



NEW MIXED USE DEVELOPMENT:
CORNBROOK, MANCHESTER
DESIGN & ACCESS STATEMENT

8353-LRW-XX-XX-PP-A-0011-P03 | JANUARY 2024

PREPARED BY

LeachRhodesWalker
Architects

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1.0 Introduction

1.1 Vision Statement

“Creation of a **high quality** gateway building, that marks the **arrival point** into the City, that draws references from the **historic context** of the site, in its **materials and form**, and provides a **striking contrast to complement** the other new buildings around the site, **incorporating a range of uses** that are needed in this location”

 Mill

 Red Brick

 Industrial

 Gritty

 Northlights

 Hotel

 Commercial Space

 Residential

 Amenity

 Activity

 Gateway

 High Quality

1.2 Introduction

“**Leach Rhodes Walker Architects** have been appointed by **Forshaw Land & Property Group**, to deliver a **high-quality, mixed-use** scheme for this **prominent site** on the approach into the City Centre and forming an **important part of the redevelopment** that has taken place around the Cornbrook Transport Hub.

This building will **complete the development** of the parcel of land fronting Chester Road, **as identified in the Framework** document. The scheme has been developed **working with the City Council** and we believe will provide a **high quality gateway** building that also serves to **enhance the area** for residents and pedestrians around Cornbrook.”

1.2 The Team

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2.0 Meetings & Consultations

2.1 Meetings & Consultations

Overview

Throughout the design process the team have liaised closely with Manchester City Council via a series of meetings and consultations. The meetings were attended by Leach Rhodes Walker and the planning consultant, Lichfields.

For a summary of the meetings, the dates they took place, the attendees and the issues discussed / feedback received please refer to Lichfields supporting documentation which accompanies this application.

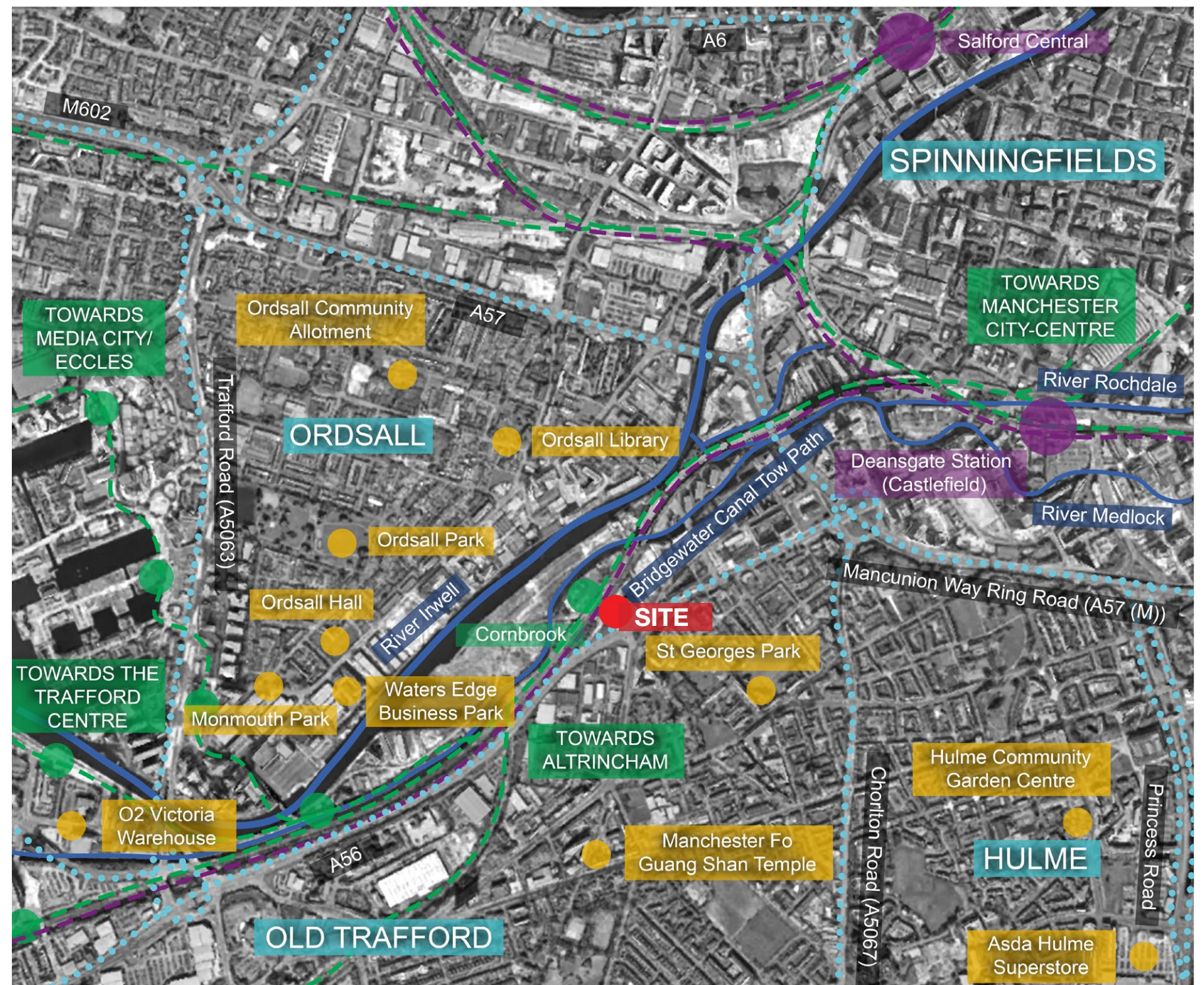
3.0 Site Analysis

3.1 Wider Context Analysis

Overview

Located in between Ordsall, Old Trafford and Hulme, on the outskirts of Manchester this site is situated on the A56 and is a short walk from Cornbrook Tram station. Both of these transport routes provide good road and public transport links to Manchester city centre and places outside of town.

This brown-field site is currently unoccupied with a Co-op Food Store and Vox apartment complex located next to the site to the North East.



3.2 Site Location

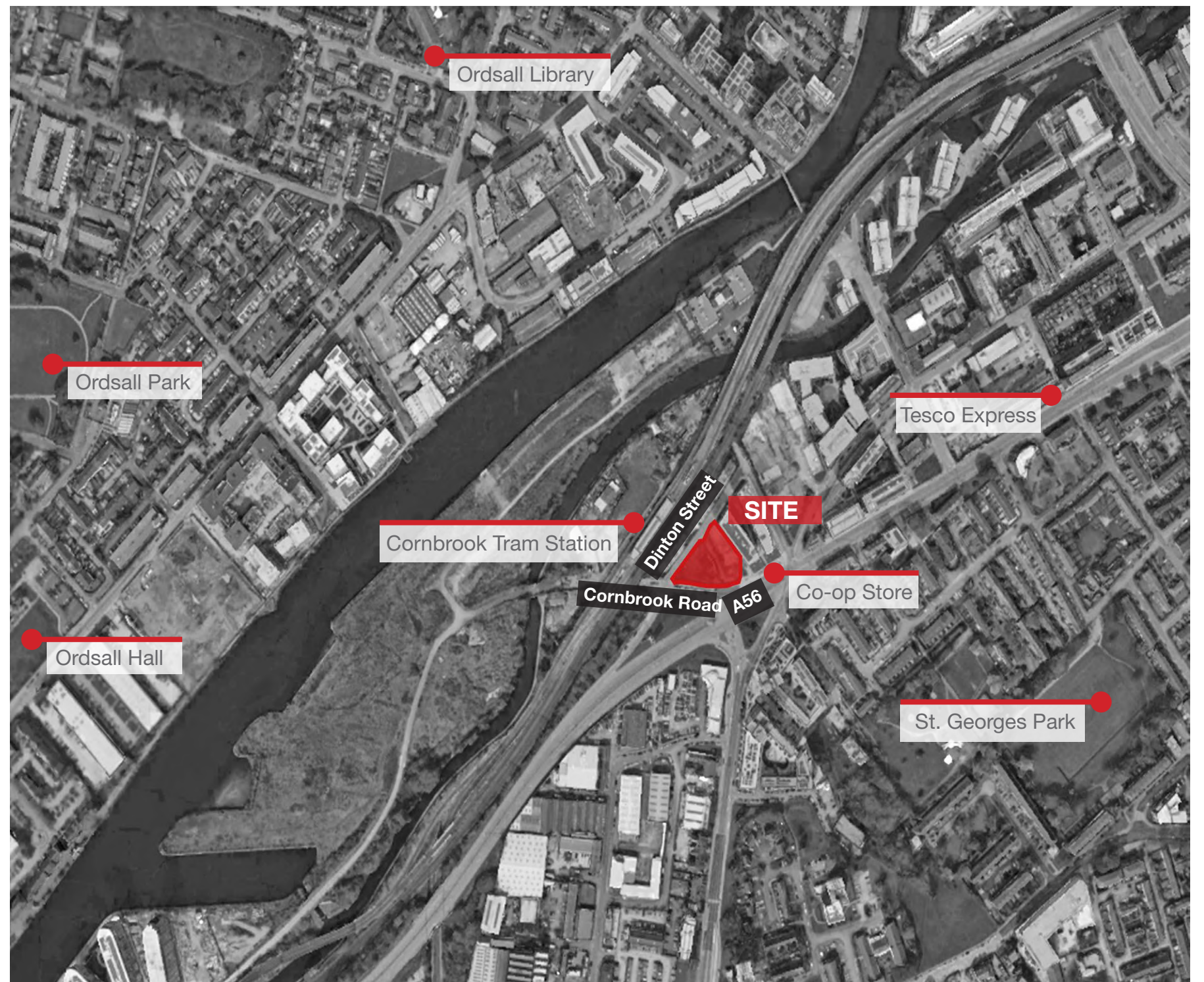
Overview

Surrounded by amenities which provide space for exercise, recreation and leisure and within a 5 minute walk of Cornbrook Tram station, allowing for easy travel into Manchester city centre. This site also boasts excellent proximity to green spaces including St Georges Park and Ordsall Park.

The wider local area is predominately comprised of industrial infrastructure and residential housing. This site is bound to the North by Dinton Street, to the South by the A56 (Bridgewater way) and to the West by Cornbrook Road, which leads onto Chester Road.

Both the Co-op and Tesco are part of residential schemes, with the Tesco being attached to the VOX flat complex and Tesco Express attached to Sky Gardens Housing.

The proposed site is 2,249.7sqm (0.56 acres).



3.3 Views Into The Site



1. View of site from north corner outside site- (Dinton Street)



2. View from outside current entrance to site from Dinton Street



3. View of site from intersection on west corner of site (Cornbrook Road)



4. View of site from Cornbrook Metrolink Station Bridge (CDM 1/57)



5. View of site from Cornbrook road



6. View of site from traffic lights/crossover on Cornbrook road



7. View of site from south corner outside site (A56)



8. View of site from Co-op entrance/far south east corner

3.4 Views From The Site



1. View north east along Dinton Street



2. View south west along Dinton Street



3. View onto Bridgewater way on intersection outside west of site



4. View through Cornbrook Metrolink Station Bridge (CDM 1/57)



5. West facing view from Cornbrook Road (Western Site Boundary)



6. West facing view from traffic lights along A56 and Cornbrook Road



7. South facing view onto Chester road from junction on A56



8. East facing view from the Co-op store entrance along A56 to city centre

3.5 Green Spaces

Overview

The development site has numerous open green spaces in close proximity.

St. Georges Park and Ordsall Park to the East and West are the first of many spaces and facilities which sit near the River Irwell which boasts scenic water side walks. St. Georges park is a 7 minute walk away from the site, while the parks in Ordsall, including Monmouth Park are around a 25 minute walk across the river.

The Ordsall Community Allotment slightly further to the North of the site provides gardening groups to grow your own foods. Additionally, further to the West and reachable by tram in under 30 minutes, Trafford Ecology Park serves as a beautiful & peaceful green space hidden in the Industrial area of Trafford, which is perfect for short walks and activities.



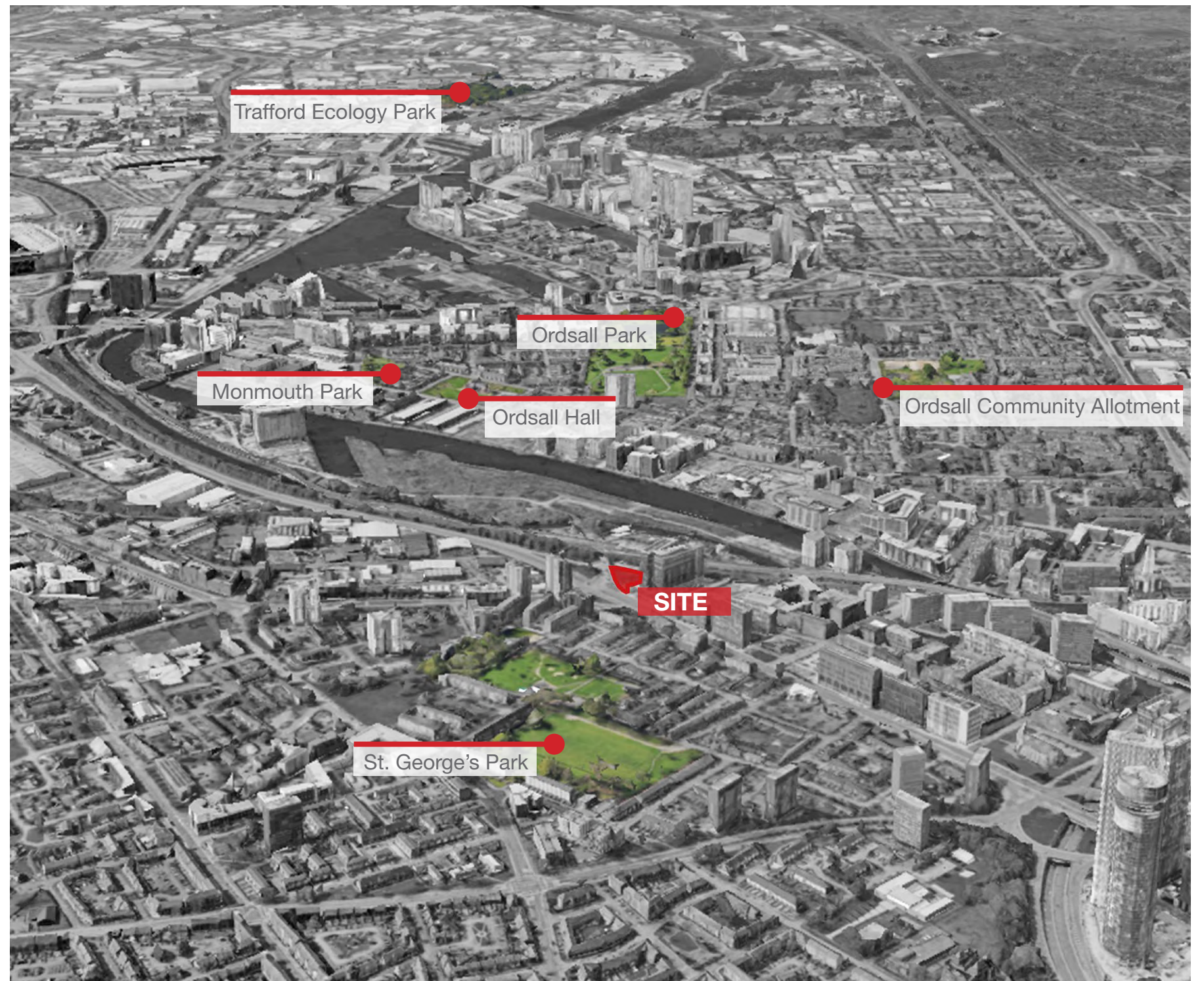
St. George's Park



Ordsall Park



Ordsall Hall

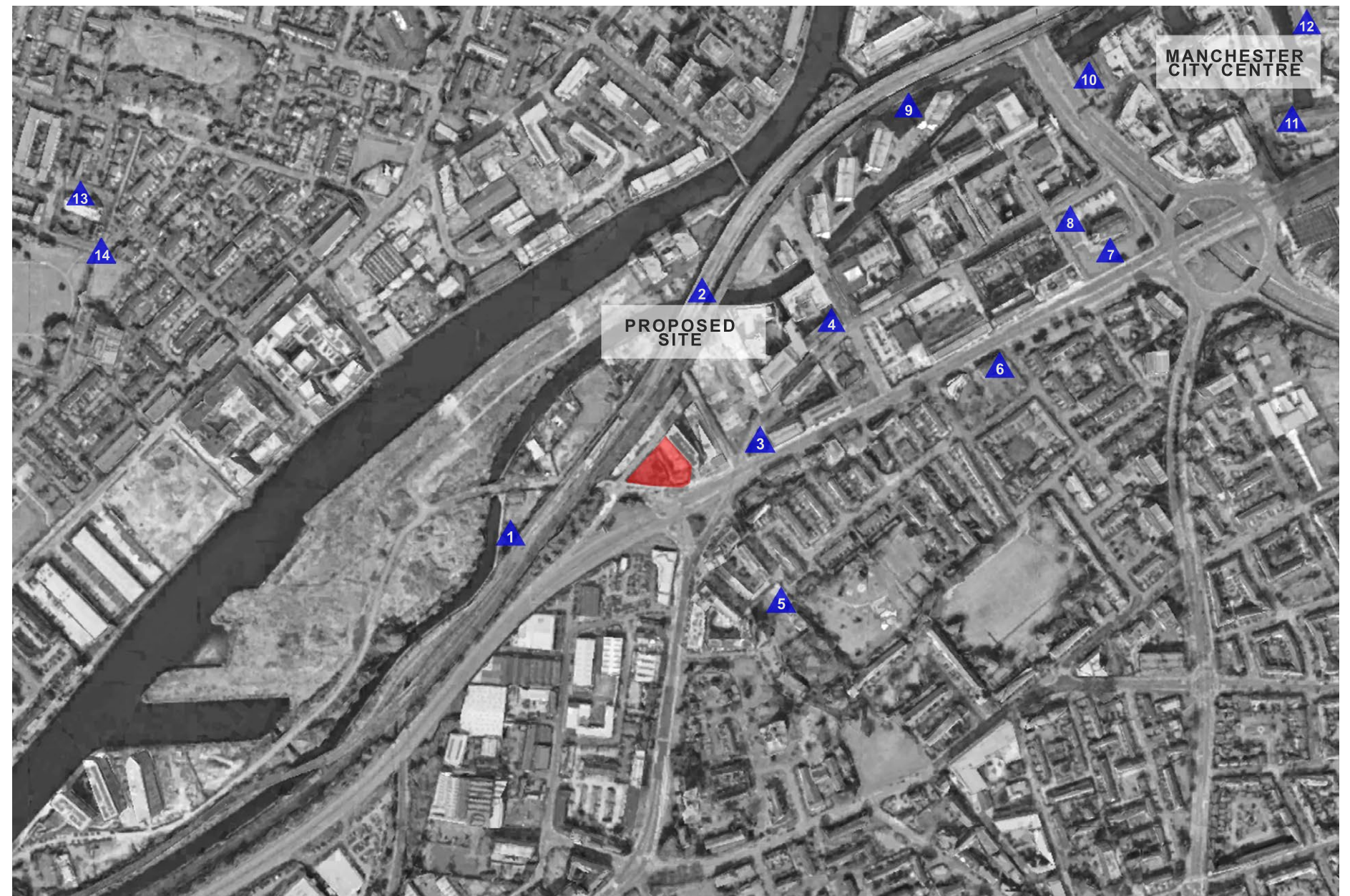


3.6 Heritage Assets

There are many listed industrial assets scattered around the site, highlighting the area's prominence during the 19th and 20th centuries.

KEY

1. BRINDLEYS WEIR / Grade: II / List UID: 1255540
2. RAILWAY BRIDGE OVER CANAL / Grade: II / List UID: 1283078
3. TURVILLE PUBLIC HOUSE / Grade: II / List UID: 1283069
4. FORMER ALBERT MILL / Grade: II / List UID: 1200817
5. HULME BARRACKS / Grade: II / List UID: 1247392
6. 215-219, CHESTER ROAD / Grade: II / List UID: 1208634
7. CHURCH OF ST GEORGE / Grade: II* / List UID: 1208640
8. CHURCHYARD WALLS, GATE PIERS AND GATES AT CHURCH OF ST GEORGE / Grade: II / List UID: 1197789
9. HULME LOCK BRANCH CANAL / Grade: II / List UID: 1208196
10. FORMER CANAL FLOUR MILLS / Grade: II / List UID: 1200858
11. MIDDLE WAREHOUSE, AT FORMER CASTLE FIELD GOODS YARD / Grade: II / List UID: 1208653
12. MERCHANTS WAREHOUSE / Grade: II / List UID: 1197778
13. CHURCH OF ST CLEMENT / Grade: II / List UID: 1386139
14. RECTORY OF ST CLEMENTS / Grade: II / List UID: 1386140



3.7 Connectivity

Overview

The site sits in a strategically important gateway location, due to its placement at the south western gateway to Manchester City Centre. It is prominently situated adjacent to the A56 and sits next to the Cornbrook Metrolink Station - a key element of the City Region's public transport network.

The proposed development site is the brownfield site in between Ordsall, Trafford, Spinningfields and Hulme, and it is bound by, Dinton Road, Cornbrook Road and Chester Road (A56).

The site is highly accessible by foot, road and public transport. The edge of the city centre is only a 15 minute walk away, with tram services within a 5 minute walk and the nearby bus stops on Chester Road, with the closest being adjacent to the proposed development site.



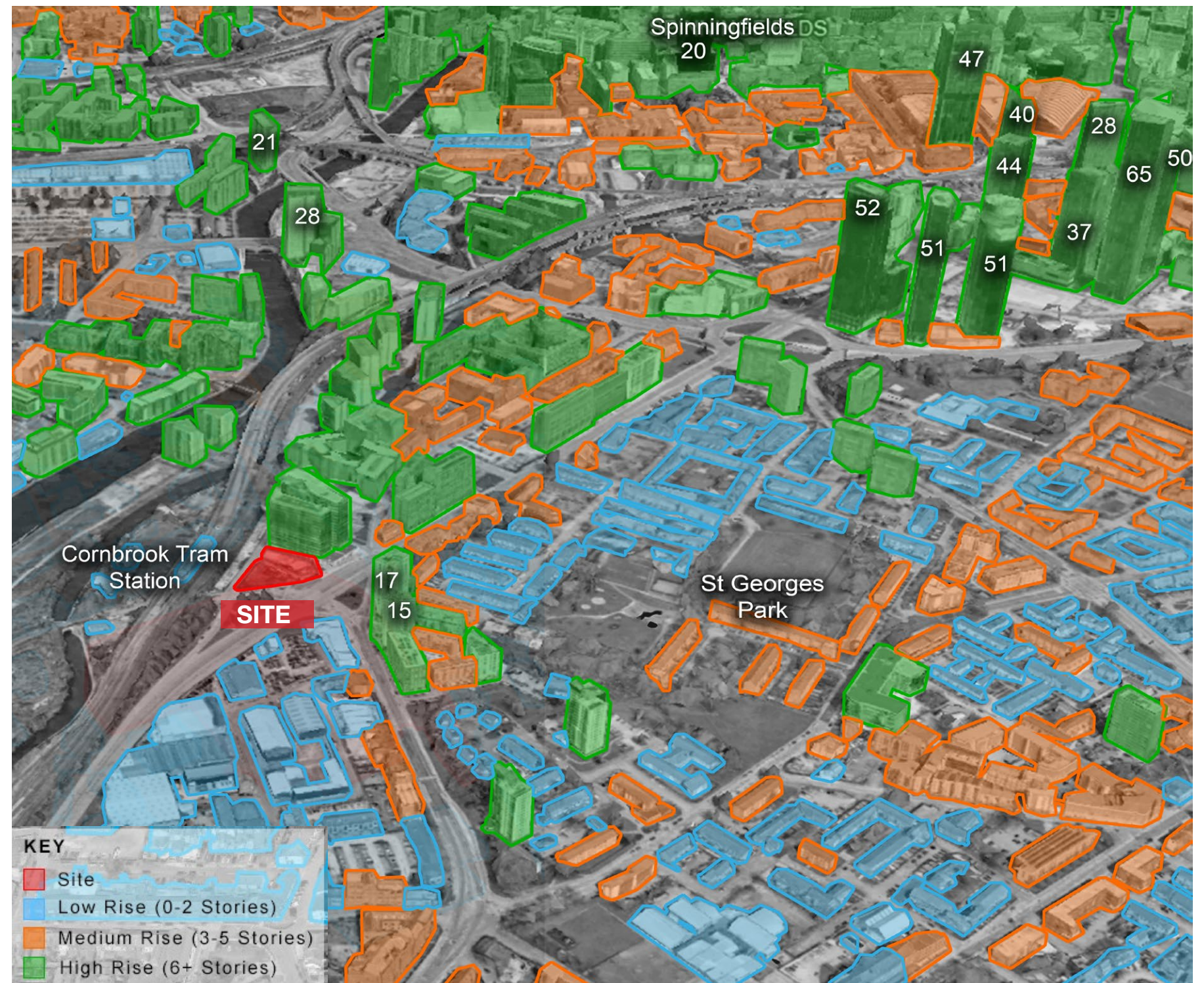
3.8 Building Heights



Overview

The site is located just outside the south western edge of the city centre, near Cornbrook tram station, surrounded by a large variety of different building heights. To the east in Spinningfields is predominantly commercial and to the west in Ordsall and near St Georges Park is a mixture of industrial and residential, with some industrial and commercial complexes bordering the River Irwell.

To the North East sits Spinningfields, which will be predominantly commercial with some high rise living complexes, and this area will contain a high volume of taller buildings within the city centre.



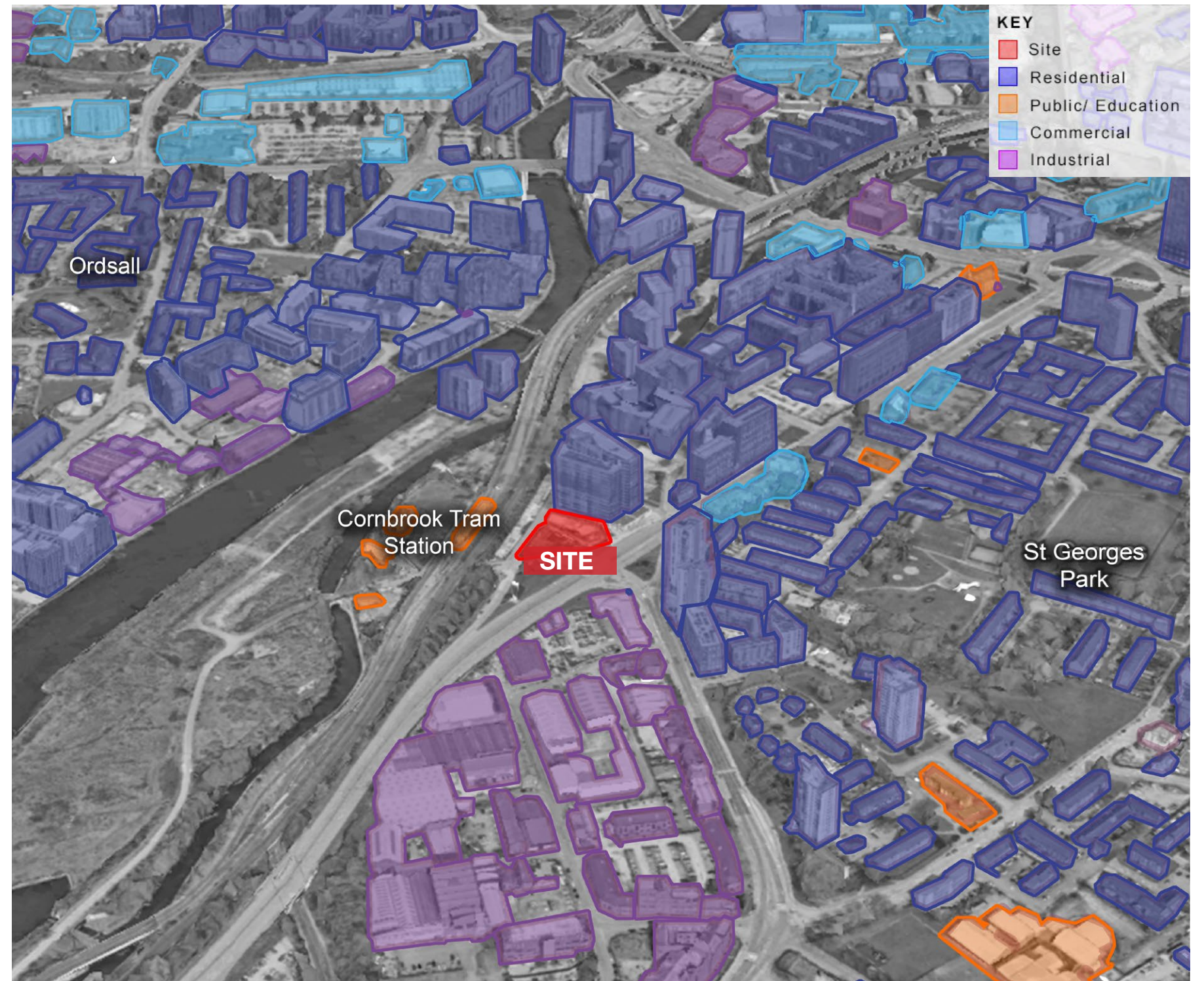
3.9 Building Uses

Overview

Whilst forming part of the defined City Centre, the area around the site does not share the character and vitality of the commercial core. The area is largely characterised by heavy industrial uses and a predominance of vacant and underutilised land, containing heavy industrial and low value uses, particularly to the west and east.

Civic & educational buildings includes council owned properties as well as schools and religious buildings such as the Mosque located to the west of the site and the town hall located to the north.

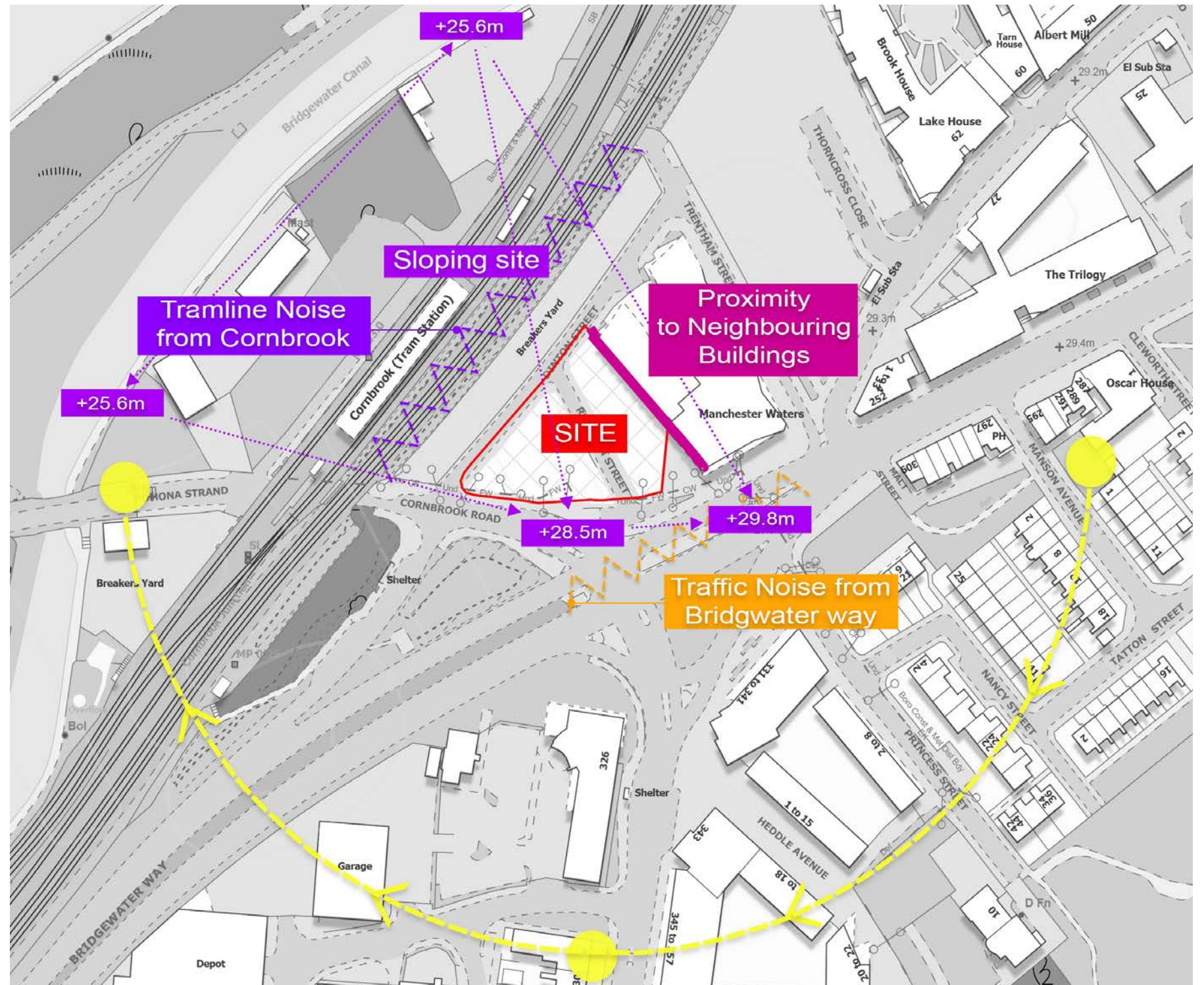
The buildings around the site are predominantly residential use, interspersed with some commercial/industrial use.



3.10 Constraints Analysis

Overview

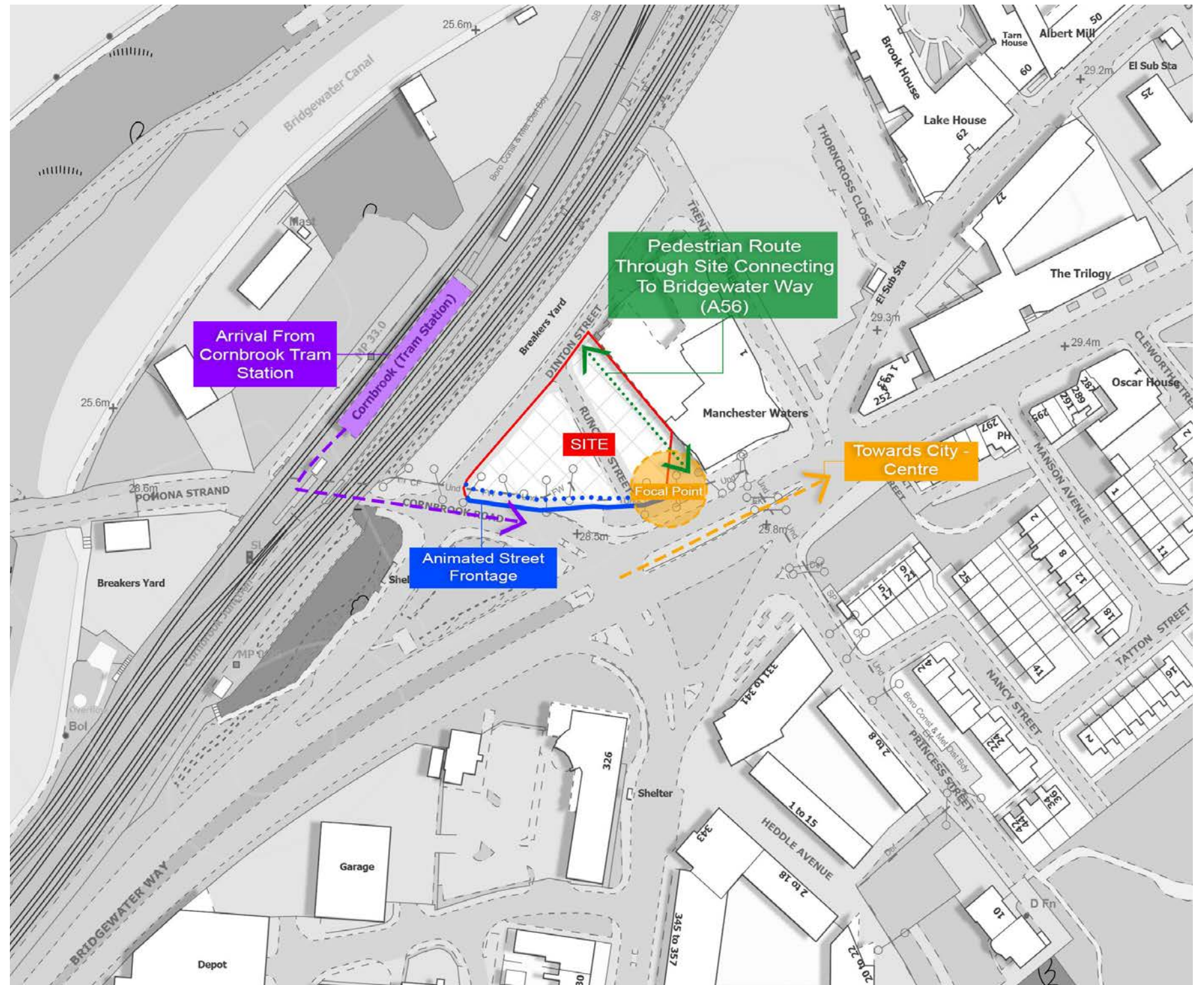
- Level drops across the site
- Surrounding highways – noise and activity
- Tram line to the North-West
- No nearby parking
- Proximity of existing buildings adjacent to the site



3.11 Opportunities Analysis

Overview

- Scale steps up towards Manchester City Centre
- Active frontage onto Bridgewater way/ Cornbrook Road
- Create arrival space from tram station approach
- Potential pedestrian route through site - enhanced connectivity
- Nearby Transportation Hub



4.0 Use & Amount

4.1 Accommodation Schedule - Summary

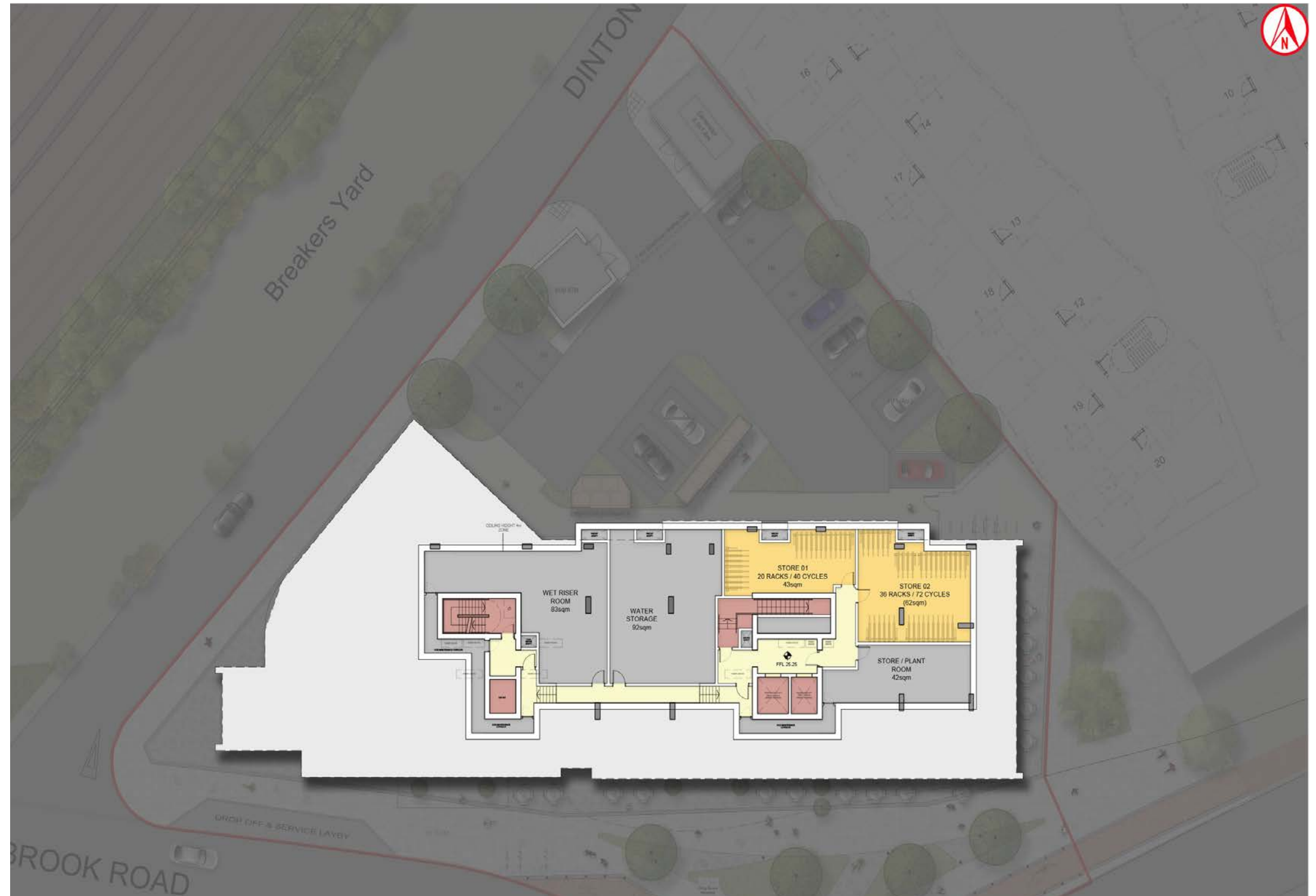
SUMMARY																
LEVEL	1B 1P	1B 2P	2B 3P	2B 4P	3B6P	RESIDENCES	SMALL STUDIO	LARGE STUDIO	ROOMS	Commercial (sqm)	Commercial (sqft)	Café/ Coffee Shop (sqm)	Café/ Coffee Shop (sqft)	Residential Amenity (sqm)	NIA (sqm)	GIA (sqm)
Basement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	480
Ground	-	-	-	-	-	-	8	4	12	75	807	190	2,045	-	0	1,025
1st	-	-	-	-	-	-	37	38	75	-	-	-	-	441	323	1,025
2nd to 4th	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,041	2,799
5th to 19th	60	0	105	30	0	195	-	-	-	-	-	-	-	-	10,416	13,062
20th to 21st	8	2	12	2	0	24	-	-	-	-	-	-	-	-	1,342	1,716
22nd	-	-	-	2	2	4	-	-	-	-	-	-	-	-	438	585
23rd	-	-	Penthouse Suite			1	-	-	-	-	-	-	-	-	290	356
TOTAL	68	2	117	34	2	224	45	42	87	75	807	190	2,045	441	14,850	21,048
SQFT														4,747	159,844	226,559
EFFICIENCY	30.4%	0.9%	52.2%	15.2%	0.9%		51.7%	48.3%								70.55%
Ratio	31.3%		67.4%		0.9%											

5.0 Layout

5.1 Basement Level Plan

Layout Summary

- To free up the maximum area at ground floor for active use, a basement is proposed.
- The Basement contains some of the higher loading areas of plant equipment such as the water storage tank room.
- The residential bike stores are also located at this level accessed via the main core lift for level access, or alternatively there is a dedicated basement cycle stair, separated from the main core stair which can also be utilised.
- The Aparthotel core also extends to the basement level but only via the stair for maintenance access and escape purposes.



5.2 Ground Floor Plan

Layout Summary

- The ground floor is proposed to maximise the extent of active use, entrances, and external facing areas. The main outward facing glazed areas tend to face Cornbrook Road, and animate the main pedestrian route across the surrounding footpaths. The ancillary spaces are at the rear accessed from within the private car parking area.
- The ground floor is split into zones for the various uses of the building and to suit the levels of the site which rise from West to East by circa 1m. The floor level steps to accommodate the rising level of the site to ensure level access to each area of the building is provided. A drop-off/ deliveries lay-by is located on Cornbrook Rd.
- On the Western corner of the building is a small commercial unit with flexibility to have an entrance from the front elevation or the side.
- The Aparthotel entrance lobby and self-check-in is located on the left-hand side of the front elevation with a canopied entrance door. To the rear of the lobby are the various BoH functions associated with the hotel including bike store, laundry and refuse store, all of which have their own external access doors in addition to a corridor access from the main lobby.
- The residential lobby is located centrally on the front elevation with an elevated, welcoming, curved canopied entrance space and external seating. Both cores can be accessed from the residential lobby, which also links to an office, post room, the cafe space and the main refuse store, which has external access for collections.
- Access will be controlled into each lift and stair core such that residents from the Aparthotel will not be able to enter the residential core and vice versa.
- The cafe/ coffee shop is located on the Eastern corner split in two compartment zones each with external seating areas, that spill out onto the surrounding streets to animate the street frontage.
- The rear of the site consists of parking for the Aparthotel, two accessible spaces for the residential, external cycle racks and additional external refuse enclosures, all enclosed within a gated boundary treatment, along with a substation & a generator (screened from view within it's own enclosure) located outside the gates for ease of access.
- New public realm to Cornbrook road extents around the perimeter and improves the footpath and cycle routes around the site, and extends the new paving down to Dinton Street



5.3 First Floor Plan

Layout Summary

- The first floor is an extension of the active use that is at ground floor, and provides more private dedicated space for residents and guests of the Aparthotel.
- The first floor comprises 12 Aparthotel rooms, along with an amenity space for the hotel staff.
- A series of varied sized meeting room spaces are located centrally on the first floor overlooking the main entrance, which can be utilised by either the hotel or the residential.
- The first floor also accommodates the ancillary/ amenity spaces for the residential element with a games room, private dining/ screening/ entertaining space and a gym, all of which overlook the external spaces with generous glazed frontages.



5.4 Second to Fourth Floor Plan (Aparthotel)

Layout Summary

- The second to fourth floors of the building consist of three levels of Aparthotel rooms.
- There are 25 rooms per level with varied room sizes and layouts to offer a range of options to guests staying in the hotel.
- There are two accessible rooms per level and all rooms are located off a central corridor with level access via lifts to the ground floor and two stairs for escape.
- A small laundry room is also located on each level in addition to the main laundry room at ground floor.



5.5 Fifth to Nineteenth Floor Plan (Residential)

Layout Summary

- The fifth floor upwards consists of the residential apartments with thirteen units per floor comprising of four one bed units and nine two bed units with a variety of apartment sizes and layouts, all designed to NDSS requirements.
- Each residential unit is located off a central corridor with level access via lifts to the ground floor and two stairs for escape.
- The corner units are designed a dual aspect where possible giving a good range of options for residents who will also benefit from the extensive amenity spaces available at ground and first floor.



5.6 Twentieth to Twenty-First Floor Plan

Layout Summary

- On the 20th & 21st floors the building starts to step in from the main facade to breakdown the scale of the upper floors.
- These two levels feature residential apartments which are set back from the main facade on the Western side, with twelve units per floor comprising of five one bed units and seven two bed units with a variety of apartment sizes and layouts, all designed to NDSS requirements.
- In the same way as the lower floors, each residential unit is located off a central corridor with level access via lifts to the ground floor and two stairs for escape.
- The corner units are again designed as dual aspect where possible with some larger units on the corners giving further variety in apartment sizes and layouts for residents.



5.7 Twenty-Second Floor Plan

Layout Summary

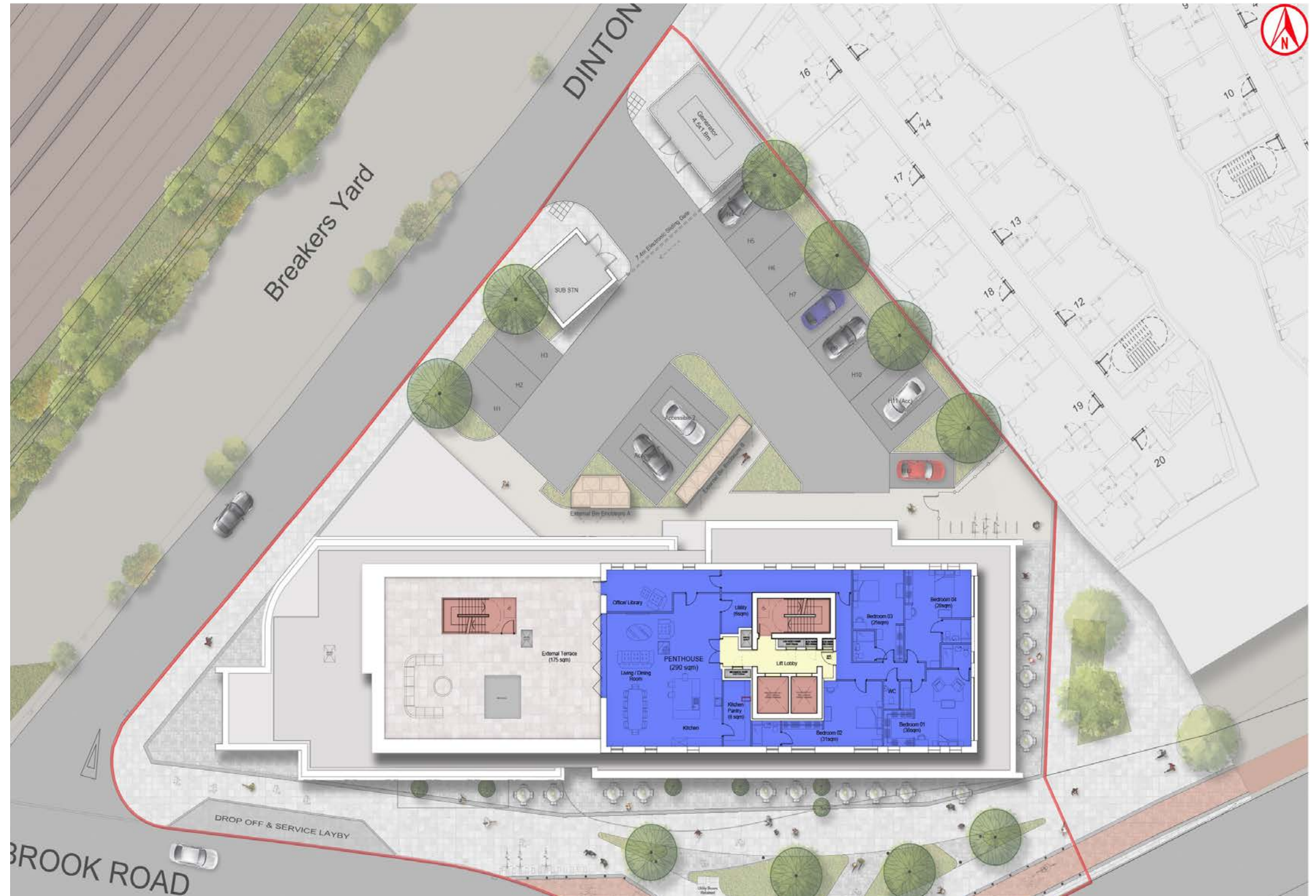
- The 22nd floor is set back again but this time on all four sides of the building, providing further variation and relief to the scale at the uppermost levels.
- This level comprises four generously sized three bed 'penthouse' units, all with their own private terrace located off the living spaces, with a varied layouts and again all designed to NDSS requirements.
- Both cores continue up to this level in the same way as the lower floors, with each of the four penthouses located off the central corridor with level access via lifts to the ground floor and two stairs for escape.



5.8 Twenty-Third Floor Plan

Layout Summary

- The 23rd and top floor of the development follows the footprint of the two floors below on the Eastern side, containing a large four bed penthouse suite, with a generous terrace on the Western side opening from the main living space.
- The Eastern core continues up to this level with access to the penthouse suite on either side to provide level access via lifts to the ground floor, and there are still two stairs for escape with the Western stair being enclosed in a glazed pod set with the terrace space.



5.9 Roof Plan



6.0 Scale & Massing

6.1 Overview

The proposed building forms the first large scale building, within this cluster of taller buildings on this key gateway approach into Manchester City Centre.

The site is framed by the new Botanica Apartments development on Trafford land opposite, on Chester Road, and by the completed VOX buildings just beyond. This site also marks the connection to the West towards Manchester Waters via Cornbrook.

This site for the new building and piece of land on which it sits, is on a key gateway into Manchester city centre. This is recognised in the framework for the site set out in 2013. The framework document, reinforces the sites importance as a gateway and uses language, setting out the significance of high-quality, large-scale landmark building, such as;

- *“The site marks the entrance to Manchester City Centre from the West. It is a key location. New buildings and areas of public realm of the highest standard possible will be delivered. The opportunity to mark the key junction of A56 and Pomona Island with increased scale will be taken.”* Cornbrook Hub, the vision statement, Pg. 14
- *“Redevelopment of the site will deliver a range of uses designed to complement the existing and planned residential communities of the surrounding area including locations such as Pomona Island and Ordsall Riverside. A variety of uses including retail, commercial office space, hotel, residential accommodation and community facilities will be considered appropriate. Buildings with active ground floor uses, including retail accommodation, will provide frontage to the A56 and Cornbrook road. Buildings in this part of the site will be of a higher density and scale to mark the gateway to the City Centre and Pomona Island.”* Cornbrook Hub, Land Use, Pg. 15
- *“Create a new gateway consistent with entering a city of European significance”* Cornbrook Hub, Land Use, Pg. 22

As such the scale for the site has already been justified as one of significance and scale, and the proposal as set out in this submission, follow almost (one storey higher) the same heights, as set out in the framework.

The building footprint follows that of the previously approved hotel consent and has already been recognised as the most appropriate form in plan, which address the external frontages as well as screening any ancillary space to the ‘rear’ onto Dinton Street.

The combined scale and footprint generate a mass which directs the eye towards the city centre, and focusses the vista along Chester Road, onto Deansgate, towards the more significant towers now built around Deansgate Square.

The scale and mass proposed for the site, is also at its further point from the lower scale buildings that nestle within the heart of the area to the East along Ellesmere Street. In this way it book ends the arrival into this area, with a taller building identifying arrival at the City Centre.

This building can be read alongside the newly erected VOX residential buildings and marks the high point existing the City centre, moving onto Bridgewater Way.

In terms of the design solution for the site, the building is proposed at 78m tall and it is 62.3m wide.

The scale and mass of the building has been broken down into two separate components, to reduce the visual width of the block and to emphasise its verticality. Between these two there is a prominent glazed recess helping to separate them. These two vertical components are treated differently architecturally to split the visual mass of the building.

The crown of the building is stepped with cutback floors, and a final flourish on the tallest element with an industrial motif reminiscent of a north light style roof, pointing back towards the City Centre.

This upper floor materiality, where the building steps back also changes to reduce the scale and emphasise the steps.

The inset of the upper floors, is also stepped so that the ‘north light’ element appears to be visually taller, helping to emphasise the two components.

This change of facade treatment is also applied to the ground and first floors. The ground and first floors from a plinth, with glassy elements identifying the very active areas towards Chester Road, where café, residential entrance and residents and hotel amenity sit above, but on the hotel side, the brickwork comes to ground, defining and reinforcing the glassy transparent end facing towards, the city.

The predominant material is brick with punched or two storey openings, reminiscent of warehousing or industrial buildings, which this area formerly housed.

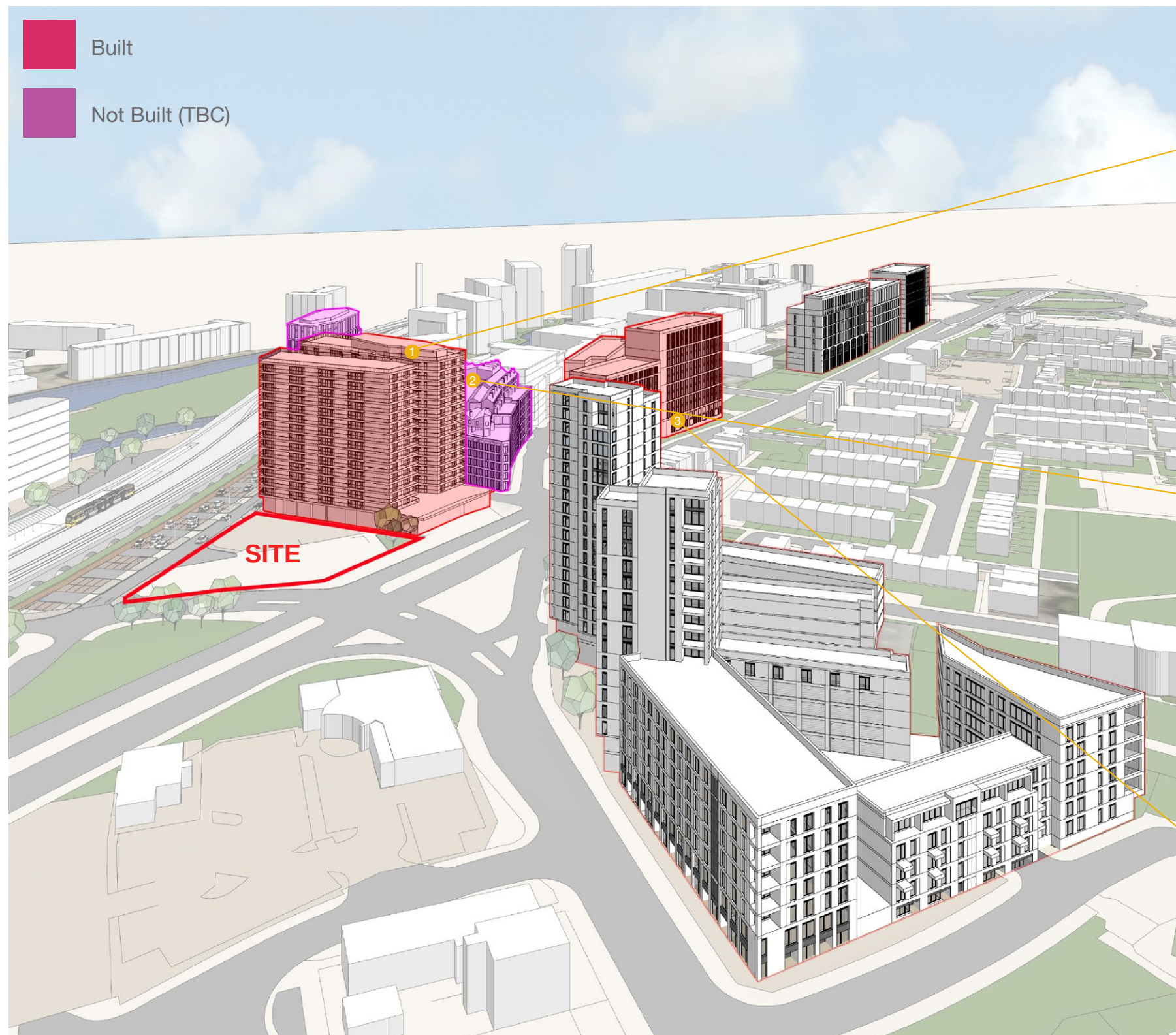
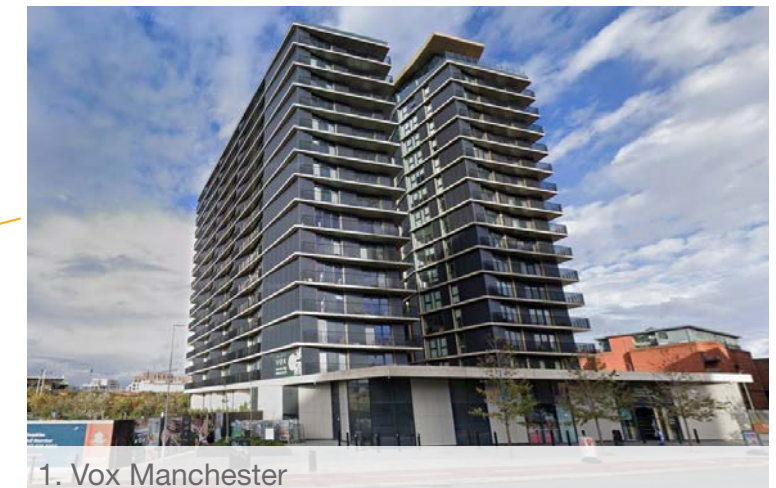
To assist in marrying the buildings together, and helping to read them as a family next to the VOX buildings, where the buildings are viewed with the collection of VOX buildings, this masonry is ‘peeled back’ and a glass and ceramic backed glass is utilised almost full height, to give a more modern feel, but still wrapped by the brick envelope, around its edges.



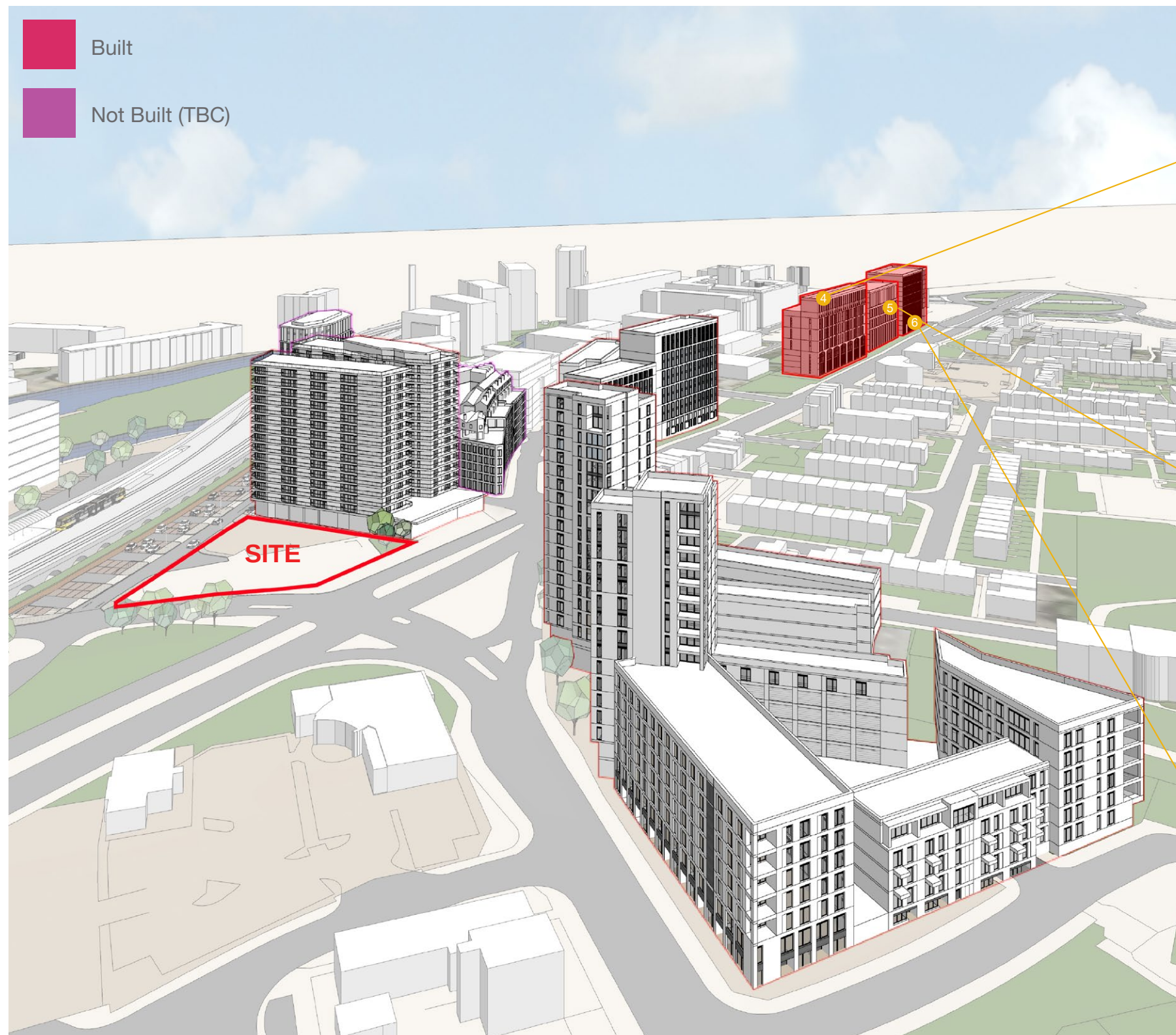
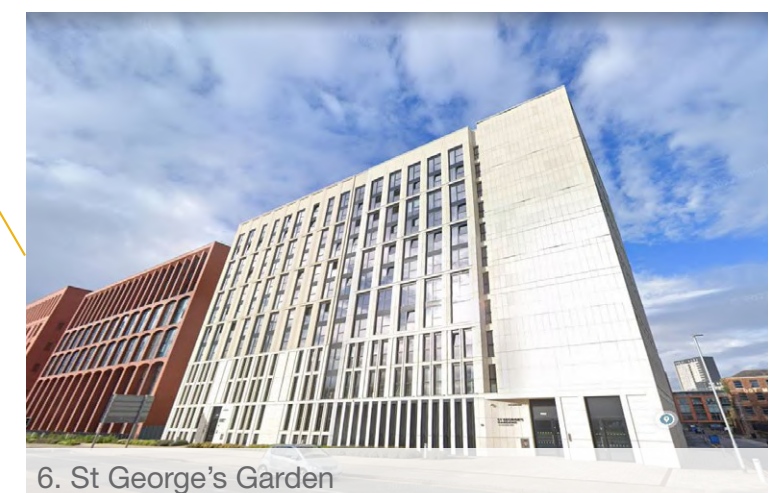
The break up of bottom, middle and top sections, in complimentary materials, and with the main façade envelope treatment split in plan, and in two styles of the same brick, creates a refined vertical brickwork building, breaking up its scale and appropriate to the sites prominence.

The following pages outline the rationale of our proposals in terms of scale and massing with an overview of the surrounding context followed by the principles on which we have based our scale and massing, and a longitudinal section to further illustrate the breakup of uses and scale.

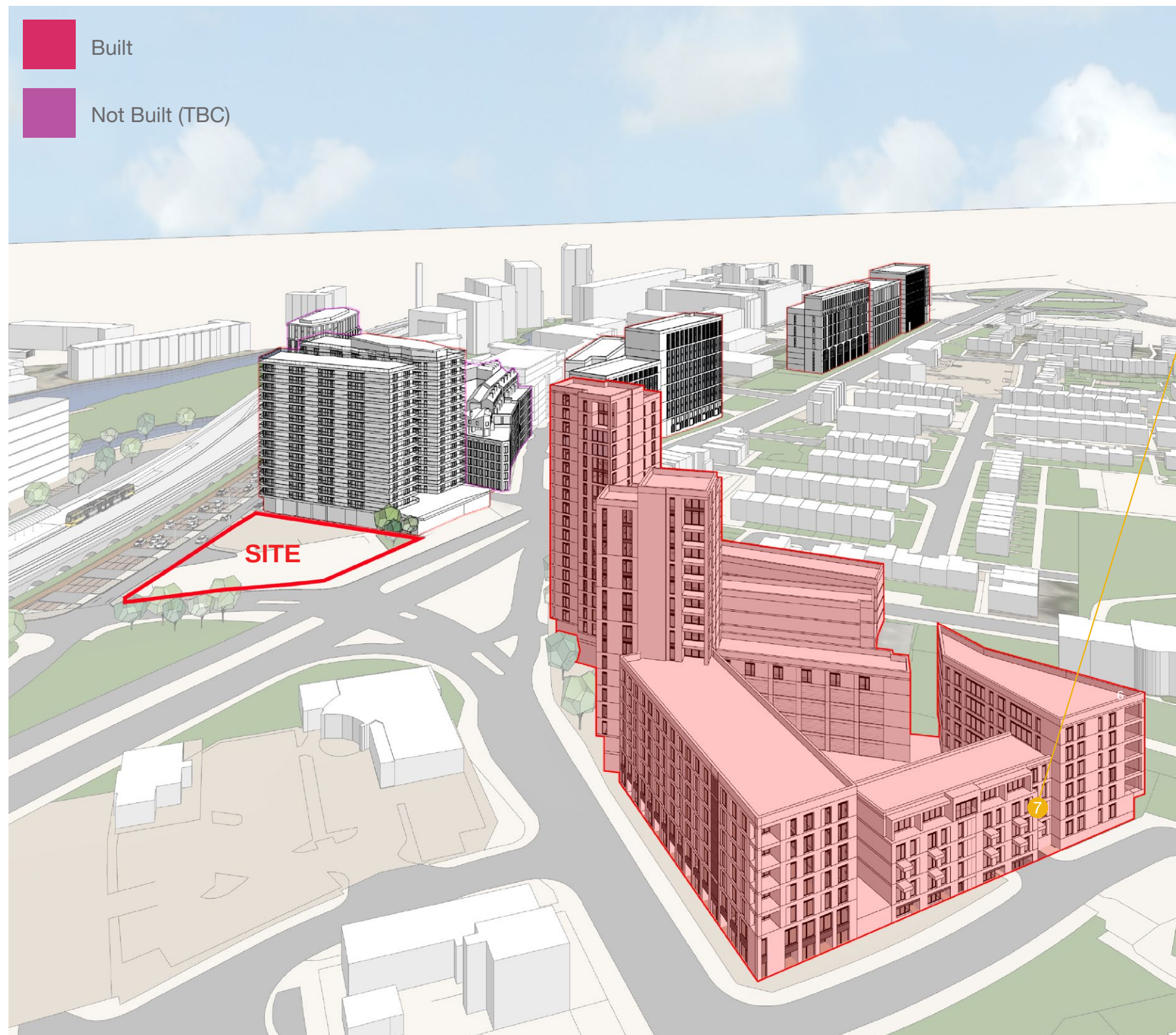
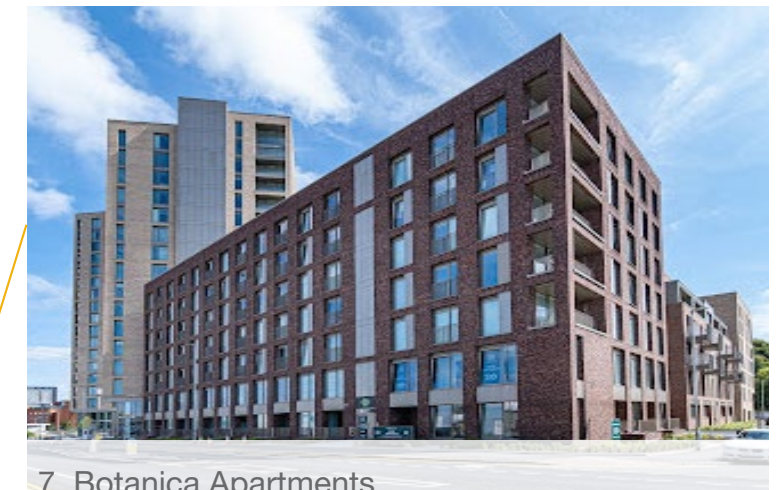
6.2 Scale & Massing - Surrounding Context



6.2 Scale & Massing - Surrounding Context

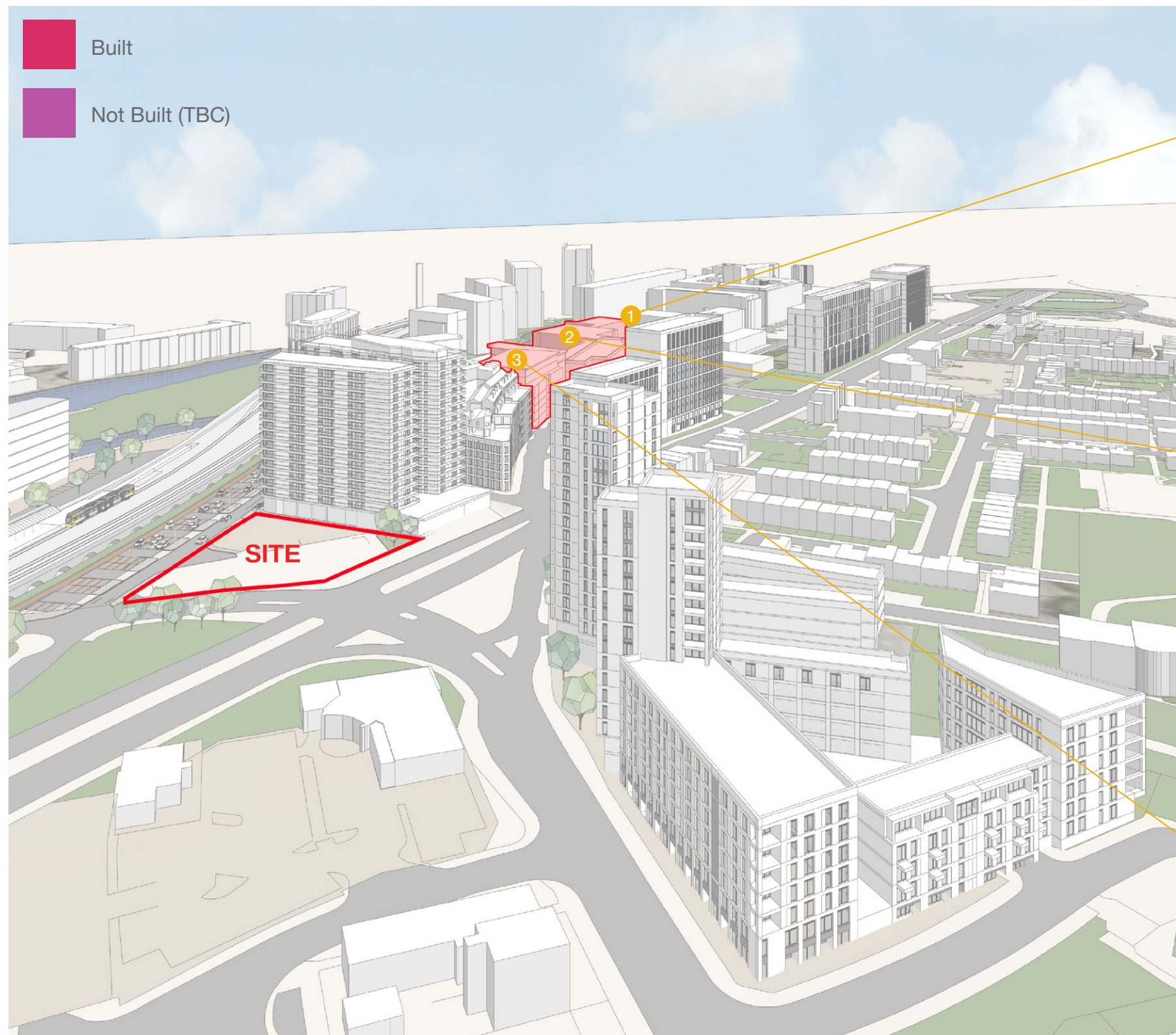


6.2 Scale & Massing - Surrounding Context

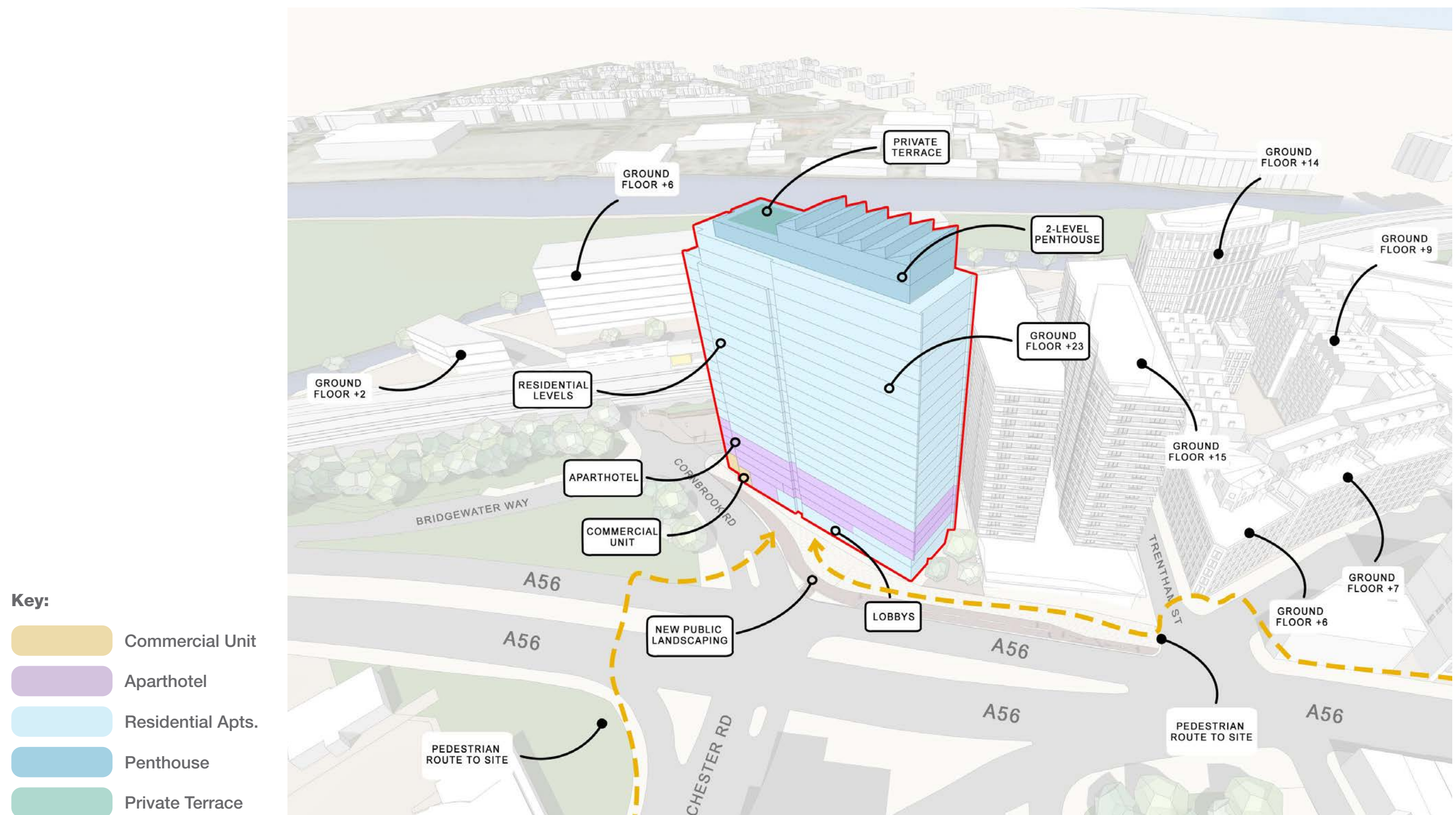


7. Botanica Apartments

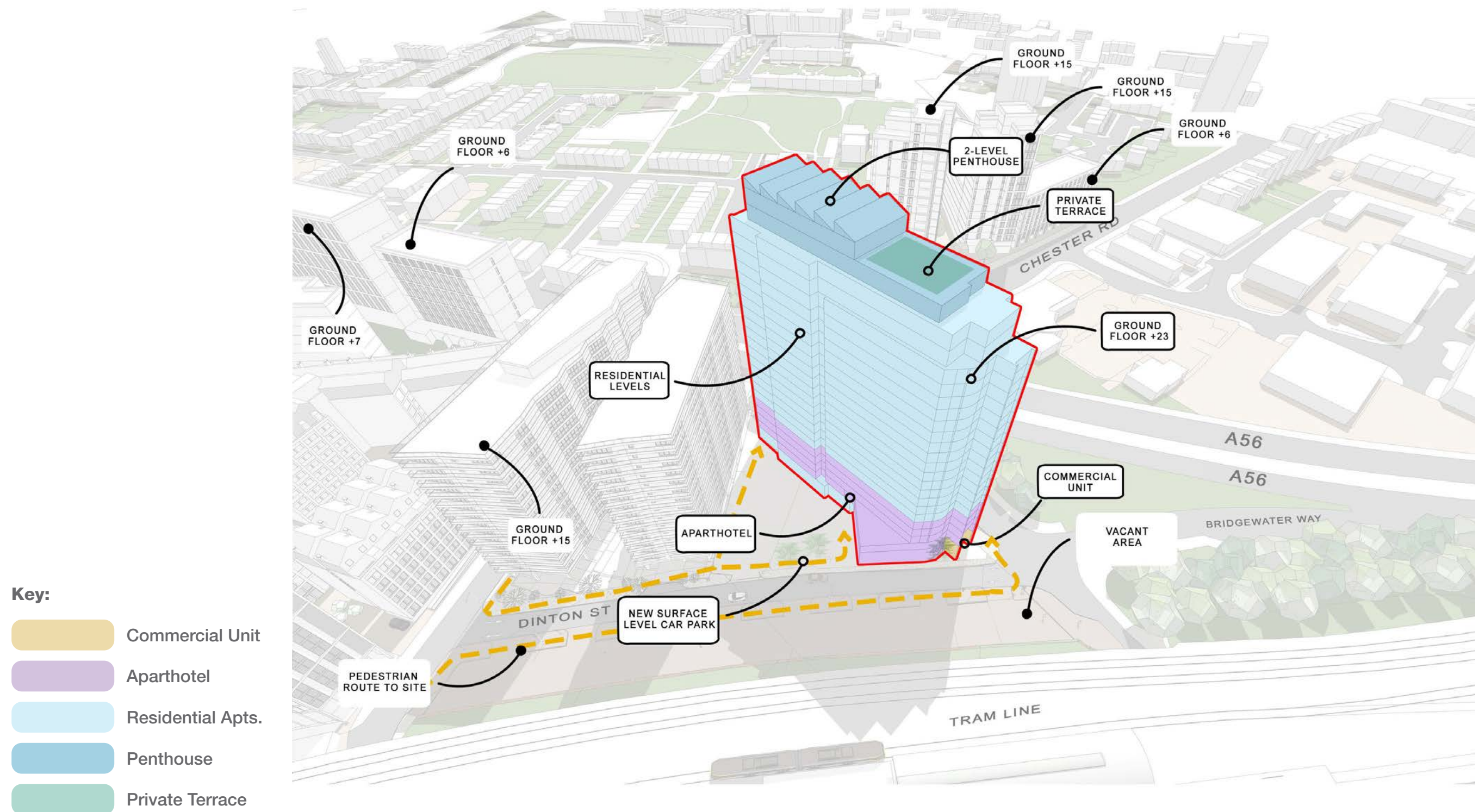
6.2 Scale & Massing - Surrounding Context



6.3 Scale & Massing Principles



6.3 Scale & Massing Principles



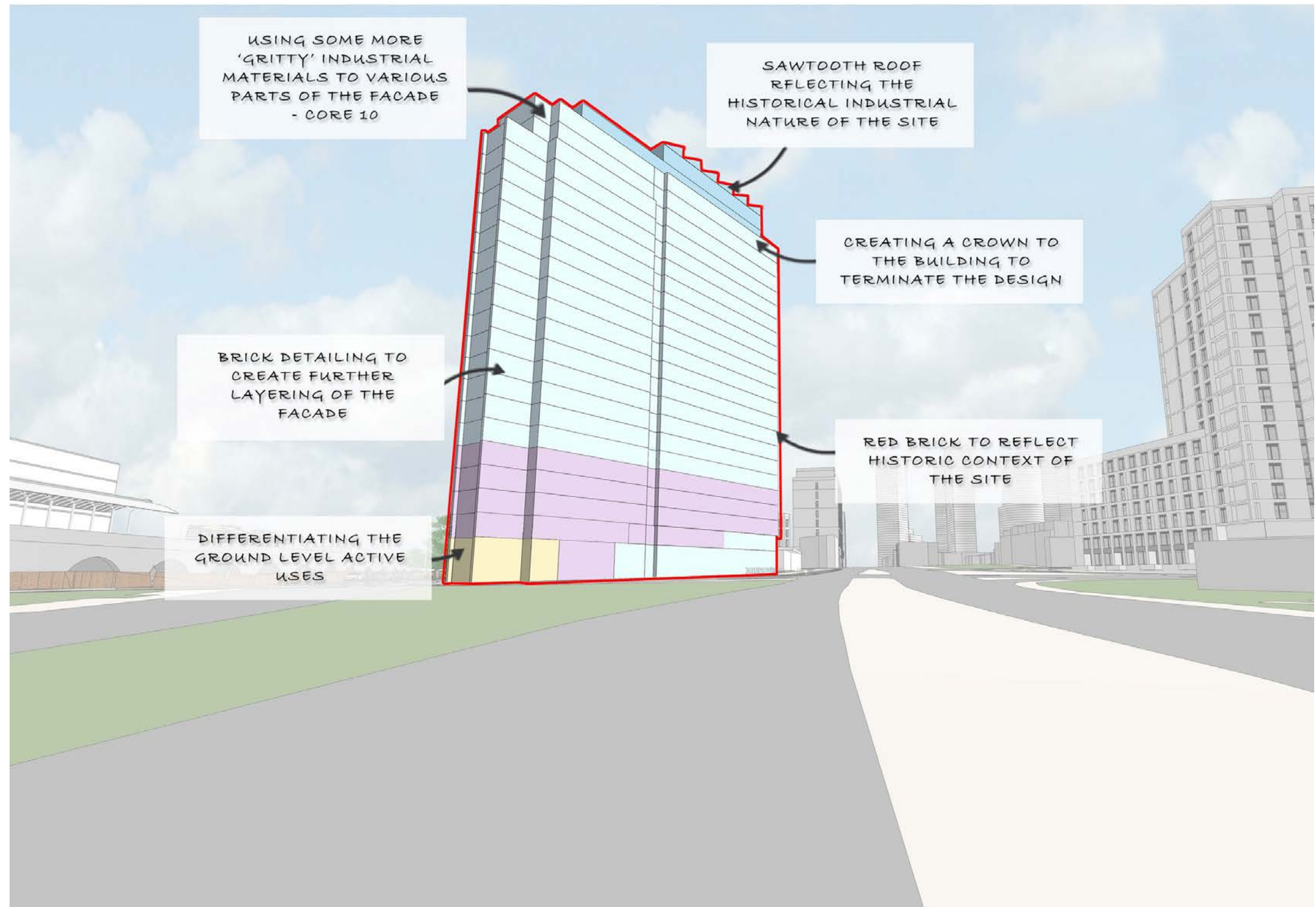
6.3 Scale & Massing Principles

Key:

- Commercial Unit
- Aparthotel
- Residential Apts.
- Penthouse
- Private Terrace



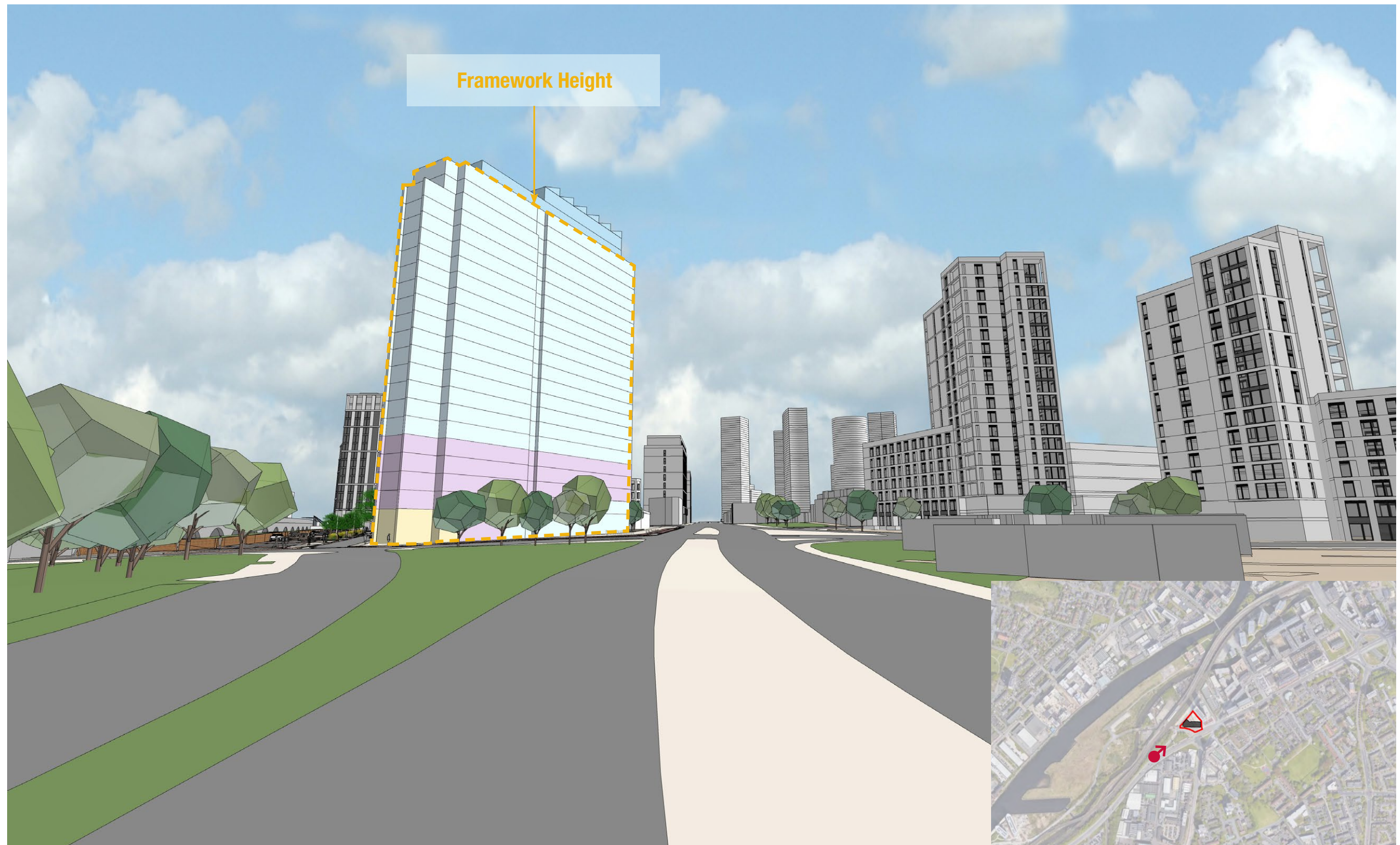
6.3 Scale & Massing Principles



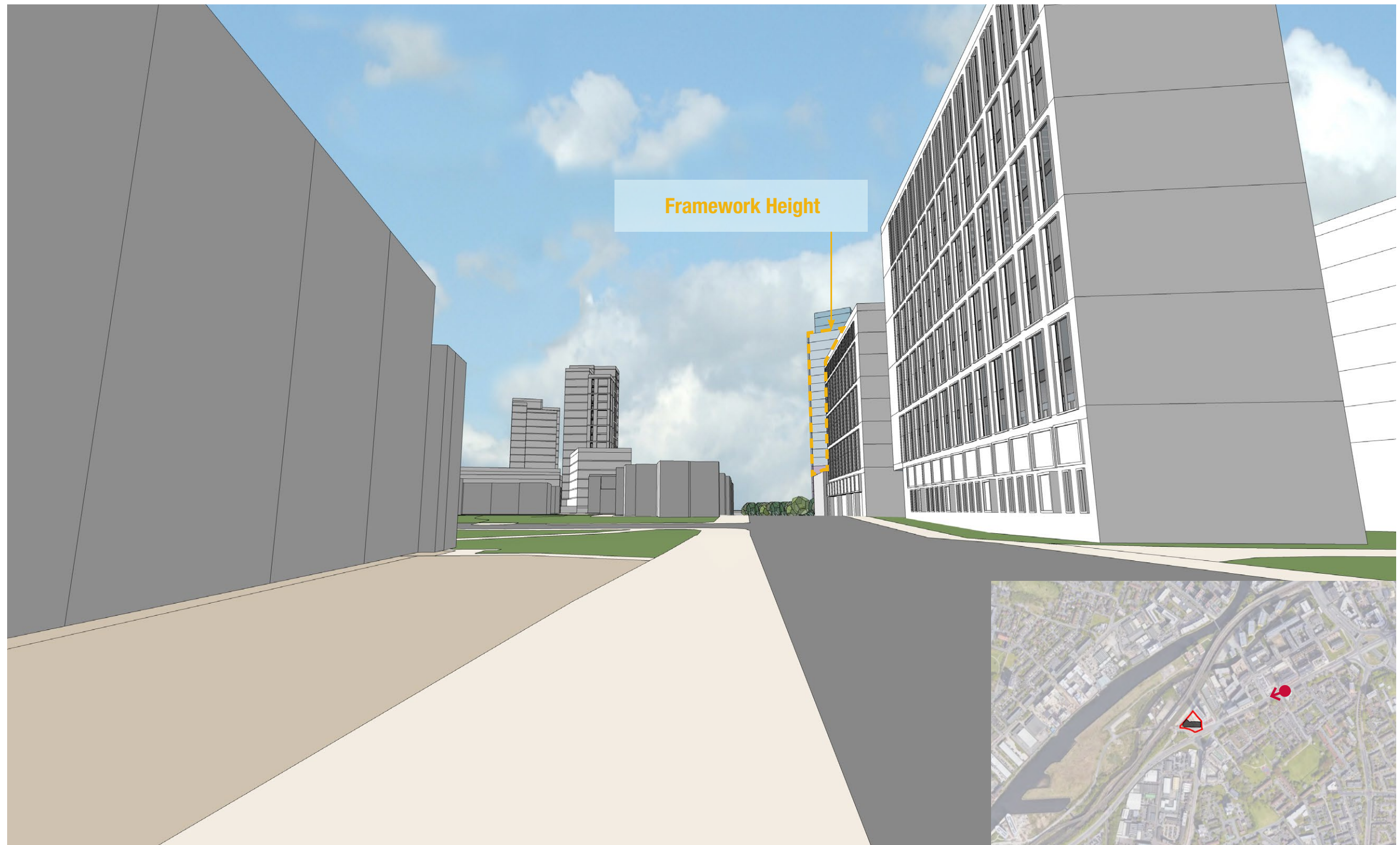
Key:

- Commercial Unit
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- Penthouse
- Private Terrace

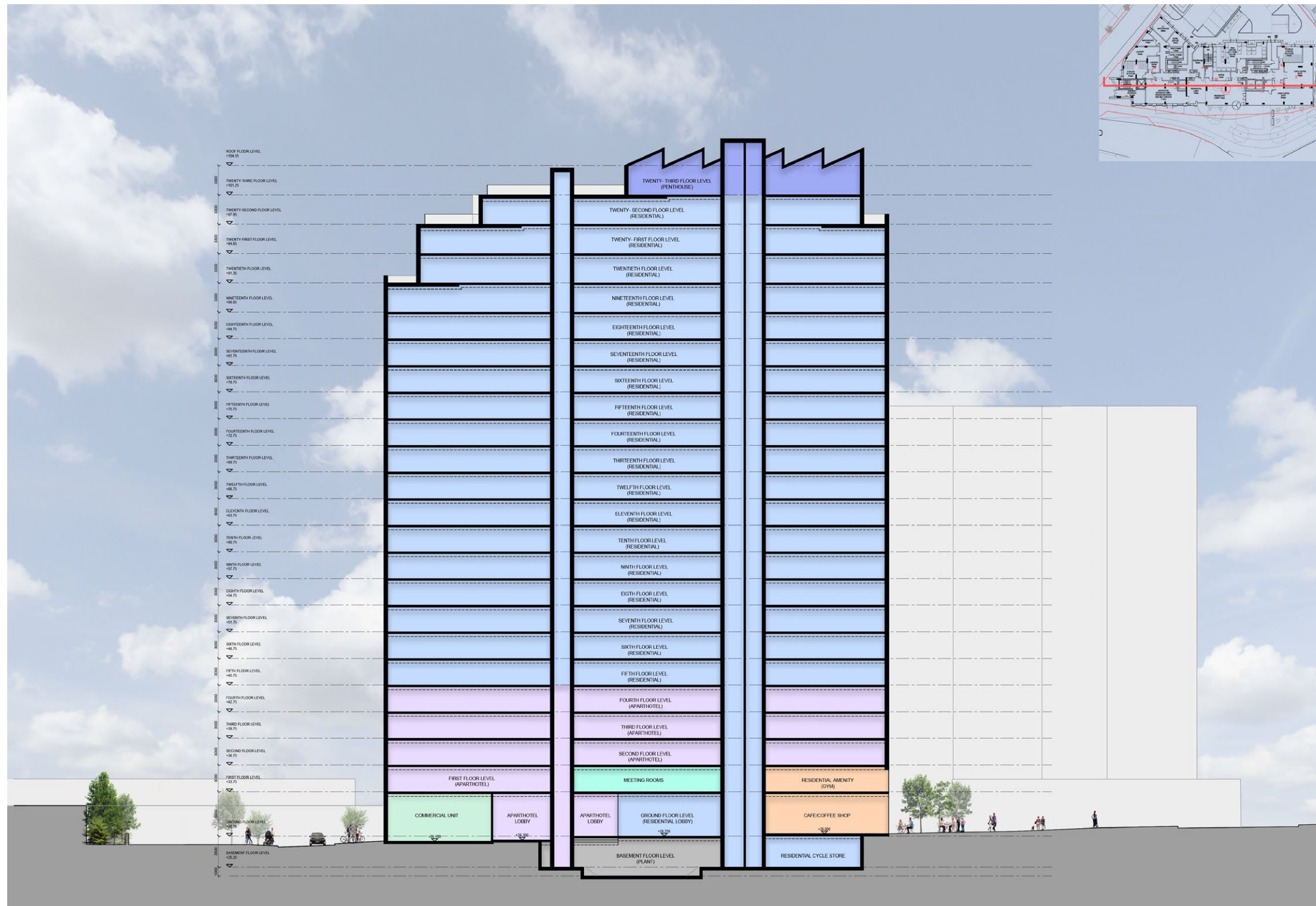
6.3 Scale & Massing Principles



6.3 Scale & Massing Principles



6.4 Section



7.0 Appearance

7.1 Overview

This building forms both the ‘book end’ that marks the final point of the taller buildings around Ellesmere Street, as one enters the City centre, as well as serving as the arrival point as one enters the larger scale part of the City on this prominent route from the south west, via Chester Road.

The site sits in the foreground with the significant taller cluster sat behind around Deansgate Square and several other taller buildings.

This area historically was an industrial/ warehouse style of location and several of those red brick style building still remain along Ellesmere Street and off the streets adjoining it.

To reference that historical location and to celebrate Manchester’s high quality brick heritage, the building appearance, along with its materiality, has been chosen as one that references and celebrates that style of warehouse/ industrial robust red brick aesthetic. This has been blended with window openings that blend a more contemporary darker appearance with glazed in-fills and dark frames and panels, with traditional brickwork framing of openings.

The building tones are complimentary and maintain a simple but high quality palette, which will reinforce a high quality appearance that references the site’s history.

Combined with those robust materials, at the upper floors, its is proposed to use core ten steel, pre aged, to change the materiality where the floors start to set back. Steel again referencing the historical materiality of this area. Consideration of the architectural detailing will ensure any run off from the core ten is picked up in the design.

At the lower levels, the masonry is ‘peeled back’ to allow extensive areas of glazing, which reveal the highly active uses of the building with a significantly tall ground floor, and first floor amenity which will assist in animating the street and providing passive surveillance to the routes around the building.

The two main uses, residential and Aparthotel, are clearly identified by canopies and signage, and both enhance the pedestrian level experience.

Internally the building is layered horizontally in its use with amenity and active uses over the lower two floors, then Aparthotel for four floors, and then residential above. However, the external façade design, is both layered horizontally and vertically. As part of this layering, it is proposed to celebrate its scale, and to create more of an elegant visually taller building, by splitting its façade design vertically into two parts. These two parts are both in brickwork, but of slightly different styles.

One side has larger taller openings in the glazing, with pronounced vertical piers, that reach up the whole length of the building stopping at the stepped back floors, whilst the other side has more traditional punched window openings, more familiar with a ‘mill style’ opening, at each level, which stop on the principal elevation above the highly glazed active aspects of the building at lower levels and again at the inset floors at the topmost storeys where the core ten starts. This aesthetic applies to both the ‘front’ and the ‘rear’ elevations.

However on the end gables, particularly the one facing VOX, the gable end is stripped of the brickwork (although framed in it) to provide a visual connection with VOX buildings with glazing and ‘look a like’ glazing, to provide a more modern end gable facing back towards the City centre, and complement VOX.

This assists in the transition between the modern contemporary VOX buildings and the more robust envelope facing Chester Road.

The upper core ten floors, step back, and step in, as well as step up, identifying the vertical split in the blocks. These upper set backs form terraces for the residents of these upper levels, and the building is crowned at its highest point by a north-light aesthetic, for the top floor apartment, again referencing in its crown the industrial heritage of the area.

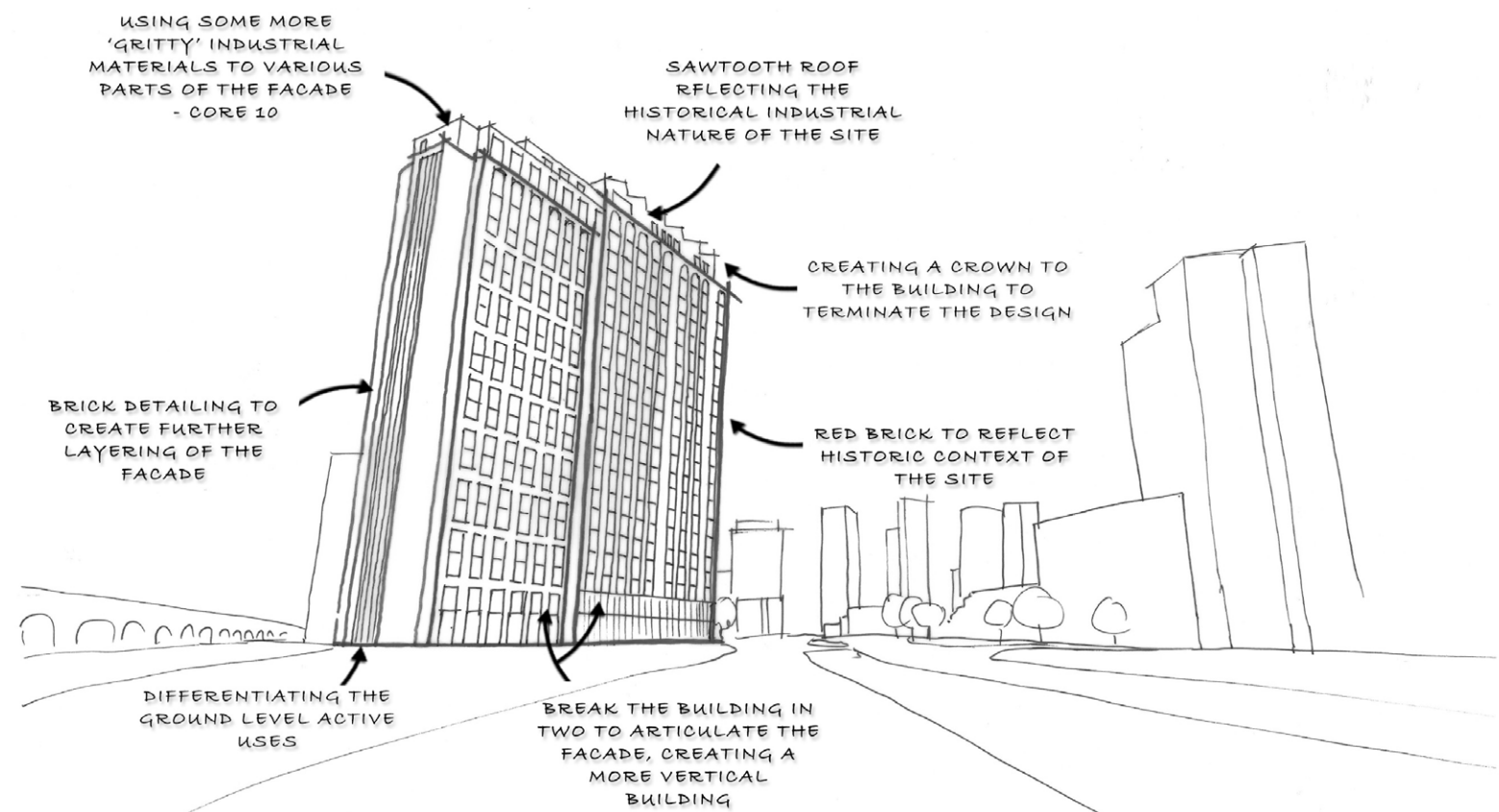
Brick reveals are typically a full brick depth particularly where they meet a window, and where we have the vertical piers.

Some contrasting brick is proposed where the punched openings sit against the inner brick frame, still in red brick, but to provide a subtle variance to emphasise this detailing. The intention is to use a textured multi style brick or blend for the main facades, but then to use one of the bricks from the blend, in the contrasting brick, so the change in tone is subtle, but recognisable.

Soldier courses and brick recesses are utilised to break up some of the larger brick areas and to enhance the lower levels, particularly at the ‘rear’ where service accommodation sits.

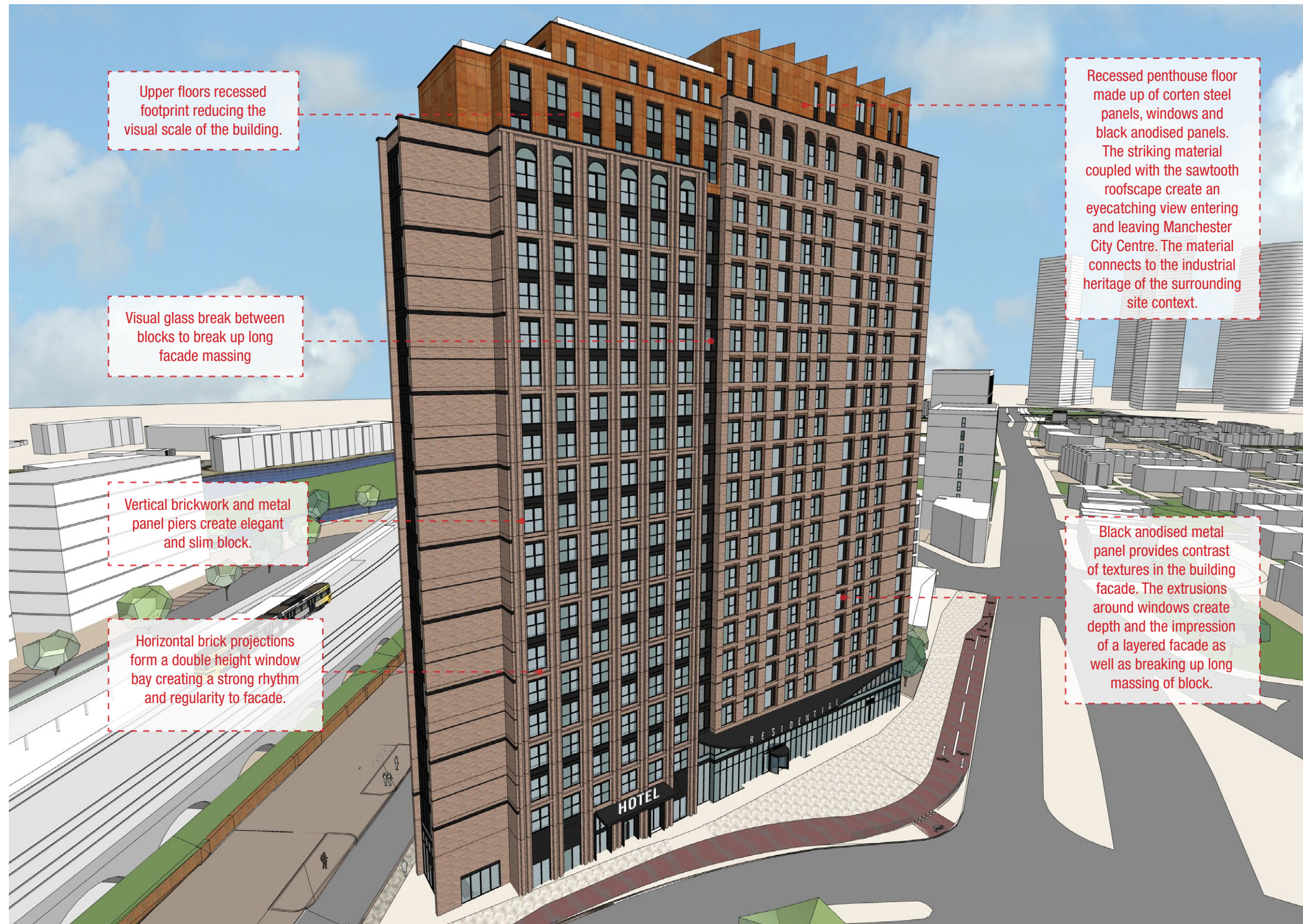
The aim is for an elegant brickwork building that marks and references the importance of the site historically and physically, and heralds the arrival into the City Centre.

The imagery on the following pages summarises each element of the facade appearance, and is followed by the proposed elevations, CGIs and photomontages providing views of the proposals from the surrounding context.



Initial Sketch Massing

7.2 Appearance Principles



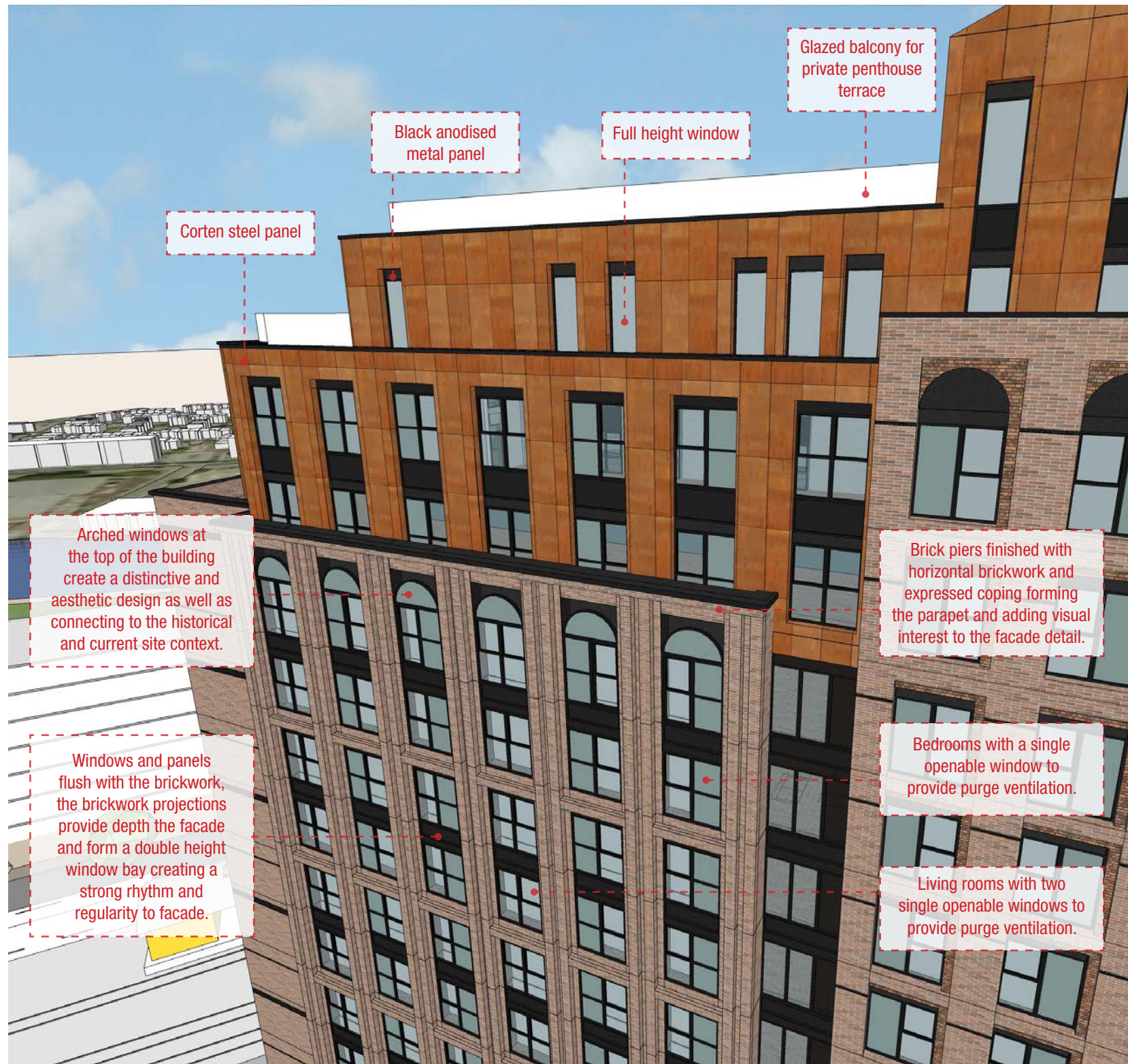
7.2 Appearance Principles



7.2 Appearance Principles



7.2 Appearance Principles



CGI showing typical window bay (left hand side)



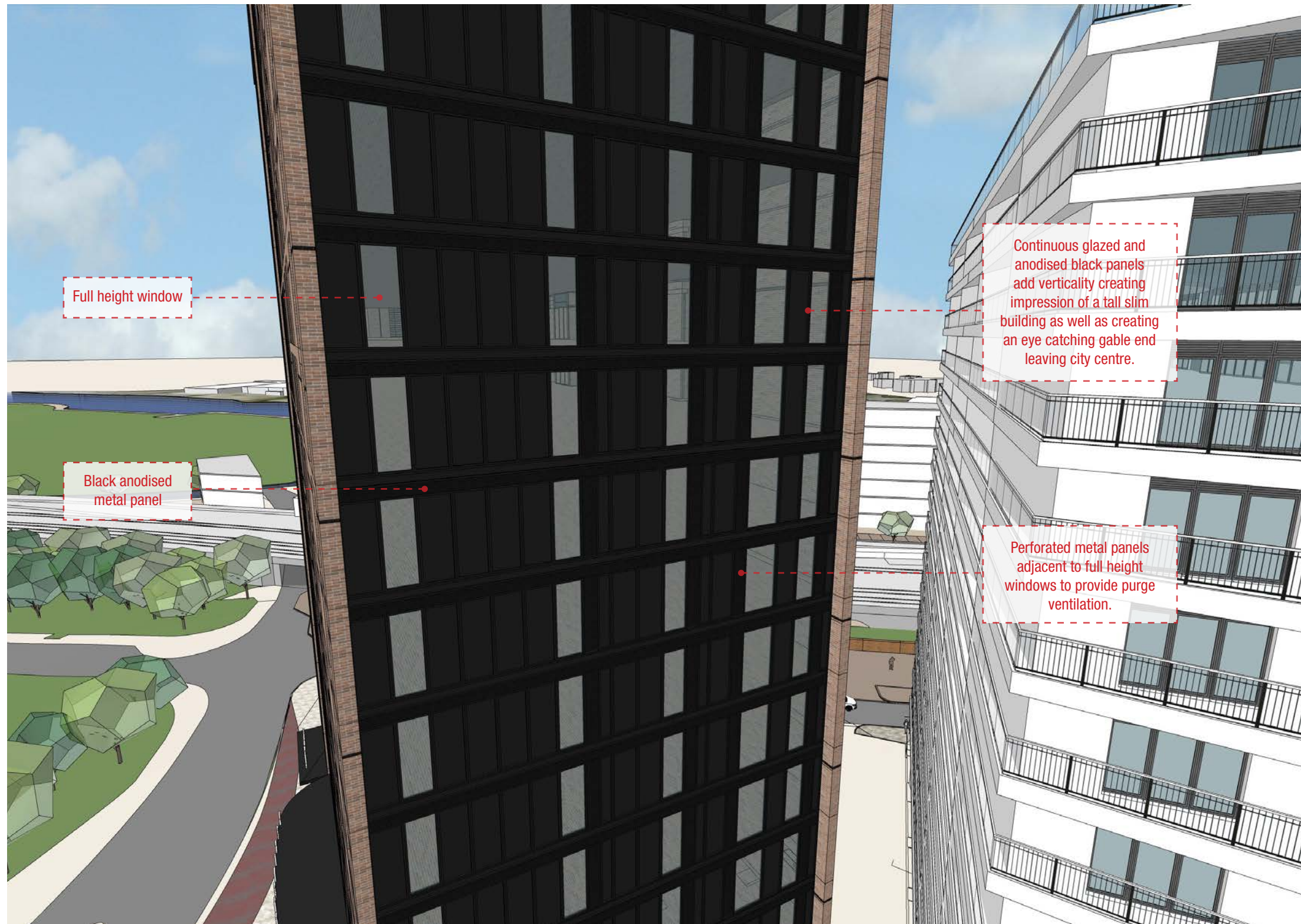
7.2 Appearance Principles



CGI showing typical window bay (right hand side)



7.2 Appearance Principles



7.3 Proposed CGI from A56 Bridgewater Way Looking East



7.3 Proposed CGI from Princess St & Chester Road Junction



7.3 Proposed dusk CGI from Princess St



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7.3 Proposed CGI from A56 Bridgewater Way & Cornbrook Road Junction



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7.4 South Elevation



7.4 North Elevation



7.4 East Elevation



7.4 West Elevation



7.5 Photomontage View 1: From A56 Looking North-East



7.5 Photomontage View 2: From A56 Looking North-East



7.5 Photomontage View 3: From A56 Looking North-East



7.5 Photomontage View 4: From A56 Looking North-East



7.5 Photomontage View 5: From Princess Street Looking West



7.5 Photomontage View 6: From A56 Looking West



7.5 Photomontage View 7: From A56 Looking West



7.5 Photomontage View 8: From A56 Looking South-West



7.5 Photomontage View 9: From A56 Looking South-West



7.5 Photomontage View 10: From A56 Looking South-West



7.5 Photomontage View 11: From Chester Road Looking North



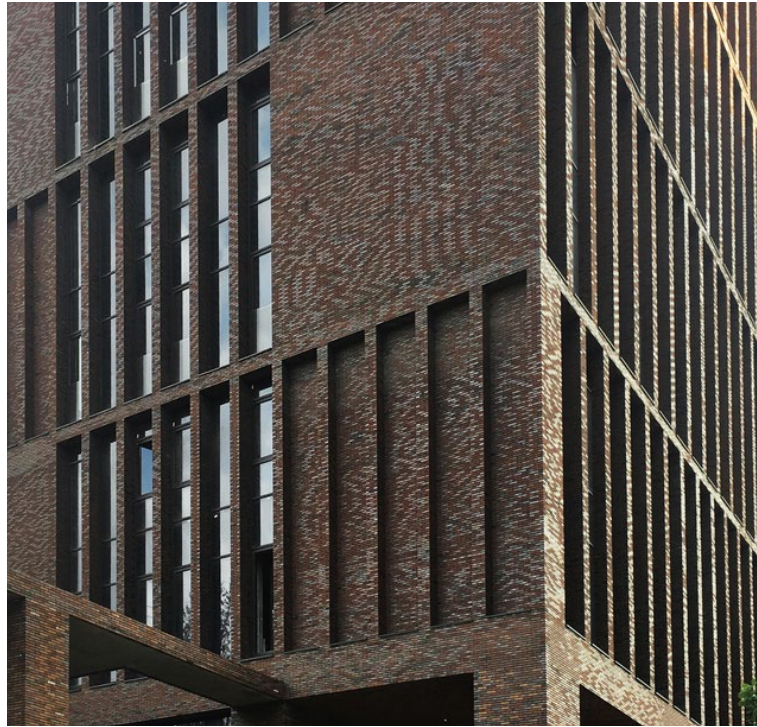
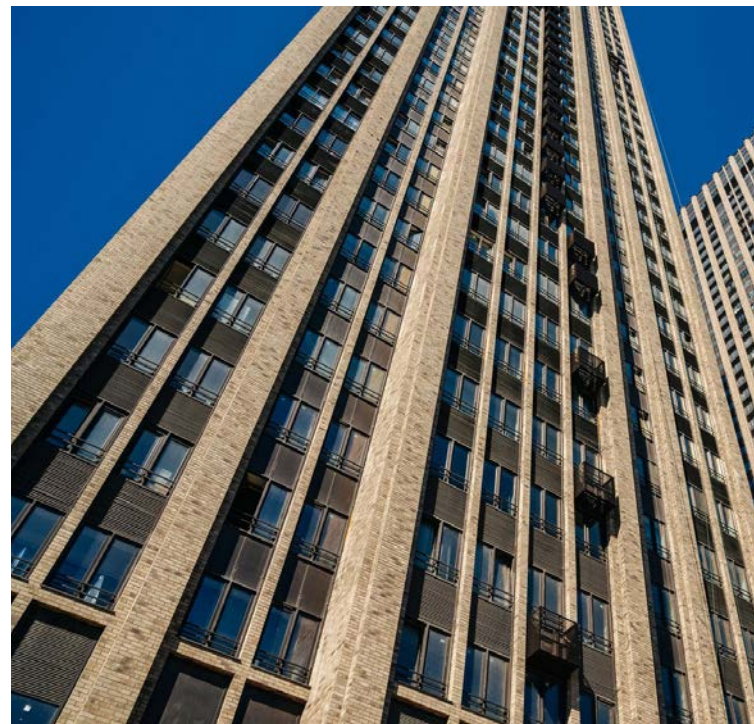
7.5 Photomontage View 12: From Ellesmere Street Looking South-West



7.5 Photomontage View 13: From Ellesmere Street Looking South-West



7.6 Facade Layering Styles: Precedent Imagery



8.0 Access

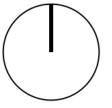
Basement Plan

LEGEND

- Residents Core
- Residents Access
- Commercial Access
- Aparthotel Core
- Aparthotel Access
- Aparthotel Cycles Store
- Delivery Layby
- Firefighting Access
- Cafe Access

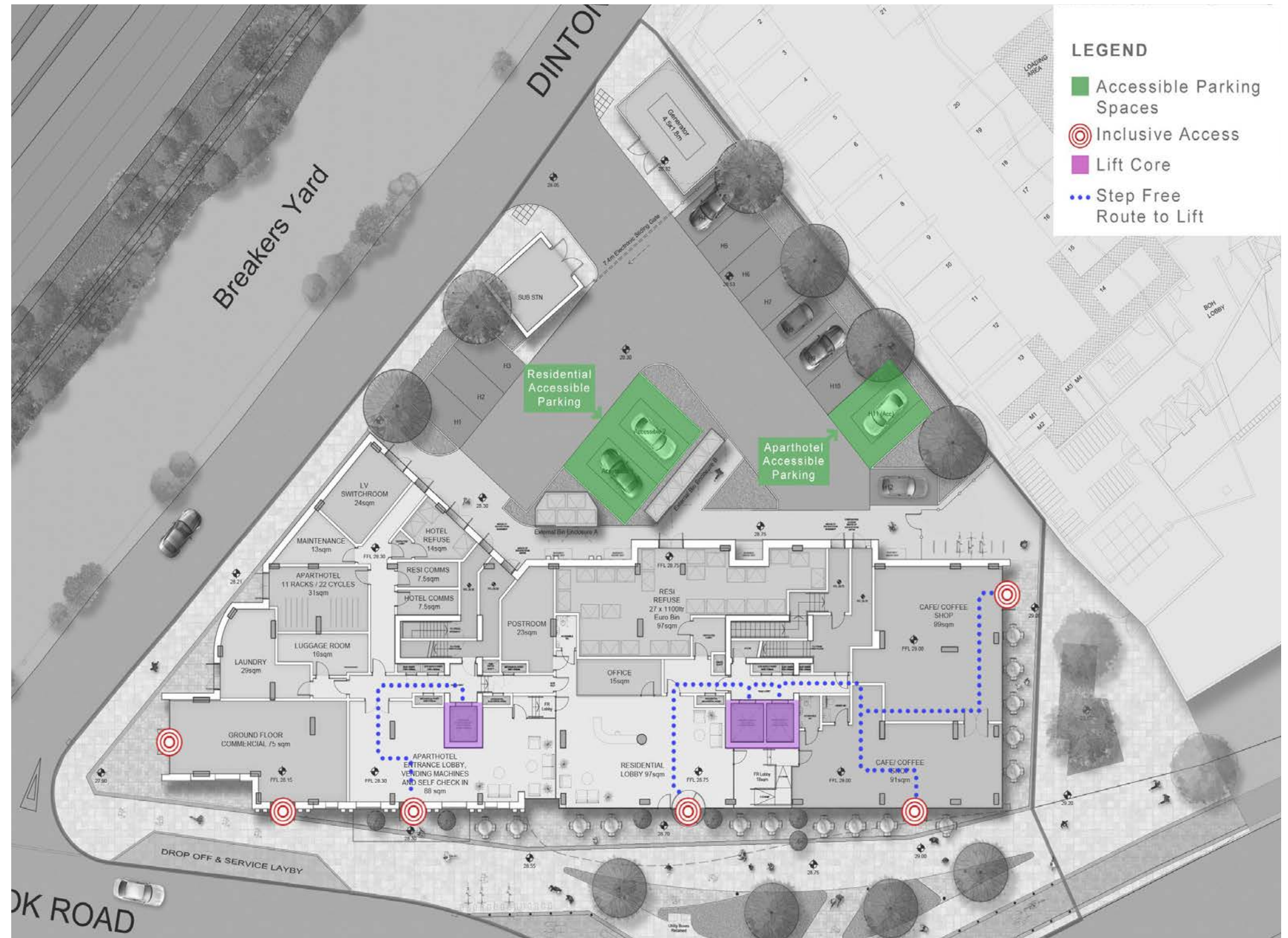
Ground Floor Plan

8.2 Inclusive Access



Inclusive Access Summary

- The development has been designed to create an inclusive and highly accessible environment for all. The design team have taken care to ensure that the building and surrounding site take full account of the needs of elderly people and those with disabilities in relation to the following statutory regulations:
 - Building Regulations Part M
 - BS 8300-1:2018 'Design of an accessible and inclusive environment - Part 1: External Environment - Code of Practice'
 - BS 8300-2:2018 'Design of an accessible and inclusive environment - Part 2: Buildings - Code of Practice'
 - Equality Act 2010
- The entrances and exits to / from the building to the street will all have level access. The residential entrance, the Aparthotel entrance, the commercial entrance and the cafe entrances all have level access and once within the building, there are step free routes to passenger lifts to provide access to the upper floors of the building associated with those entrances.
- For the residential element the resident or visitor will arrive at grade from the existing street and enter the building via a reception with secure access control, which we envisage will have intercom facilities available at the main entrance doors. From here, residents and visitors can access the entire residential development at grade via the main lift to all upper levels. The hotel has the same arrangements but to different lifts. The cafe has two external access points and is also accessible internally from the residential lobby and lifts. The commercial unit also has two external access points.
- The diagram opposite shows the access arrangements for the site.

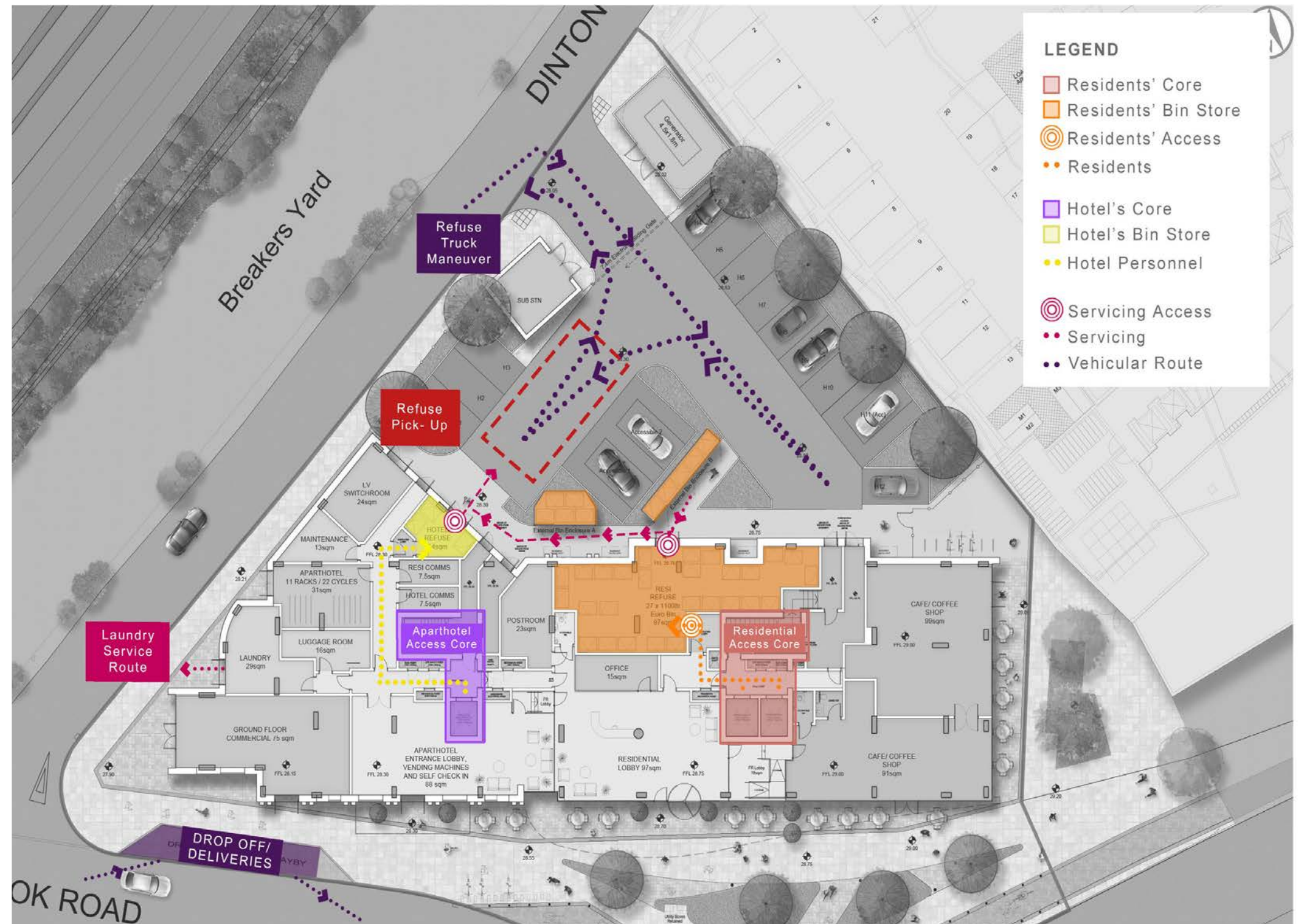


9.0 Servicing & Refuse Strategy

9.1 Servicing & Refuse

Servicing Summary

- The refuse strategy for the building differs for the residential and Aparthotel areas.
- The strategy for the residential apartments is for residents to bring their own refuse and recycling down from their apartments, via the lift or stairs and deposit it in the refuse store at ground floor.
- The refuse store for the apartments is located away from the street and main entrance, accessible for residents internally, and close to the main core.
- Residents will deposit their waste and recycling into the appropriate container (the store will have a range of bins for separate waste) and on collection day either the building management will move the bins from the store to the kerb side for collection by the local authority vehicles, or the collection personnel can gain access to the store themselves as the door to the refuse store is within 10m of the collection point.
- The Aparthotel has a separate refuse store which hotel personnel will use to collect and store waste from the hotel rooms. This store also has external access for collections by the local authority or the management company to move the bins to kerbside.
- There are two external bin stores which can be used by the management company to rotate bins when full, or for the cafe and commercial spaces to utilise.
- A tracking manoeuvre has been carried out to ensure a refuse truck can drive into the site, reverse back into the pick up point and drive out onto Dinton Street in forward gear.
- A lay by at the front of the site on Cornbrook Road is also provided for deliveries and drop off/ pick up.



10.0 Landscape & External Works

10.1 Landscape Proposal

10.1 Overview

- A landscape strategy and design approach document for the scheme has been prepared by Wright Landscapes and is submitted separately with this application.
- Please refer to separate Landscape document 'Cornbrook Landscape Stage 1 Report' and the Landscape Masterplan, document ref: '1169-WRI-XX-XX-DR-L0002' for further details.

11.0 Crime & Security

11.1 Crime & Security

The design team have liaised with Design for Security on the scheme proposals and a Crime Impact Statement is being prepared based on the proposed drawings submitted to DfS. The CIS will be submitted separately once completed.

The proposed scheme seeks to make a beneficial contribution to the prevention of crime and the fear of crime, and promote enhanced security within and around the building. This is achieved with the following measures:

- The proposed development will bring legitimate activity and passive surveillance from windows that overlook the streets at all times of day and night, promoting a greater sense of safety in the public and private realm.
- The building will present animated frontages to both Cornbrook Road and Bridgewater Way, enlivening the street scene and helping to provide useful natural surveillance over the street.
- There are clearly defined and signed entrances into the building for the various uses (Community, Aparthotel, Residential & Commercial) and single points of access for deliveries and drop off, which reduces the opportunities for confusion and conflict, and reduces the opportunities for criminals.
- Both the Aparthotel and the residential will have single access/ egress points in prominent locations on Cornbrook Road, which will be capable of being robustly managed to control access, and will be monitored by CCTV.
- The residents' cycle store at basement level is integrated within the building footprint and accessed from the street at the rear car parking area or internally from the lobby with fob access to prevent any unauthorised access.
- The hotel cycle store at ground floor level can also be accessed from the street or internally through the lobby.
- The proposed development will provide the opportunity to include security features built into the design and construction of the building, and avoids the need for obtrusive retro-fitted security measures that can increase the fear of crime.
- Security measures carefully incorporated into the design can ensure that the building will be reasonably secure, without visibly announcing that the design was concerned about crime.
- Areas accessible for residents, and surrounding streets will be well lit, and the buildings are designed without locations for antisocial behaviour to take place.

12.0 Sustainability

12.1 Sustainability

Sustainability Summary

An Energy and Sustainability report has been prepared which covers the proposals in detail and is submitted separately with this application. The general approach to sustainability on the project has been derived from the staged approach based on the mantra of being lean, mean and green.

- In the first instance the building energy will be minimised by the development of a high performing façade across all elements of walls, glazing, floors, roofs, with air permeability, all elements selected are well within the Building Regulations minimum performance criteria. Using this and other passive design techniques, the base energy requirement of the building will be reduced.
- The next stage in the approach to sustainable building design is to reduce the carbon emissions emitted from the systems that are required, forming the “mean” element of the mantra. Here the energy used by such systems as the lighting, heating, cooling systems can be reduced to a minimum whilst still maintaining the desired internal condition required within the building. This can be achieved by the inclusion of such system as LED lighting, active lighting controls, daylight dimming, heat recovery on ventilation systems, demand control ventilation systems, speed controlled pump sets and fans and good monitoring of energy use across the systems.
- The final stage is the inclusion of the “green” low and zero carbon technology into the scheme, such as the provision of photo voltaic panels on the roof. By reducing the overall base energy use of the building the impact of these technologies is maximised.

Minimising Energy Consumption

- Passive solar design principles have been incorporated through the orientation and layout of the buildings
- Mechanical ventilation heat recovery will reduce heating requirements
- Overheating will be assessed and solar control glazing can be incorporated where required to limit solar gains
- Energy efficient internal lighting throughout the development will minimise energy consumption
- Energy display devices will ensure that tenants are fully empowered to monitor and reduce their energy consumption
- Energy efficient external lighting will be combined with time switch and daylight sensor control

Maximising the Provision of on-site Renewable Energy Supply and/or Connections to a Decentralised Low Carbon Energy Supply

- High levels of fabric energy efficiency have been targeted to minimise energy consumption and maximise the impact of any future LZC technologies.
- Low and Zero Carbon (LZC) Technologies will be assessed. PV panels are considered a suitable option for this site and areas have been identified on the roof to install panels to supply renewable electricity to the building, depending on further analysis of cost, viability and operator requirements.

Minimising the Impacts of Air and Noise Pollution

- Mechanical ventilation with heat recovery will ensure fresh air quality is achieved and maintained
- Best practice standards have been targeted for noise prevention during construction by following the Considerate Constructors certification scheme

Minimising Water Consumption

- Water consumption will be minimised through the specification of low water usage fittings.
- Water meters will enable water consumption to be monitored and reduced.

Minimising the Speed and Quantity of Surface Water Run-off

- A Flood Risk Assessment has been carried out and submitted as part of this planning application. This confirms the potential measures to attenuate and reduce surface water run-off from the existing levels experienced on the site.
- The provision of green spaces around the proposed development will further assist in reducing surface water run-off from the site.

Minimising the Impact of Flood Events

- The Flood Risk Assessment confirms the measures to reduce flooding impacts on the site

Maximising the Use of Responsibly Sourced and/or Recycled Building Materials

- Responsibly sourced materials will be targeted from sources with suitable certification such as FSC and PEFC for timber and ISO14001/BES6001 for all other materials.
- The Green Guide to Specification will be utilised to assess the environmental credentials of different materials for the roof, external walls, internal walls, upper and ground floors and windows.

Minimising Construction Waste

- The development will implement a compliant Site Waste Management Plan with a target of 85% by weight or by volume of non-hazardous construction waste to be diverted from landfill.

Incorporating Adequate Facilities for Cyclists and Pedestrians

- The development will provide cycle spaces for residents and hotel guests, along with safe access routes for both cyclists and pedestrians.



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