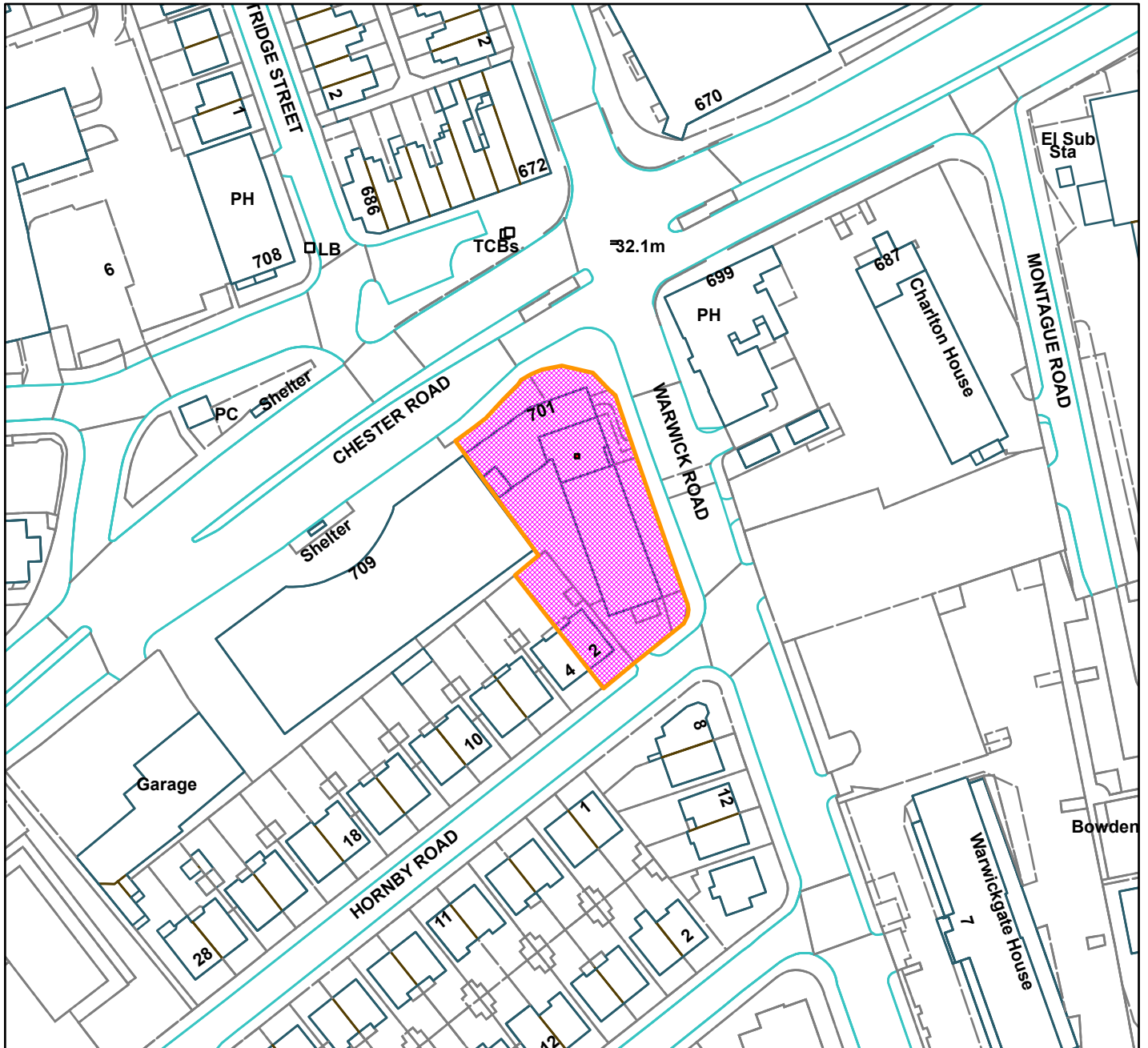
Reason: In the interests of residential amenity in accordance with Policy L7 of the Trafford Core Strategy.

104811/FUL/21



TRAFFORD COUNCIL

City Point and 2 Hornby Road, 701 Chester Road, Stretford (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date-10/03/2022
Date	28/02/2022
MSA Number	100023172 (2012)