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Our Ref: TP/LNW/2017/128
Your Ref: LM/AM/06

28 June 2017

Dear Mr Mentiplay

The Network Rail (Ordsall Chord) Order – Deemed Planning Permission
Application for Discharge of Condition 4 in Stage A (Castlefield Viaduct and Water Street – Liverpool Road Junction)
Amended Lighting Design to Water Street/Liverpool Road

Network Rail is seeking approval of an amended lighting scheme to Water Street/Liverpool Road.

Lighting design details for this area were included within the Stage A submission approved by the Council on 26 January 2016, shown on approved plan NHE_127523-5804-OCD-WPA-DDR-A-100130 (Rev P04). This submission seeks approval for a revision to this plan (Rev P05).

Please find enclosed with this application the following drawings and documents:

NHE_127523-5804-OCD-WPA-DDR-A-100130 (Rev P05)	**Stage A Proposed Coordination Drawing Manchester Section 1**
NHE-127523-2405-OCD-WPA-DDR-D-000070 (Rev P02)	**Water Street & Liverpool Road Highway Lighting Lux Plan**
NHE-127523-2405-OCD-WPA-RER-W-00056 (Rev D)	**Technical Note: Lighting & Cabling Calculations**
NHE-127523-2405-OCD-WPA-RER-W-00095	**Technical Note: Lighting Design Philosophy**

The technical notes and lux level plan demonstrate that the street lighting shown on the amended plan provides sufficient lux levels for COL125A, without the requirement for feature lighting.

From a design and planning perspective the street lighting to be delivered by the project will provide

sufficient lighting to deliver an acceptable quality of environment for the users of COL125A / Water Street bridge. As the new bridge is now in situ, we have been able to demonstrate that there is no additional tunnelling effect on Water Street. Therefore, the feature lighting does not add any additional benefit and is not required to address the tunnelling effect which has not materialised. Public realm lighting is still to be included with arch COL125 which has been fully opened up to pedestrians, and under the 1830s viaduct and Zig Zag viaduct.

Planning Policy Considerations

The proposed amended lighting design accords with relevant national and local planning policy.

Paragraph 58 of the NPPF (2012) requires that planning decisions should aim to ensure that developments:

- *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development,*
- *Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit,*
- *Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion, and*
- *Are visually attractive as a result of good architecture and appropriate landscaping.*

At Paragraph 69, the NPPF states that decisions should aim to achieve places which promote:

- *Safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion, and*
- *Safe and accessible developments containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.*

The Manchester Core Strategy DPD (2012) policies DM1, T1 and EN1 ensure that the design and layout of streets improve pedestrian routes and the pedestrian environment, having regard to the effects on amenity, accessibility, and safety and crime prevention. Developments should also contribute positively to the experience of all at street level.

Paragraph 2.41 of the Core Strategy further underpins the requirements for good quality pedestrian environments:

"UDP Part 1 Policy T3.9, referred to earlier, gives priority to pedestrians and disabled people. Streets are an integral part of the public realm and street layouts which are designed with people in mind will result in a better quality urban environment. The identity, character and level of usage of streets and spaces can be enhanced by high quality, attractive street furniture, good quality lighting and public art. Developers will be encouraged to consider the provision of such elements where this will enhance the character of the public realm and contribute to a sense of place."

It is considered that the proposed lighting contained within the amended design fully accords with planning policy, and will provide the right level of ambient lighting from both street lights, and public realm lighting which will enhance the overall streetscape. The lighting also accords with the Manchester Development Standard Specification for Street Lighting Works Rev F, provided by Manchester City Council.

Condition 4

For ease of reference, Condition 4 attached to The Network Rail (Ordsall Chord) Order Deemed Planning Permission states:

4.(a) No stage of the development is to commence until a landscaping and lighting scheme for that stage has been submitted to and approved by each local planning authority with responsibility for any area within the stage.

(b) The approved scheme must include the mitigation measures set out in Chapter 17 of the Environmental Statement, within the areas outlined by a purple dashed line on the Ordsall Chord Landscape Boundary Plan Ref TWA-1-6-408 and must contain details of hard landscaping, soft landscaping and lighting including:

i. *the location, number, species, size and planting density of any proposed planting;*
ii. *the cultivation and importing of materials and other operations to ensure plant establishment;*
iii. *hard surfacing material;*
iv. *minor structures such as furniture, refuse or other storage units and signs;*
v. *lighting, including to the façade and underside of Stephenson's Bridge, areas below the railway, ground level at the widened viaduct at Water Street and on the replacement Prince's Bridge pedestrian/cycle bridge;*
vi. *implementation timetables; and*
vii. *any temporary fencing to protect existing trees adjacent to the development.*

Reason: To ensure that the development provides an acceptable quality of environment.

I trust that the information hereby submitted will allow the Council to fully assess the proposed changes to the lighting design and find the amended plan acceptable. If you require any further detail or clarification, please don't hesitate to contact me.

Yours sincerely

Jill Stephenson
Town Planning Manager
Network Rail