

CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Improvements to Public Realm on Access Route to Cornbrook Station

Manchester City Council's Planning Permission for the present development includes Condition 58, as follows.

58) Notwithstanding drawings Drawing C1207-207 Rev B stamped as received by the City Council, as Local Planning Authority, on the 6 June 2018 and LRW-7541-L (00) 168 E, Plan 1 8.5.18 and Plan 2 "Cornbrook Metro Station Access Route" stamped as received by the City Council, as Local Planning Authority, on the 8 May 2018, prior to the first occupation of the residential element in phase one a scheme of highway works, environmental improvements, public realm, details of footpaths reinstatement and other associated works shall be submitted for approval in writing by the City Council, as Local Planning Authority.
The approved scheme shall be implemented and be in place prior to the first occupation of the residential element within phase one and thereafter retained and maintained in situ.
Reason - To ensure safe access to the development site and to improve the local environment and public realm in the interest of visual amenity, pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

In order to discharge Condition 58, Glenbrook have already undertaken, and proposes to further undertake, the works detailed below:

<u>Walkway to Metrostation</u>

- A new hoarding was installed by Glenbrook to the area opposite the Metro station in March 2019. The hoarding was installed as the attached artwork in compliance with the requirements detailed on drawing "Proposed 'Access Route' Improvements to Cornbrook Metro Station Entrance, Plan 2, Section 106 Works (Appendix I).

<u>Overgrown Vegetation</u>

- Glenbrook have engaged with Network Rail and completed works to remove overgrown vegetation from land adjacent to the Cornbrook Arches underpass in March 2019. Glenbrook will undertake further works to remove overgrown vegetation prior to practical completion of the works in accordance with drawing 6193-SRA-01-XX-DR-SK-00-120-P03 (Appendix II).
- Network Rail have confirmed in writing that an ongoing treatment plan is in place for the management of Japanese Knotweed and that this is currently dormant. The treatment and/or removal of the Japanese Knotweed by Glenbrook is not permitted (Appendix III).

<u>Metrolink Signage</u>

- A new illuminated Metrolink sign will be installed at the location shown on drawing 6193-SRA-01-XX-DR-SK-00-120-P03 (Appendix II), subject to license/legal agreement between Transport for Greater Manchester (TfGM) and the land owner (Peel). Details of the proposed signage have been provided.

<u>Arches Lighting</u>

- A lighting survey has been completed by Glenbrook and confirms that the existing lighting levels are fully compliant with the relevant highways classification (Appendix IV). Amey (on behalf of Trafford MBC) have agreed to increase the dimming profile of the existing lighting

columns by a further 10% in response to comments received from Transport for Greater Manchester.
- TfGM have agreed to accept the decision of the Highways Authority in relation to the suitability of lighting levels on the highway provided that the relevant authority (Trafford MBC) accepts full responsibility and will respond to any complaints regarding lighting levels in this area.
- It has been confirmed by TfGM that no additional lighting will be provided on the arch wall as the asset would sit within the public highway.

Arches General Items

- Brick work to the arches will be cleaned to the area shown on drawings 6193-SRA-01-XX-DR-SK-00-121-P02 and 6193-SRA-01-XX-DR-SK-00-122-P02 (Appendix V) using an appropriate methodology. A detailed dilapidation survey will be carried out prior to commencement of the works. Loose or displaced pointing will be replaced only where this has been displaced by the cleaning process.
- Pigeon netting will be installed to the underside of the arches above the pedestrian footpaths on both sides of Cornbrook Road to the extent shown on drawing 6193-SRA-01-XX-DR-SK-00-121-P02 and 6193-SRA-01-XX-DR-SK-00-122-P02 (Appendix V).
- An agreed form of public art will be installed to the brick work on both sides of the arches to TfGM structures only. The public art will be treated with a suitable anti-graffiti coating when complete. (Appendix VI)
- The brickwork on both sides of the Network Rail arches will be painted with anti-graffiti paint in a single colour agreed with the asset owner.
- The Developer does not accept any responsibility for the cleaning and/or maintenance of the environmental improvement works or any works to third party assets unless otherwise agreed in writing. This shall remain the responsibility of the asset owner and/or the relevant statutory authority.

Phase 1 Works (Dinton St/Trentham St/Chester Road)

- The full scope of works to be undertaken prior to completion of the Glenbrook development as detailed on drawing “Plan 1, S106 Works” has been agreed with MCC Highway and is included within the S278 agreement. The relevant drawing to be referenced is 6193-DID-01-00-DR-C-0511_C10 (Appendix VII).

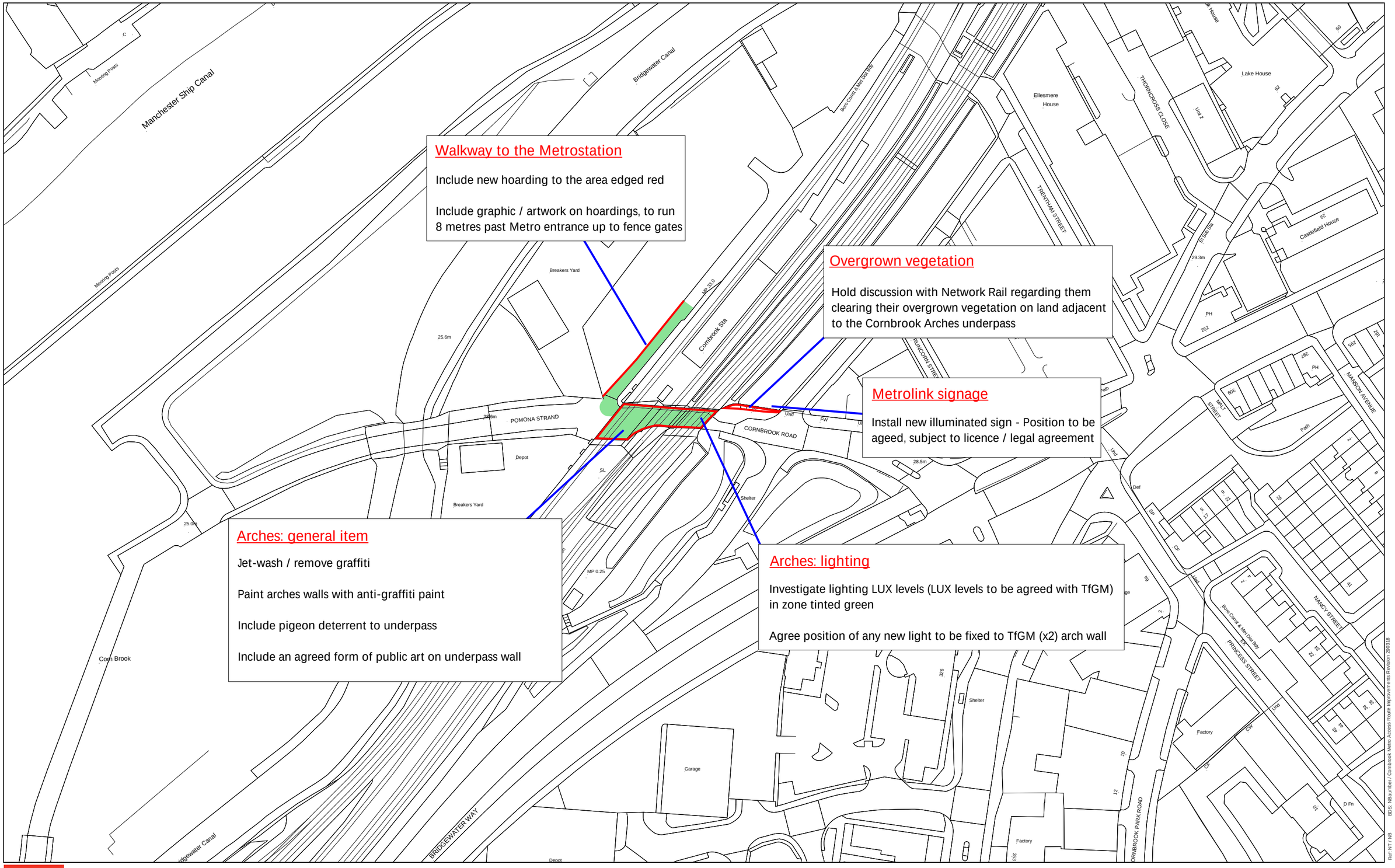
Third Party Approvals:

- The Developer will use reasonable endeavours to obtain the necessary approvals for works to third party structures.
- The Developer cannot accept responsibility for a decision by a third party to refuse permission for works to their structures. In the event that the asset owner refuses to allow works to their structures, the relevant items will be omitted from the proposed scope of works.
- The scope of works set out above has been agreed with Transport for Greater Manchester and Network Rail subject to the issue of relevant technical approvals and/or permits prior to the commencement of works.

CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix I



N

Proposed 'Access Route' Improvements to Cornbrook Metro Station Entrance
Plan 2 S106 Works

Ordnance Survey

OS MasterMap Imagery Layer has been created using Ordnance Survey's own imagery and imagery from other suppliers. This data may contain imagery data sourced from Getmapping plc imagery data sourced from UK Perspectives Limited and/or imagery data sourced from InfoTerra Limited.
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Date: 26:04:18 Scale: 1:1250
@ A3

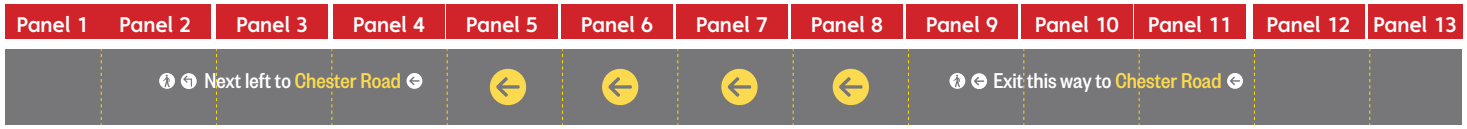
BDS: NBaumber / Cornbrook Metro Access Route Improvements Revision 290318
Ref: NT / NB

ARTWORK PROOF

CLIENT	Glenbrook	JOB NUMBER	
FILE NAME		DESIGNER	Liz Owen
DATE	Wednesday 16th January 2019		

Panel 1 @ 2540mm (w)
Panel 2 - 11 @ 3050mm (w)
Panel 13 @ 2420mm (w)

OPTION A



Close up view of Panels 9, 10 & 11



HOARDING PANELS
To supply & fit approx 40m of direct to ACM printed hoarding panels @ 2000mm (h) with anti grafiti laminate to the face with solid colour, profile cut vinyl graphics





Please check the artwork thoroughly, including any sizes, colours and spelling (including company contact details). We cannot be held responsible for any artwork errors once the job has been approved.

This drawing is the property of Signs Express and can only be used with our consent. Any unauthorised use of these designs will result in a £60 + VAT artwork charge.
Whilst every effort is made to match your corporate colour scheme, if you are in any doubt about the colour matching please request to view our colour samples.

Artwork prepared by: Signs Express (Manchester), Unit 43 Stretford Motorway Estate, Barton Dock Rd, Trafford Park, Manchester M32 0ZH www.signsexpress.co.uk

STYLE OF SIGN		
Hoarding Panels		
QUANTITY	40m	

SUBSTRATES	THICKNESS	COLOUR
Correx		
Foamex		
Dibond		
Acrylic		
T/Glass		
Other		

FIXINGS

	Stud		Screw		VHB

SOLID CUT COLOURS	
✓	White Gloss
✓	5715 Yellow Gloss

PRINTER MATERIALS	
✓	Direct Print to ACM

LAMINATION					
	Gloss		Matt	✓	Graf

PROFILE CUT			
✓	Yes		No

VINYL APPLIED TO			
✓	Front		Reverse

NOTES

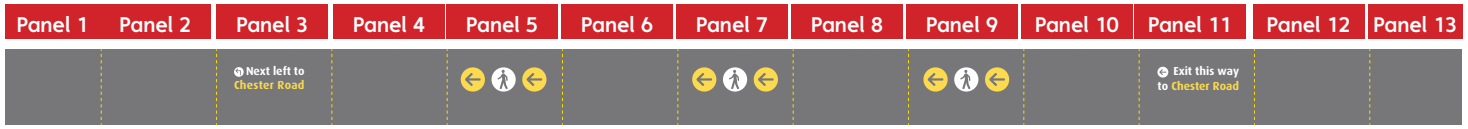
SIGNS EXPRESS®

ARTWORK PROOF

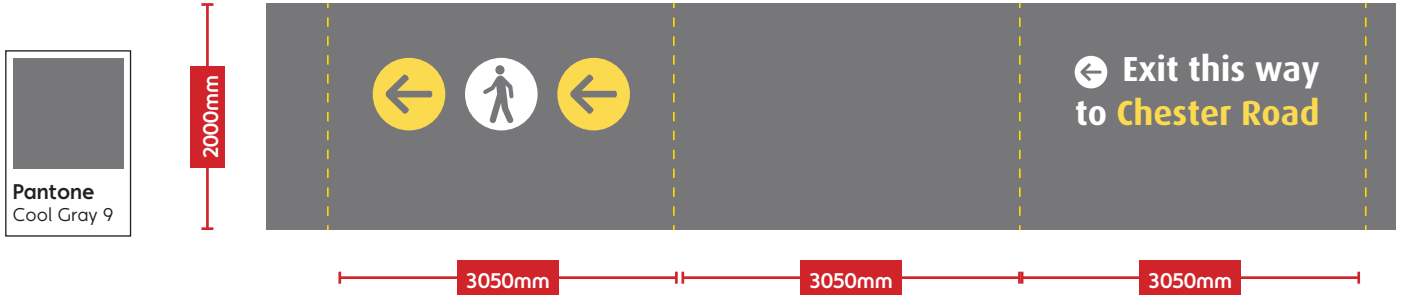
CLIENT	Glenbrook	JOB NUMBER	
FILE NAME		DESIGNER	Liz Owen
DATE	Wednesday 16th January 2019		

Panel 1 @ 2540mm (w)
Panel 2 - 11 @ 3050mm (w)
Panel 13 @ 2420mm (w)

OPTION B



Close up view of Panels 9, 10 & 11



HOARDING PANELS
To supply & fit approx 40m of direct to ACM printed hoarding panels @ 2000mm (h) with anti grafiti laminate to the face with solid colour, profile cut vinyl graphics





STYLE OF SIGN			
Hoarding Panels			
QUANTITY	40m		
SUBSTRATES	THICKNESS	COLOUR	
	Correx		
	Foamex		
	Dibond		
	Acrylic		
	T/Glass		
	Other		

FIXINGS					
	Stud		Screw		VHB

SOLID CUT COLOURS	
✓	White Gloss
✓	5715 Yellow Gloss

PRINTER MATERIALS	
✓	Direct Print to ACM

LAMINATION					
	Gloss		Matt	✓	Graf

PROFILE CUT			
✓	Yes		No

VINYL APPLIED TO			
✓	Front		Reverse

NOTES

Please check the artwork thoroughly, including any sizes, colours and spelling (including company contact details). We cannot be held responsible for any artwork errors once the job has been approved.

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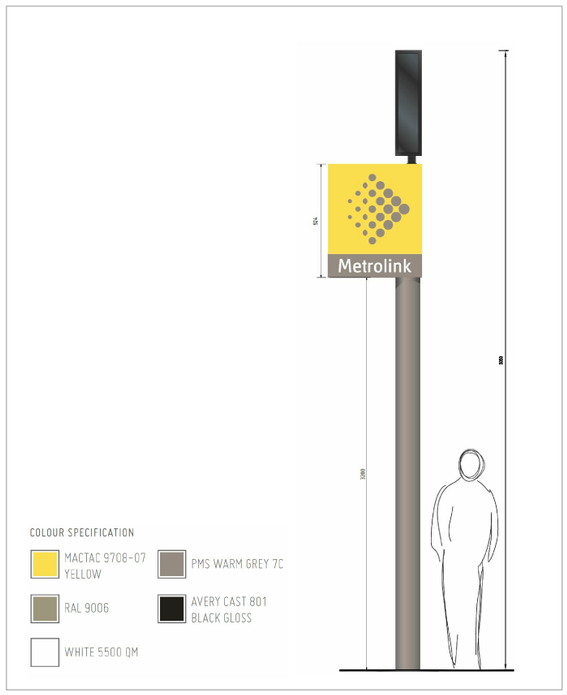
CORNBROOK RESIDENTIAL DEVELOPMENT

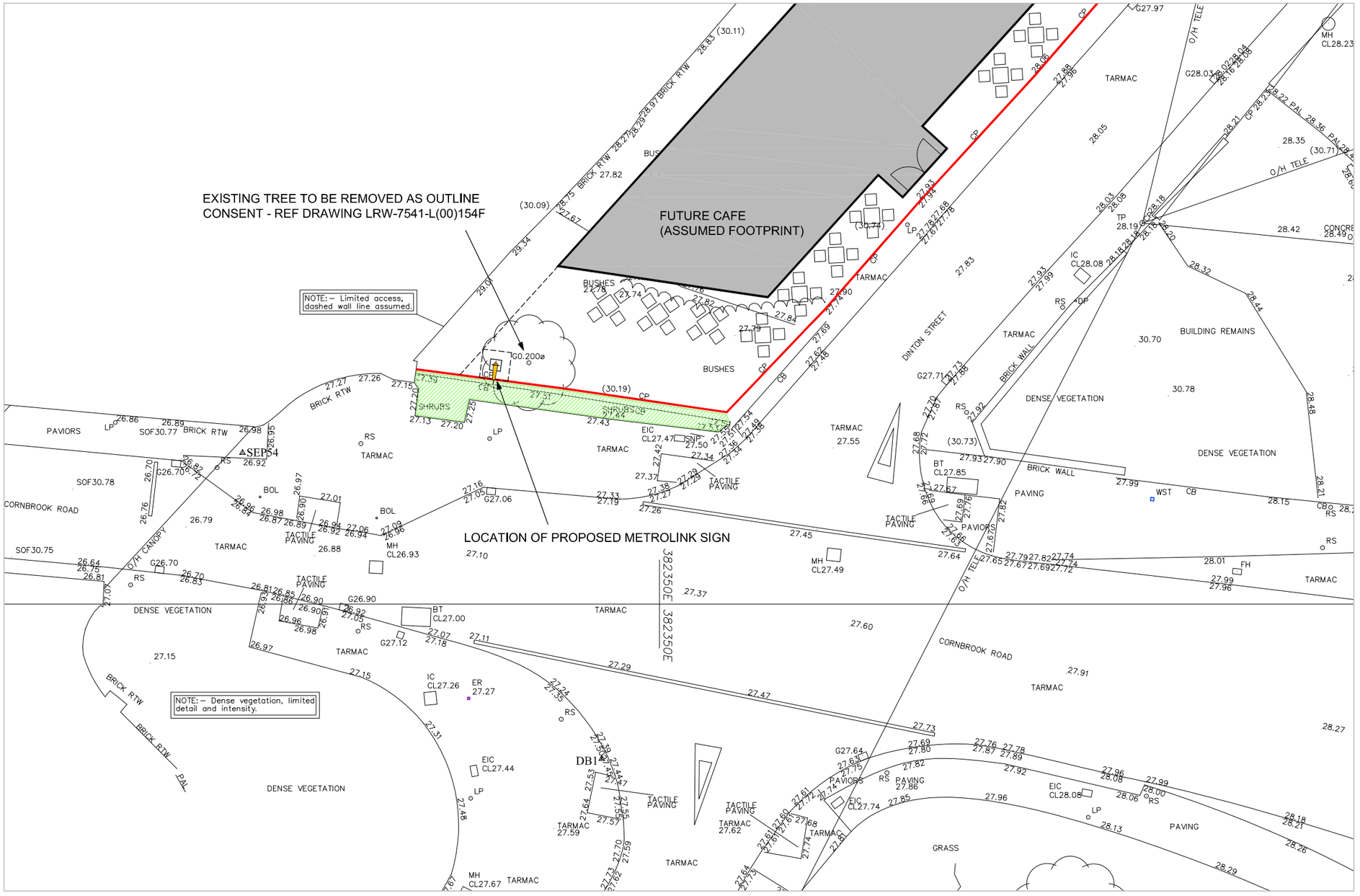
PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix II





ELEVATION 1:50



LOCATION PLAN 1:200

KEY

- HOARDING LINE AS EXISTING
- OVERGROWN VEGETATION IN PUBLIC LAND ADJACENT TO CORNBROOK ROAD TO BE REMOVED
- METROLINK FLAG AND POLE WITH CONCRETE BASE IN PRIVATE LAND

REVISION	DESCRIPTION	BY	DATE
P01	VISUAL UPDATED	VC	2.7.20
P02	AMENDED TO CLIENT'S COMMENTS	VC	11.8.20
P03	SOLAR PANEL ADDED. HEIGHT AMENDED	VC	12.10.20

SCALE@A3	DATE	ORIGINATOR	CHECKED	AUTHORISED
As shwon	19/06/2020	SA	VC	TOB

CLIENT
Glenbrook CB Ltd

SHEPPARD ROBSON

27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
Cornbrook Hub - Detailed Residential Proposals

PLANNING APPLICATION No 118625/FO/2017
CONDITION 58 - TfGM SIGN

STATUS	PURPOSE FOR ISSUE
S2	FOR APPROVAL

DRAWING NO. **6193 · SRA · 01 · XX · DR · SK 00-120** REV. **P03**

CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix III

From: Schofield Paul
To: Peter Bennett
Subject: Japanese Knotweed
Date: 18 January 2019 14:49:53
Attachments: image001.png

Hi Peter

Further to our conversation the other day regarding the Japanese Knotweed. I have spoken to our off track section and they have advised that there is an ongoing treatment program by ourselves. The JK is only dormant at the moment and should not be touched

Regards

Paul Schofield
Network Rail Asset Protection LNWN
Construction Manager
1st Floor
Square One
Travis Street
Manchester
M1 2NY



Mobile:07920 276016

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CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix IV

BEECHFIELD
CONSULTING ENGINEERS
Mechanical, Electrical & Energy Consultants

THE WAREHOUSE, SAXON STREET, MANCHESTER. M34 3DS
T: 0161 337 4353 **E**: office@bfce.co.uk **W**: www.bfce.co.uk

Lighting Survey Report

Client
Glenbrook Property

Date
08.07.2020

Project
Cornbrook Road – Lighting Survey

CIBSE LOW CARBON ENERGY ASSESSORS

CONTENTS

1 Introduction 3

2 Lighting Layout 3

3 Recommendations 4

4 Appendix A 5

Table A.5 Lighting classes for subsidiary roads with slow moving traffic.

Table A.7 Variation of maintained lighting level with S/P ratio of light source.

Photographs of Roadway Lighting.

External Lighting Calculation.

1 INTRODUCTION

Project Address
Cornbrook Road
Old Trafford
Manchester

We have been requested by Glenbrook Property to carry out a lighting analysis for the footbridge on Cornbrook Road. The analysis covers the lighting under the bridge on the main thoroughfare for the Cornbrook Metrolink tram stop connecting all parts of Greater Manchester. The area between the tram stop and the main road passes under the tram line and this area has been checked for lux level compliance.

2 LIGHTING LAYOUT

The current lighting layout consists of 4 No column mounted LED heads on columns approximately 5 metres high. Three of the lighting columns are situated along the main pedestrian walkway under the bridge approximately 10 metres apart. The remaining lighting column is located on the opposite side of the roadway under the bridge adjacent the Cornbrook tram stop side.

Trafford Council – Street Lighting Strategy states that the council currently follows the policies, procedures and standards outlined in the code 'well managed highway infrastructure'. The code discusses that the performance of the lighting is paramount to the type of highway use which can be found in BS 5489-1 2013 Code of practice for the design of road lighting.

Trafford Council have specified that Cornbrook Road comes under the classification of a subsidiary road with low speed traffic which in table A.5 of BS5489-1, has a classification of S3/P3 (E3). A S3 and P3 highway within the benchmark of table A.7, should achieve an average lux level of 7.5, a minimum lux level of 1.5 and a uniformity greater than 20%, if no SP ratio is provided. Trafford Councils external lighting contractor Amey have provided the SP ratio of the fitting which is 1.61, this means that the average lux level required is reduced to 5.5 lux and the minimum lux level is reduced to 1.1 lux as specified within Table A.7 of BS5489-1.

Amey have provided Beechfield Consulting Engineers with the specific lamp type and their dimming regime. From this information we have produced an external lighting calculation which is included within appendix A of this document.

Lamp type used is a Philips Lumistreet with a DM optic, 2klm dimmed to 70% .

3 RECOMMENDATION

Based on the lamp type confirmed by Amey as installed on Cornbrook Road, the completed calculations show the area of road meets the required lighting levels of S3/P3 classification for the road.

Average lux levels on the lighting plot completed are measured @7.2 lux with a minimum lux level of 1.7 lux, meeting the requirements of S3/P3 at 5.5 lux average and 1.3 lux minimum levels.

During our initial survey it was noted that the light diffusers were rather dirty and full of cobwebs, which could reduce the actual light output of each fitting. We recommend a full clean of the lighting heads and a review of the luminaire maintenance intervals as this demonstrates that cleaning has a significant effect on recovering the depreciation of the light output of the luminaires due to dirt.

4 APPENDIX A

Table A.5 **Lighting classes for subsidiary roads with a typical speed of main user $v \leq 30$ mph**

Traffic flow	Lighting class			
	Ambient luminance: very low (E1)	Ambient luminance: low (E2)	Ambient luminance: moderate (E3)	Ambient luminance: high (E4)
Busy [A]	S3 or P3	S3 or P3	S2 or P2	S2 or P2
Normal [B]	S4 or P4	S4 or P4	S3 or P3	S3 or P3
Quiet [C]	S5 or P5	S5 or P5	S4 or P4	S4 or P4

*NOTE 1 Table A.5 assumes no parked vehicles – see risk assessment in **A.3.3.2**.*

NOTE 2 If facial recognition is important then an ES lighting class from BS EN 13201-2:2003, Table 5, or an E_{sc} lighting class from CIE 115:2010 [N1], Table 7, can be selected as an additional criterion. Good colour rendering contributes to better facial recognition. (The ES lighting class in BS EN 13201-2:2003 is expected to be replaced by SC upon publication of the revised edition.)

NOTE 3 To ensure adequate uniformity, the actual value of the maintained average illuminance is not to exceed 1.5 times the value indicated for the class.

NOTE 4 It is recommended that the actual overall uniformity of illuminance U_o be as high as reasonably practicable.

NOTE 5 Grey highlighting indicates situations that would not usually occur in the UK.

NOTE 6 The ambient luminance descriptions E1 to E4 refer to the environmental zone as defined in ILP GN01 [N5].

[A] Busy traffic flow refers to areas where the traffic usage is high and can be associated with local amenities such as clubs, shopping facilities, public houses, etc.

[B] Normal traffic flow refers to areas where the traffic usage is of a level equivalent to a housing estate access road.

[C] Quiet traffic flow refers to areas where the traffic usage is of a level equivalent to a residential road and mainly associated with the adjacent properties or properties on other equivalent roads accessed from this road.

Table A.6 **Lighting classes for subsidiary roads with mainly slow-moving vehicles, cyclists and pedestrians**

Traffic flow	Lighting class	
	Ambient luminance: very low (E1) or low (E2)	Ambient luminance: moderate (E3) or high (E4)
Busy [A]	S4 or P4	S4 or P4
Normal [B]	S5 or P5	S5 or P5
Quiet [C]	S6 or P6	S6 or P6

NOTE 1 If facial recognition is important then an ES lighting class from BS EN 13201-2:2003, Table 5, or an E_{sc} lighting class from CIE 115:2010 [N1], Table 7, can be selected as an additional criterion. Good colour rendering contributes to a better facial recognition. (The ES lighting class in BS EN 13201-2:2003 is expected to be replaced by SC upon publication of the revised edition.)

NOTE 2 To ensure adequate uniformity, the actual value of the maintained average illuminance is not to exceed 1.5 times the value indicated for the class.

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[C] Quiet traffic flow refers to areas where the traffic usage is of a level equivalent to a residential road and mainly associated with the adjacent properties or properties on other equivalent roads accessed from this road.

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Table A.7 **Variation of maintained lighting level with S/P ratio of light source**

Values in lux

Lighting class	Benchmark (e.g. R_a < 60 or when S/P ratio of light source is not known or specified)		S/P ratio = 1.2 and $R_a \geq 60$ (e.g. some types of warm white lamp such as metal halide)		S/P ratio = 2 and $R_a \geq 60$ (e.g. some types of cool white compact fluorescent or LED)	
	$\bar{E}$	E_{min}	$\bar{E}$	E_{min}	$\bar{E}$	E_{min}
P1 or S1	15.0	3.0	13.4	2.7	12.3	2.5
P2 or S2	10.0	2.0	8.6	1.7	7.7	1.5
P3 or S3	7.5	1.5	6.3	1.3	5.5	1.1
P4 or S4	5.0	1.0	4.0	0.8	3.4	0.7
P5 or S5	3.0	0.6	2.2	0.4	1.8	0.4
P6 or S6	2.0	0.4	1.4	0.4	1.1	0.4

A.3.3.4 Variable lighting

Assess the lighting requirements to judge whether different lighting classes are applicable at different times of the night or year due to changes in traffic flow or other parameters. If applicable, create a lighting profile for the scheme by varying the lighting class at different times during the night or year. Subclause **4.4.4** and ILP TR27 [30] provide more guidance on this.

A.3.4 City and town centres

A.3.4.1 General

Table A.8 gives lighting classes for city and town centres having a combination of pedestrians, cyclists and/or motorized traffic, in terms of either the S classes from BS EN 13201-2:2003, Table 3, and the P classes from CIE 115:2010 [N1], Table 7, or the CE lighting classes in BS EN 13201-2:2003, Table 2, and the C lighting classes in CIE 115:2010 [N1], Table 5.

To provide adequate control of glare, an installed luminous intensity class (G class) from BS EN 13201-2:2003, Table A.1 or CIE 115:2010 [N1], Table D.2 would be appropriate.

NOTE 1 For roads within city and town centres that carry primarily vehicular traffic, refer to Table A.2.

NOTE 2 In some areas of town centres it might be more appropriate to light an area using an S or P class rather than a CE or C class. Examples might be where the area is a thoroughfare from one area to another area.

Table A.8 **Lighting classes for city and town centres**

Type of traffic	Lighting class			
	Normal traffic flow		High traffic flow	
	E3 [A)]	E4 [A)]	E3 [A)]	E4 [A)]
Pedestrian thoroughfare	S2 or P2	S1 or P1	S2 or P2	S1 or P1
Pedestrian only	CE4 or C4	CE3 or C3	CE3 or C3	CE2 or C2
Mixed vehicle and pedestrian with separate footways	CE3 or C3	CE2 or C2	CE2 or C2	CE1 or C1
Mixed vehicle and pedestrian on same surface	CE2 or C2	CE1 or C1	CE1 or C1	CE1 or C1

[A)] Environmental zone, as given in ILP GN01 [N5].

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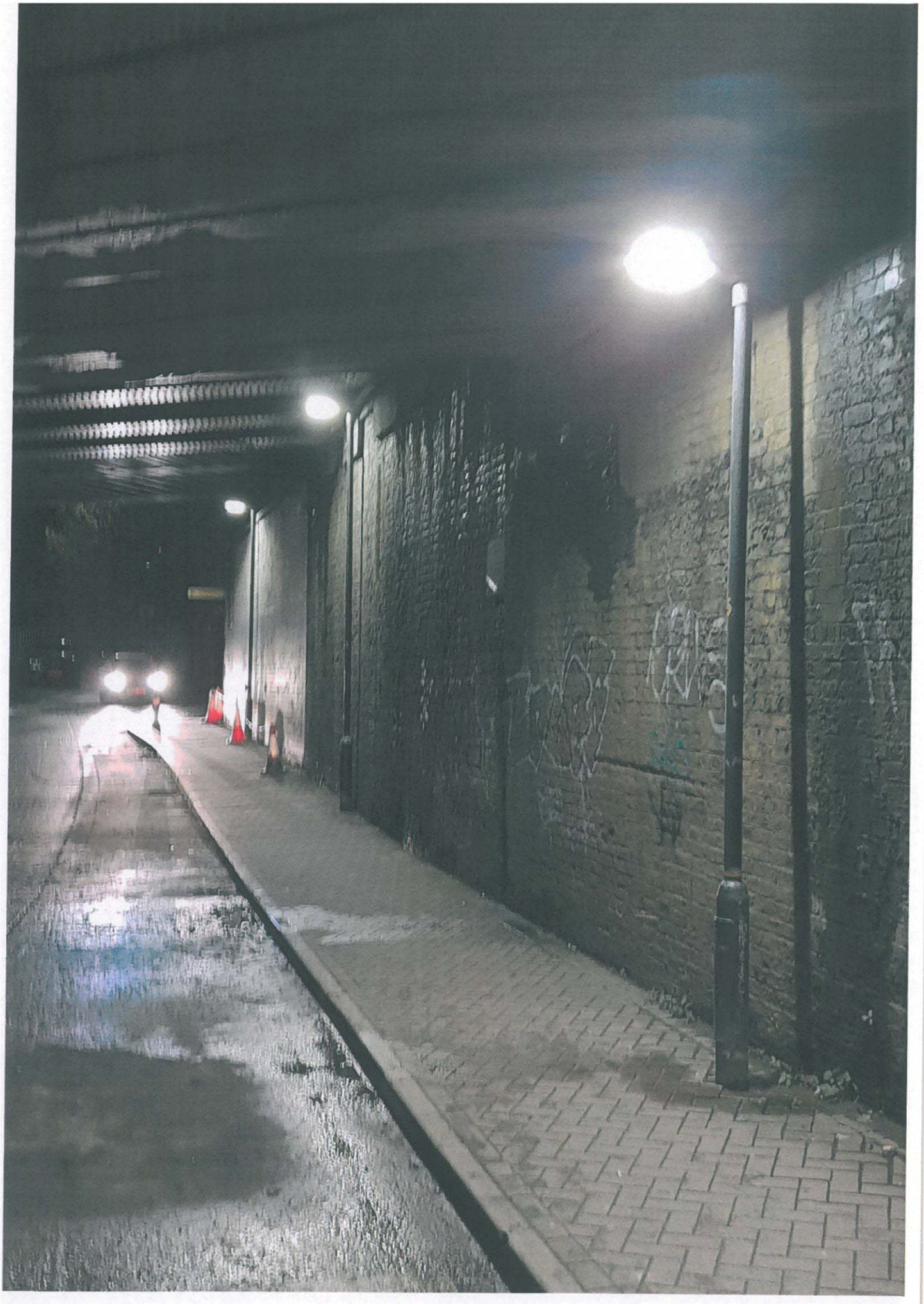


Cornbrook Road

Installation : Roadway Lighting

Project number : 194
Customer :
Processed by :
Date : 20.12.2018

The following values are based on precise calculations performed on calibrated lamps and luminaires, and their configurations, whereby gradual, unavoidable deviations can occur in practice. All guarantee claims are excluded for the specified data.

This exclusion of liability applies irrespective of the legal grounds for both damages and consequential damages suffered by users and third parties.

1 Luminaire data

1.1 Philips Lighting, BGP213 1xLED64-4S/740 - DM50 (!Dimmed to 70%)

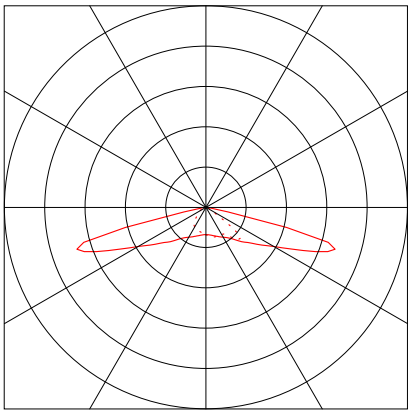
1.1.1 Data sheet

Manufacturer: Philips Lighting

!Dimmed to 70% other BGP213 1xLED64-4S/740 - DM50

Luminaire data		
Luminaire efficiency	:	88%
Luminaire efficacy	:	85.56 lm/W
Classification	:	A20 ↓100.0% ↑0.0%
CIE Flux Codes	:	27 63 97 100 88
Glare	:	G*3 / D6
Power	:	14.4 W
Luminous flux	:	1232 lm
Dimensions	:	95 mm x 234 mm x 520 mm

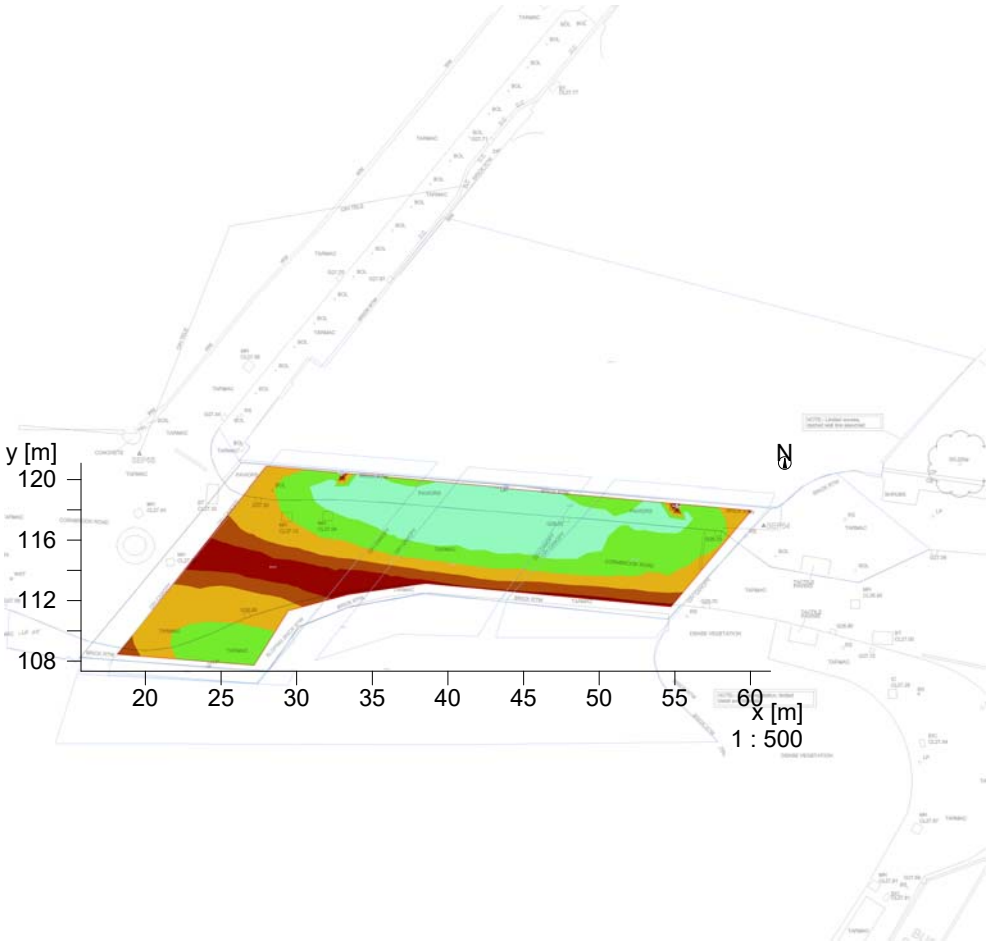
Equipped with		
Quantity	:	1
Designation	:	LED22-4S/740
Colour	:	-
Luminous flux	:	1400 lm



2 Exterior 1

2.1 Description, Exterior 1

2.1.1 Floor plan

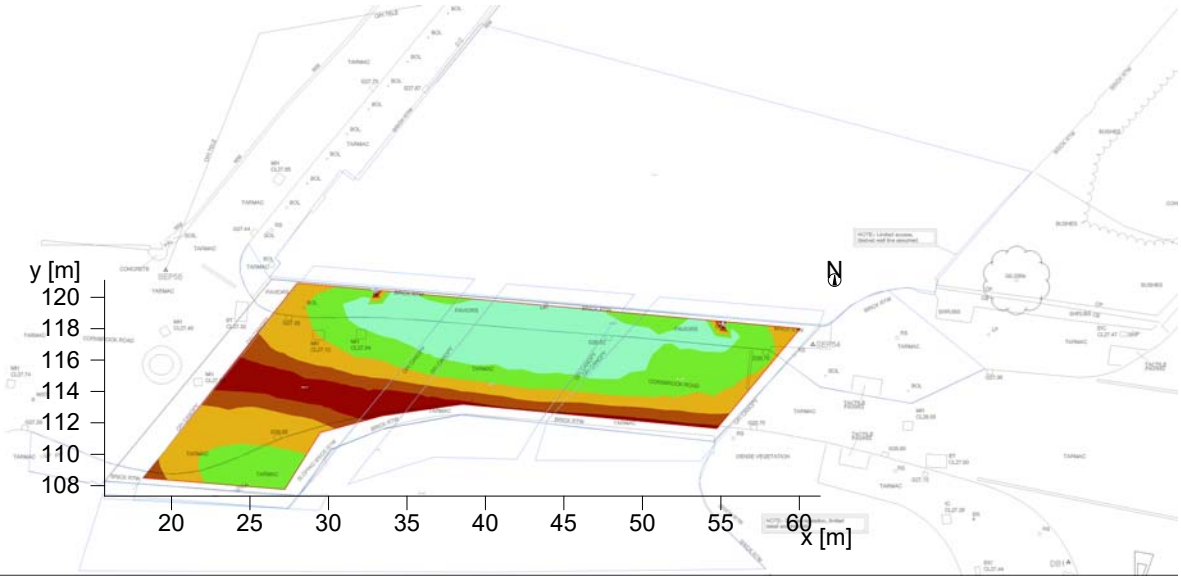


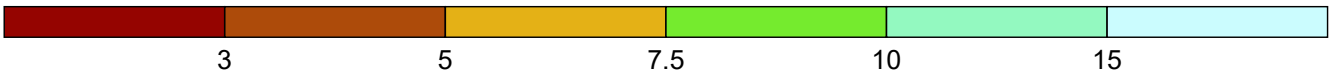
RELUX®

2 Exterior 1

2.2 Summary, Exterior 1

2.2.1 Result overview, Measuring area 1





Illuminance [lx]

General

Calculation algorithm used	Average indirect fraction
Height of evaluation surface	0.20 m
Height (phot.centre) [m]:	4.74 m
Maintenance factor	0.80
Total luminous flux of all lamps	5600 lm
Total power	57.6 W
Total power per area (345.45 m²)	0.17 W/m²

Illuminance

Average illuminance	Em	7.2 lx
Minimum illuminance	Emin	1.7 lx
Maximum illuminance	Emax	12.3 lx
Uniformity Uo	Emin/Em	1:4.26 (0.23)
Diversity Ud	Emin/Emax	1:7.22 (0.14)

Type No.\Make

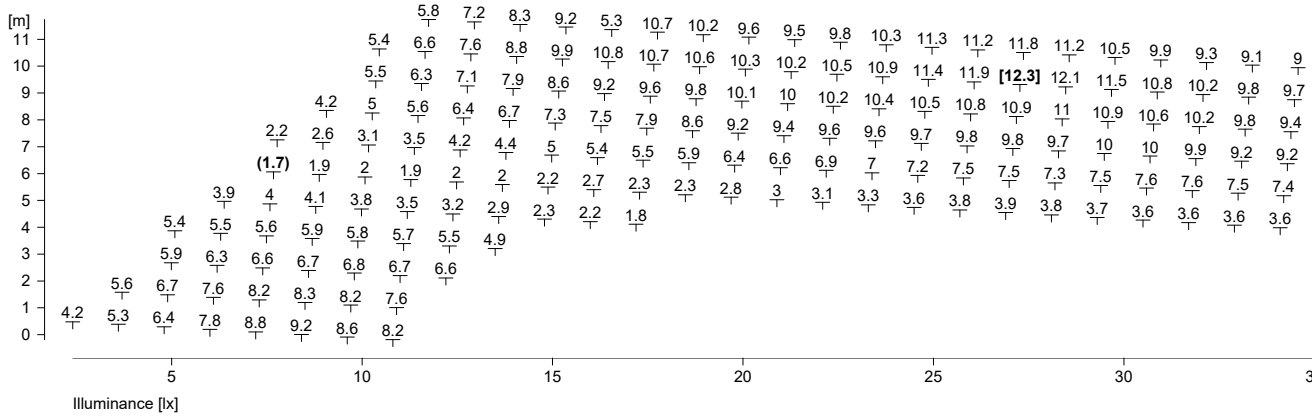
		Philips Lighting	
1	4	Order No.	: !Dimmed to 70%
		Luminaire name	: BGP213 1xLED64-4S/740 - DM50
		Equipment	: 1 x LED22-4S/740 14.4 W / 1400 lm

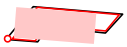
RELUX®

2 Exterior 1

2.3 Calculation results, Exterior 1

2.3.1 Table, Measuring area 1 (E)





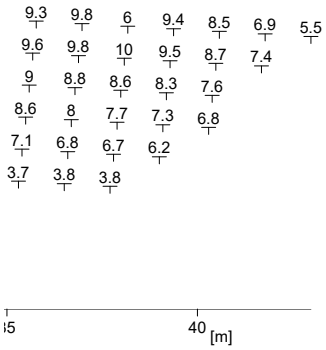
Part1

Height reference plane		: 0.20 m
Average illuminance	Em	: 7.2 lx
Minimum illuminance	Emin	: 1.7 lx
Maximum illuminance	Emax	: 12.3 lx
Uniformity Uo	Emin/Em	: 1 : 4.26 (0.23)
Diversity Ud	Emin/Emax	: 1 : 7.22 (0.14)

2 Exterior 1

2.3 Calculation results, Exterior 1

2.3.1 Table, Measuring area 1 (E)



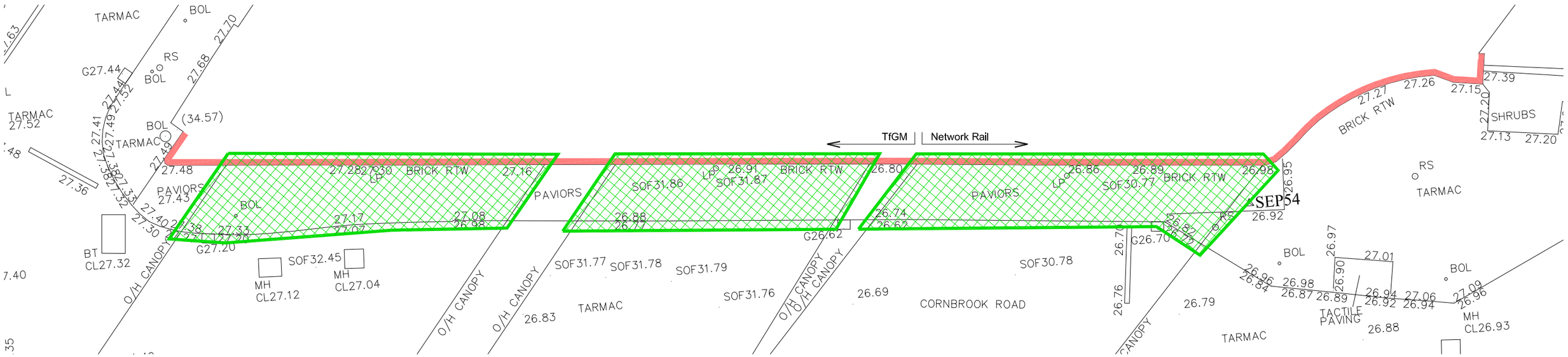


Part2

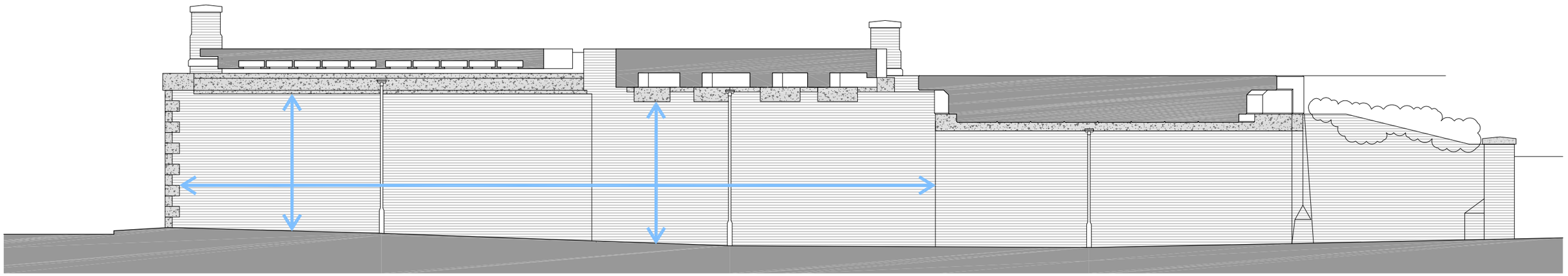
CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix V



PLAN



ELEVATION

KEY

- EXTENT OF WALL TO BE CLEANED AND TREATED WITH ANTI-GRAFFITI CLEAR COATING
- EXISTING BRICKWORK
- EXISTING CONCRETE OR STONE
- INDICATIVE AREAS FOR ARTWORK PAINTED TO WALLS BEFORE APPLICATION OF ANTI-GRAFFITTI COATING

  FOR DETAILS OF PROPOSED ARTWORK REFER TO SEPARATE DOCUMENT - "BELONG" BY MURAL MASTERS
- PIGEON PROOFING INSTALLED TO ABUTMENTS/ BEARING SHELVES AND TRACK BEDS AS REQUIRED (ABOVE FOOTPATHS) IN 50x50x3mm GALVANIZED WELDED MESH WITH APPROPRIATE FIXINGS.

NOTES

WALL ELEVATIONS ARE INDICATIVE ONLY. CONTRACTORS MUST VISIT SITE TO REVIEW FULL EXTENT AND ANY CONDITIONS THAT MAY IMPACT ON THE WORKS, AND MAKE THE NECESSARY ALLOWANCES.

ALL WORKS SUBJECT TO AUTHORIZATION FROM COMPETENT AUTHORITIES.

METROLINK, TRAIN AND ROAD TO REMAIN LIVE DURING WORKS. RAMS TO BE PREPARED BY CONTRACTOR.

ALL EXISTING SIGNAGE AND M&E EQUIPAMENT MUST BE PROTECTED OR REMOVED AND REINSTATED AS NECESSARY.

CLIENT
Glenbrook CB Ltd

SHEPPARD ROBSON

27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
Cornbrook Hub - Detailed Residential Proposals

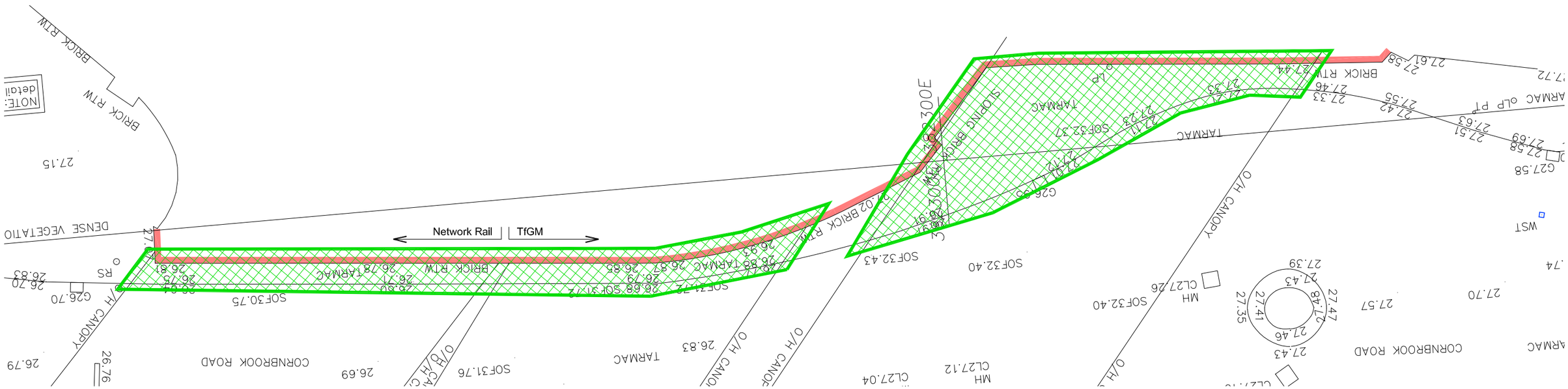
REVISION	DESCRIPTION	BY	DATE
P01	AMENDED TO CLIENT'S COMMENTS	VC	11.8.20
P02	AMENDED TO SUIT ARTWORK	VC	12.10.20

SCALE@A3	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:125	19/06/2020	SA	VC	TOB

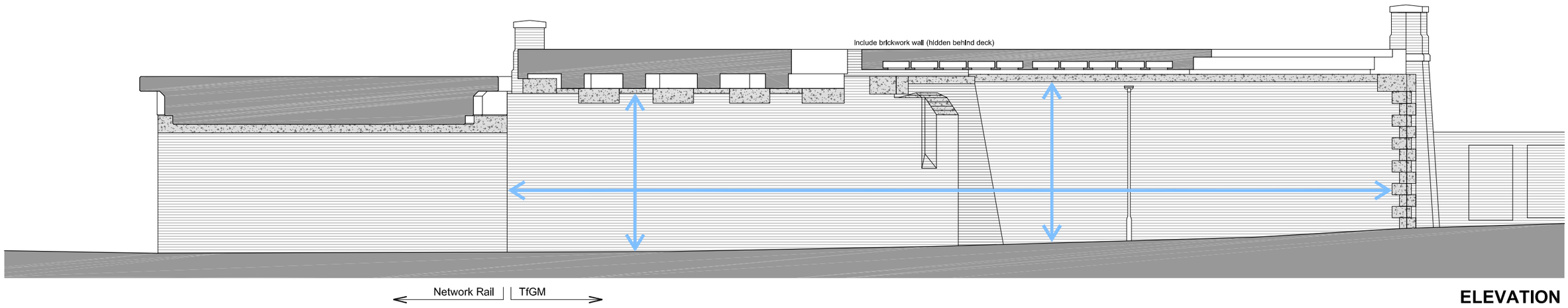
PLANNING APPLICATION No 118625/FO/2017
CONDITION 58 - RAIL BRIDGES NORTH WALLS

STATUS: **S2** PURPOSE FOR ISSUE: **FOR APPROVAL**

DRAWING NO.: **6193 · SRA · 01 · XX · DR · SK 00-121** REV.: **P02**



PLAN



ELEVATION

KEY

- EXTENT OF WALL TO BE CLEANED AND TREATED WITH ANTI-GRAFFITI CLEAR COATING
- EXISTING BRICKWORK
- EXISTING CONCRETE OR STONE
- INDICATIVE AREAS FOR ARTWORK PAINTED TO WALLS BEFORE APPLICATION OF ANTI-GRAFFITTI COATING
  FOR DETAILS OF PROPOSED ARTWORK REFER TO SEPARATE DOCUMENT - "BELONG" BY MURAL MASTERS
- PIGEON PROOFING INSTALLED TO ABUTMENTS/ BEARING SHELVES AND TRACK BEDS AS REQUIRED (ABOVE FOOTPATHS) IN 50x50x3mm GALVANIZED WELDED MESH WITH APPROPRIATE FIXINGS.

NOTES

WALL ELEVATIONS ARE INDICATIVE ONLY. CONTRACTORS MUST VISIT SITE TO REVIEW FULL EXTENT AND ANY CONDITIONS THAT MAY IMPACT ON THE WORKS, AND MAKE THE NECESSARY ALLOWANCES.

ALL WORKS SUBJECT TO AUTHORIZATION FROM COMPETENT AUTHORITIES.

METROLINK, TRAIN AND ROAD TO REMAIN LIVE DURING WORKS. RAMS TO BE PREPARED BY CONTRACTOR.

ALL EXISTING SIGNAGE AND M&E EQUIPAMENT MUST BE PROTECTED OR REMOVED AND REINSTATED AS NECESSARY.

REVISION	DESCRIPTION	BY	DATE
P01	AMENDED TO CLIENT'S COMMENTS	VC	11.8.20
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CLIENT
Glenbrook CB Ltd

SHEPPARD ROBSON

27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
Cornbrook Hub - Detailed Residential Proposals

SCALE@A3	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:125	19/06/2020	SA	VC	TOB

PLANNING APPLICATION No 118625/FO/2017
CONDITION 58 - RAIL BRIDGES SOUTH WALLS

STATUS	PURPOSE FOR ISSUE
S2	FOR APPROVAL

DRAWING NO. **6193 · SRA · 01 · XX · DR · SK 00-122** REV. **P02**

CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix VI

“Belong” - A Mural Masters Proposal for Glenbrook’s Cornbrook Commission Site

Mural Masters is a Manchester based public art company established by artist, Andrew Parle, a mural artist with 12 years full time professional business experience, designing and executing large mural works for both private and public sector clients around the world. During this time, his practice has included large scale works in the medium of spray paint, custom air brush artwork, and signage.

Mural Masters works with clients to offer a full service from inception through to finish with the result being a unique work from across a range of styles including; realism, character, landscape, abstract.

Painting in either monochrome or strong vivid colour palettes and using a range of spray techniques, with high quality UV resistant paint, Mural Masters provides a range of styles and options for clients, from loose to very accurate and precise works in order to achieve portraits, nature landscapes and abstract works.

Having been based at Talbot Mill, on Ellesmere Street, for over 10 years, prior to the regeneration, Andrew has a long standing relationship with the Cornbrook area and is highly respected by the street artists who frequent the area for painting. Mural Masters, is keen to paint the site, as not only will this provide a fantastic location to showcase new and exciting works, but also provides an opportunity to know that a large scale work will remain respected and protected amongst the local community for many years to come.

Mural Masters’ idea for the work is based on achieving a sense of belonging. Celebrating people, diversity and community, which is at the cornerstone of the multi-cultural harmony Manchester is proud of, and internationally recognised for.

Through a mix of local icons and ordinary people the mural will invite, celebrate, and promote ‘Unity’ to the new 280 households and residents moving into the Glenbrook development area.

Working with Castlefield Gallery and through www.unityradio.fm , at MediaCityUk (in view across

the water), Mural Masters will immediately drive a two week ‘call-out’ providing local audiences with an opportunity to nominate positive role models and local hero’s from the immediate community to be represented, promoting the works taking place, at the same time expressing and upholding Glenbrook’s business principles of integrity through accessibility and opportunity.

Photo-realistic faces with abstract undertones will represent different ethnic cultures and cross-generations, woven together through a consistent and striking pallet with world-class spray-paint skill to culminating in a rich tapestry of the city’s life blood.

The artwork will be painted on both walls on either side of the underpass, with one side of the wall displaying highly detailed photo-realistic images of the selected people with the subtle word ‘belong’ intertwined and spanning the length.

On the opposite wall, there will be a continuation of the theme of the design, to include the colour scheme, with direct reflection of the portraits sillouhette's. Inside each silhouette will contain a small quote or thought from the subject either past or present which communicates and embodies what the city means to each. This will not only provide different experiences and on- going engagement with the mural from the various access directions, but also evoke further emotion and strengthen the sense of 'Belonging' as pedestrians read while visually stimulated from the works.

Method

Once the wall has been fully cleaned and sand blasted, a moisture blocker will be applied followed by two coats of high quality masonary emulsion with a professional airless paint sprayer. The artwork will then be painted, applying the highest quality spray paint with UV blocking pigments to confidently achieve a minimum 5 year life span.

Cornbrook Mural Design



* Portrait examples, to be finalised through the development and selection process.





CORNBROOK RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 118625/FO/2017

PLANNING CONDITION No 58 – Appendix VII

Phase 1 Works

Works to be undertaken prior to the completion of the Glenbrook Development

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

Footpath and cycleway along Chester Road (Phase 1 works)

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

Trentham Street
To include:-
New paving to footpath
Create new tarmac layby area
New signage and white lining

Improved access route to Cornbrook Metro Station **(see plan 2)**

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

Phase 2 Works

Works to be undertaken prior to the completion of the Peel Hotel Development

Footpath and cycleway along Chester Road (Phase 2 works)

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

Coach drop off zone

Create new coach drop off zone / planting zones

Close Runcorn Street

Key

- Detailed application area
- Outline application area
- Land in the Borough of Trafford

CORNBROOK STATION
DINTON STREET
TRENTHAM STREET
CORNBROOK ROAD
A56
(A5014)
Cornbrook Bridge
27.00m
ELLESMERE HOUSE (PLANNING REF:113473/FUL/2016) MANCHESTER
PEDESTRIAN FOOTPATH
EXISTING SITE ENTRY
EXISTING LANDSCAPE EDGE
ENTRY
Realigned crossing positions
Proposed pedestrian crossing
RECEPTION
RECEPTION/LOUNGE
Bar
Cycle Path
EXISTING SITE ENTRY SHOWN DASHED
Existing Footpath to be maintained
Footway Widening Proposed
Footway Widening Proposed to maintain clearway
Realigned Cycle Path
EXISTING INTERNAL ROAD SHOWN DASHED
EXISTING SITE ENTRY
New 2.0m Minimum Coach lay-by
NEW DROP OFF/ BUS LAYBY
Existing cycle path entry point to be repositioned to this location
FOR IMPROVEMENTS TO THE TRANSPORT FOR GREATER MANCHESTER (TFGM) REFER TO SEPARATE PLANS FOR PROPOSALS.
SL
N

Plan 1
S106 Works

OS MasterMap Imagery Layer has been created using Ordnance Survey's own imagery and imagery from other suppliers. This data may contain imagery data sourced from Getmapping plc imagery data sourced from UK Perspectives Limited and/or imagery data sourced from InfoTerra Limited.
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Ordnance Survey

Date: 08:05:18 **Scale: 1:500** @ A2

Ref: NT / MB BDS: /Illustrator / Cornbrook Phase 1 and 2

A1 Original

Key:

- Proposed lay-by area (resurfacing). Area of existing Trentham Road to be broken out and new asphalt surfacing applied to Manchester City Council requirements.
- New carriageway construction at new entrance and at realigned junction kerbs. To be approved by Manchester City Council
- Existing entrance to be raised and resurfaced. Surfacing to match existing. New road kerbs to match existing. To be approved by Manchester City Council
- Resurfacing works to the existing road. Break out of existing surface and new surface to be provided to Manchester City Council requirements (wearing course only with localised areas of make up to suit drainage works). Existing kerbs and gullies to be retained and cleaned out. Damaged kerbs/gullies to be replaced.
- Public Access to Private Car Park DVC (Domestic Vehicle Crossing)
- Concrete flag paving, Perfecta paving 450 x 450 x 70mm To be approved by Manchester City Council. Landscape Arch. reference P4
- Land in the Borough of Trafford
- New tactile paving at PCP
- Future Highway Boundary taken from SR Architect's Drawing 6193 SRA 00 XX DR A 00-903 (dated:26/09/18)
- Phase 1 Boundary taken from SR Architects Drawing 6193-SRA-00-XX-DR-A-00-901 (dated:26/09/2018)

For construction details, please refer to drawing 0621 and 0622

Highways Kerbing Key

HB2	Kerb Type 225mm x 125mm - HB2 125mm upstand
FBN	Kerb Type 150mm x 125mm - BN 0mm upstand
DK	Dropper Kerb from 125mm to 0mm
SPE	Special Kerbs - 90° external (kerb type varies)
EN	Edging Kerb 250mm x 50mm -EN 0mm upstand

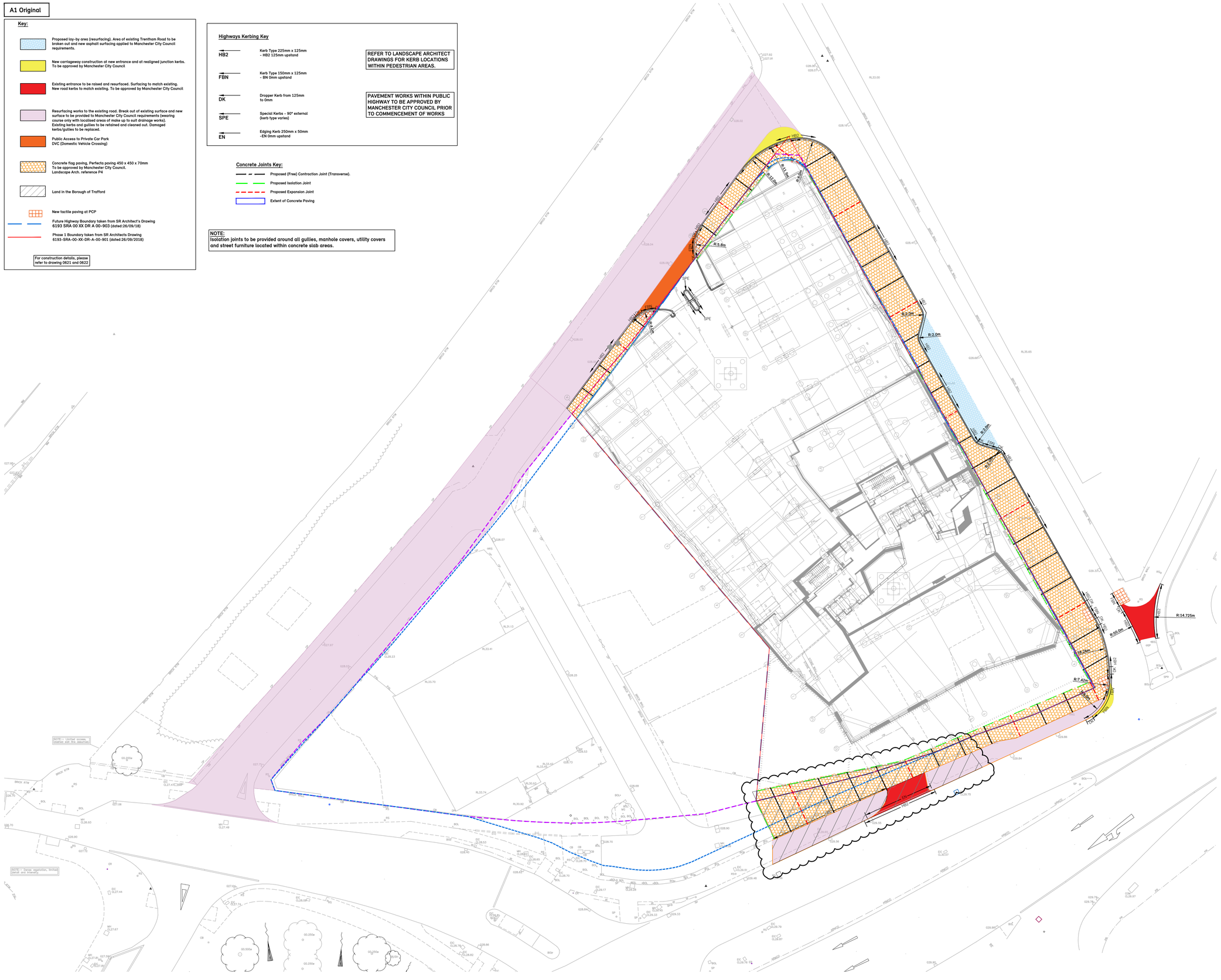
REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR KERB LOCATIONS WITHIN PEDESTRIAN AREAS.

PAVEMENT WORKS WITHIN PUBLIC HIGHWAY TO BE APPROVED BY MANCHESTER CITY COUNCIL PRIOR TO COMMENCEMENT OF WORKS

Concrete Joints Key:

- Proposed (Free) Contraction Joint (Transverse).
- Proposed Isolation Joint
- Proposed Expansion Joint
- Extent of Concrete Paving

NOTE:
Isolation joints to be provided around all gullies, manhole covers, utility covers and street furniture located within concrete slab areas.



General Notes

1. For setting out refer to Architect's drawings.
2. This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
3. DO NOT SCALE FROM THIS DRAWING. Use figured dimensions only.
4. CE Marking:
   - 4.1. All structural components to be CE Marked in accordance EN 1090 Pts 1 and 2.
   - 4.2. Building Execution Class: EXC1 EXC2 EXC3 EXC4
   - 4.3. Any steel fabricator used must be a member of the BCSA or demonstrate they are CE Marked by another approved notified body.
5. Construction (Design and Management) Regulations 2015 (CDM 2015) - Client's roles and responsibilities
   To comply with CDM 2015, the Client (unless a domestic client) will need to:
   - 5.1. Check competence and resources of all appointees
   - 5.2. Ensure there are suitable management arrangements for the project welfare facilities
   - 5.3. Allow sufficient time and resources for all stages
   - 5.4. Provide pre-construction information to designers and contractors

   Where projects are notifiable under CDM 2015, clients must also:
   - 5.5. Appoint a CDM co-ordinator
   - 5.6. Appoint a principal contractor
   - 5.7. Make sure that construction work does not start unless a construction phase plan is in place and there are adequate welfare facilities on site
   - 5.8. Provide information relating to the health and safety file to the CDM co-ordinator
   - 5.9. Retain and provide access to the health and safety file

Groundworks

1. The contractor is to refer to (to be advised) geotechnical reports for details of ground conditions, (incl water level's existing obstructions and ground contamination.
2. The Engineer is to be informed immediately of any old sewers, drains, foundations etc. discovered other than those already noted.
3. The excavations shall be kept free from water by pumping, bailing or other approved means.
4. Filling other than with concrete shall be carried out in layers not exceeding 225mm in depth before compaction and each layer shall be thoroughly compacted using a vibrating roller before the next layer is placed. The Contractor is to exercise care in filling behind retaining walls so as to ensure that loads do not come on the wall for which it was not designed or in a manner for which it was not designed.
5. The Contractor shall notify the Engineer immediately if any areas of soft or unsuitable material are encountered.
6. All soft spots/overdig below formation for foundations are to be backfilled with 15 N20 concrete unless noted otherwise.
7. The Engineer and Local Authority (to be ascertained by the Contractor) are to be given ample opportunity to inspect formation levels and temporary surfaces which are to be protected from deterioration. No concrete shall be placed on frost, ice or water.
8. The Contractor is responsible for the location and protection of all new and existing services and shall be liable for any damage arising as a consequence of the works. He shall allow in his programme for the requirements of statutory undertakers and shall make all necessary arrangements.
9. Hardcore and concrete aggregates to be free from pyrites or any other matter liable to cause damage to concrete.

Site Specific Notes:

1. The layout is based on the following information:
   - Topographical survey including existing utilities taken from Survey&Engineering Projects drawing No. S150-55-T dated Nov 17
   - Architectural ground floor layout exported from SR Revit Model
   - Landscape Layout taken from CW Studio Ltd drawing 1728-CWS-XX-GF-DR-L-0003&004 C05 (date 27.11.2018)
2. For pavement details see drawing: 6193-DID-01-00-DR-C-0620
3. Prior to laying any new pavement construction the Contractor is to proof roll the subgrade at formation level to identify any soft spots. If any soft spots are present the Contractor is to excavate the soft material and replace with Type 1 granular material.
4. Buried concrete to have an ACEC classification of AC-1 and a Design Sulphate Class of DS-1.
5. The proprietary products referenced on this drawing are to be laid in accordance with the manufactures instructions.
6. Laying and compaction of sub-base shall be in accordance with CL.802.
7. All formations shall be smooth and free from ridges, cracks, loose materials, ruts or other defects.
8. No material used within 450mm of finished surface shall be frost susceptible as defined in TRRL Report SR829.
9. Works within the existing public roads and footways will require permission from Manchester City Council. Section 278 shall be applied for.

Rev	Date	Drawn By	Appr. By	Description
C10	26.08.20	HM	RG	Boundary hatch added
C09	04.08.20	KP	RG	Drop kerb at cycle lane added
C08	03.08.20	KP	RG	Joints and Kerbing added
C07	20.04.20	KP	RG	Issued For Construction
C06	02.12.19	NO'H	RG	Issued For Approval
C05	20.11.19	KP	RG	Issued For Approval
C04	09/07/19	KP	RG	Issued For Approval
C03	18/04/19	KP	RG	Issued For Approval
C02	29/03/19	KP	RG	Issued For Approval
C01	26/03/19	KP	RG	Issued For Approval

Client

GRAHAM

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Project: Cornbrook, Manchester
Drawn By: KP
Design ID Project No.: 18030

Drawing Title: Pavement Plan Section 106 / 278 Works
Date Drawn: Dec '18
Scale(s) @ A1: 1:250

Suitability: A — Suitability Description: Issued for Construction

Full Document Reference

Project	Originator	Volume	Level	Type	Role	Number	Suitability & Revision
6193	DID	01	00	DR	C	0511	C10

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