

Land at Cornbrook Road Planning, Heritage, Tall Building & Community Involvement Statement

Forshaw Land and Property Group Ltd

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1.0 Introduction

Purpose of the Statement

- 1.1 This Statement has been prepared by Nathaniel Lichfields & Partners [Lichfields] on behalf of Forshaw Land & Property Group Limited [Forshaw]. The purpose of this Statement is to assist Manchester City Council [the Council] and Trafford Metropolitan Borough Council [Trafford MBC] in their consideration of an application for full planning permission at Cornbrook, Manchester [the Site].
- 1.2 This application seeks full planning permission for the:
- “Erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works.”*
- 1.3 This Statement has regard to Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, considering the applications conformity with the Development Plan and any material considerations. In terms of material consideration, of particular relevance is the planning history of the site and specifically the previous approval of a mixed use development (ref. 118625/FO/2017).
- 1.4 The application has been submitted to both the Council and Trafford MBC. The majority of the Site lies within the administrative boundary of the Council. A small fragment to the south of the Site falls within the administrative boundary for Trafford MBC. It is noted that Trafford MBC delegated the determination of the previous application on the Site (in so far as it relates to land within their administrative boundary) to the Council under Section 101 of the Local Government Act 1972. Based upon recent discussions with officers of Trafford MBC it is anticipated that they will, subject to consideration at committee, pursue the same approach to this revised application. This statement has been prepared on this basis.
- 1.5 A list of documents that form the application submission is provided within the covering letter that accompanies this application.

Statement Structure

- 1.6 The remainder of the Statement is structured as follows:
- Section 2 describes the Site and its surroundings, alongside relevant planning history;
 - Section 3 sets out the development proposals;
 - Section 4 details the consultation and engagement that has been undertaken;
 - Section 5 outlines the relevant planning policy framework for the determination of the application;
 - Section 6 considers all planning matters relevant to the proposals;
 - Section 7 provides a Tall Building Statement;
 - Section 8 sets out the Draft Heads of Terms;

- Section 9 demonstrates that the scheme represents sustainable development; and,
- Section 10 concludes the Statement, stating that the proposed development should be approved without delay.

2.0 The Site

Site Location

- 2.1 The Site is located at Cornbrook Road, to the south-west of Manchester City Centre, approximately 1.7km to the south-west of St. Peter's Square. A location plan identifying the exact location of the application site is enclosed at Appendix 1.
- 2.2 The area surrounding the Site comprises a mix of uses, including low-rise housing to the south-east, several high-rise residential developments to the south and east and commercial and industrial uses to the north, east and southwest. There is derelict / vacant land at Pomona Island to the north and west of the Site which is allocated for future high-rise residential and office development.
- 2.3 The Site is located in close proximity to a range of tall buildings. The adjacent Vox Manchester development is 15-storeys in height. Approximately 80m south of the Site, the recently completed Botanica Apartments development is 19-storeys in height. The Great Jackson Street Framework Area is located approximately 700m to the north-east of the Site and comprises Deansgate Square (four towers which range from 38-64 storeys in height), the Elizabeth Tower (52-storeys) and the Blade and Three60 developments which are currently under construction (51 and 52-storeys). In addition to this, a planning application for the construction of a 71-storey building (ref. 137227/FO/2023) within the Great Jackson Street Framework is currently pending determination.
- 2.4 The Site is bounded as follows:
- To the south by Bridgewater Way (A56) and Cornbrook Road and beyond this, residential apartments, low-rise housing, and a car dealership;
 - To the north-west by Dinton Street and beyond this a breaker's yard, a railway and Metrolink line, and associated Cornbrook Station; and,
 - To the east by a 15-storey residential apartment building with a ground floor retail unit (known as 'Vox' Manchester) beyond which are number of medium-rise residential buildings of varying heights.
- 2.5 The Site is located in close proximity to a number of existing shops and services, including the Co-op Convenience Store located immediately to the east of the Site within the ground floor of Vox Manchester. The Site is also in close proximity to Morrisons Daily (approximately 250m to the north-east) and Tesco Express (approximately 350m to the east). The Site is located approximately 700m south of Regent Retail Park which contains a Sainsbury's, Boots, JD Gym, Home Bargains and Poundland.
- 2.6 The Site is located approximately 500m north-west of Cornbrook Medical Centre and 700m west of New Jackson Medical Centre. The Site is located in close proximity to a number of schools including Old Trafford Community Academy (approximately 500m to the south), St. Alphonsus Primary School (approximately 700m to the south) and St. Wilfrid's RC Primary School (approximately 850m to the south-east). The Site is also in close proximity to St. George's Park (approximately 200m south) and Hulme Park (approximately 800m to the south-east).

- 2.7 Cornbrook Metrolink Station is approximately a 60m walk from the Site and provides frequent direct services to all Metrolink stations. A bus route providing regular services into Manchester City-Centre also runs along the A56 to the south of the Site. Deansgate Railway Station is located approximately 1.1km to the northeast of the Site and provides regular services across the North West and beyond.

Site Description

- 2.8 The proposed development site is roughly triangular in shape and covers an area of approximately 0.3 hectares. The Site is generally flat, sloping gently down to the north-west.
- 2.9 The Site comprises hardstanding, vacant brownfield land. The Site does not contain any trees but is overgrown with vegetation of low botanical value. The Site contains the former Runcorn Street which previously connected to Dinton Street. Runcorn Street was formally stopped up as part of the previous development of the Site and is not currently in use.
- 2.10 The Site was last in use as a single storey industrial / commercial unit prior to its demolition in 2020. The Site historically comprised terraced housing and The Railway Public House. The Site has been vacant since the development of the adjacent Vox Manchester development in 2021.

Site Constraints

- 2.11 The Site is bound by the A56 to the south and within 50m of the railway and Metrolink lines to the north. The Site is subject to noise pollution from these sources.
- 2.12 Two adjoining Air Quality Management Areas [AQMAs] run along Bridgewater Way and include land within the Site to the south. The AQMA to the east is designated by Manchester City Council and has been declared for the pollutants Particulate Matter [PM10] and Nitrogen Dioxide [NO2]. The AQMA to the west is designated by Trafford MBC and has been declared for NO2.
- 2.13 The Site is not within a Conservation Area, but there are two nearby. The nearest being the Empress Conservation Area, within the boundary of Trafford Council, located approximately 150m to the south of the Site. Slightly further afield, the Castlefield Conservation Area is located approximately 250m to the north-east of the Site.
- 2.14 There are no listed buildings within or adjacent to the site. The nearest listed building is the Grade II Listed Former Turville Public House, located approximately 65m east of the Site. The Grade II Listed Brindley Weir (approximately 150m west of the Site), Railway Bridge over Canal (approximately 150m north of the Site), Former Albert Mill (approximately 175m north-east of the Site) and Hulme Barracks (approximately 175m south east of the Site) are also located in close proximity to the Site.
- 2.15 The entirety of the Site is located in Flood Zone 1, meaning there is a low probability of flooding from rivers and the sea.
- 2.16 The Site is not subject to any Tree Preservation Orders [TPO], nor are there any known protected species present on the Site. There are no local, national or internationally protected nature conservation sites within the Site or its immediate vicinity. The nearest

Site of Biological Importance [SBI] is the Salford Quays (North) SBI, which is located approximately 1.4km to the west of the Site.

Planning History

- 2.17 There are a number of relevant planning applications pertaining directly to the Site and the surrounding area.

The Site

- 2.18 In July 2018, planning permission (ref. 118625/FO/2017) [the Hybrid Permission] was granted for:
- “Full planning application for the erection of a part 14, part 15 storey building to form 280 residential apartments (C3a) together with ground floor commercial unit (373 sqm) (Use Classes A1, A2 or A3) with associated car parking, landscaping, public realm and other associated works following demolition of existing buildings and;
Outline planning application (with all matters reserved) for the erection of part 11, part 15 building to form a 154 bed hotel and 88 bed apart-hotel building (Use Class C1) together with a single storey retail building (140 sqm) (Use Classes A1, A2, A3, A4 or A5) with associated public realm, car parking, and other associated works following demolition of existing buildings”*
- 2.19 The full planning permission component of the Hybrid Permission relates to land directly adjoining the Site to the east. Pursuant to the granting of full planning permission, the residential apartments and ground floor commercial unit have been constructed and are now occupied. The development has been marketed as ‘Vox Manchester’.
- 2.20 The outline component of the Hybrid Permission pertains directly to land within the Site. Pursuant this, reserved matters approval for the erection of a part 11, part 15 building to form a 154-bed hotel and 88 bed apart-hotel building was granted in October 2021 (ref. 131163/MO/2021). This part of the planning permission has not been implemented and has since expired.
- 2.21 As part of the application, a formal screening option for an Environmental Impact Assessment [EIA] was submitted. The Council confirmed by a letter dated 23 February 2018 that an EIA was not required in this instance as although the development would have some impact on the surrounding area, these impacts were judged to not be significant enough to warrant a formal EIA.

The Surrounding Area

- 2.22 Approximately 50m to the east of the Site at Trentham Street, permission was granted on 13 July 2018 for the erection of a mixed-use development comprising 419 apartments, within five new residential buildings rising from 5 to 16 storeys, together with 2,997 sq. m. of commercial / leisure floorspace (ref. 113473/FO/2016).
- 2.23 Approximately 75m to the south of the Site, within the administrative boundary of Trafford MBC, planning permission was granted for the development of 363 residential units on 14 August 2017 (ref. 90991/FUL/17 as amended by 97274/VAR/19). This application granted

permission for five new residential buildings rising from 4 to 19 storeys. This development has since been erected and marketed as ‘Botanica Apartments.’

2.24 Approximately 90m to the east of the Site, planning permission was granted 8 April 2016 for the erection of three buildings comprising 232 apartments (ref. 110776/FO/2015/C1). These buildings are now complete and marketed as ‘The Trilogy’. The Trilogy neighbours the Grade II Listed Former Turville Public House.

2.25 Approximately 250m to the east of the Site at land at Hulme Hall Road, permission was granted 20 August 2021 for demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height (ref. 124302/FO/2019).

3.0 The Proposed Development

3.1 This application seeks full planning permission for the:

“Erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works” and a substation as well as associated landscaping, amenity space and surface level vehicle parking.”

3.2 The proposals seek planning permission for a 24-storey mixed-use development (+104.55m AOD) comprising a total of 224 residential apartments and associated amenity space, 87 apart-hotel studios, flexible commercial space (75 sq. m.), a coffee shop (190 sq. m.), together with associated landscaping, infrastructure and 14 surface level vehicle parking spaces.

3.3 The residential apartments comprise a mix of 1-bed, 2-bed and 3-bed dwellings, as well as a large duplex apartment. The proposed development will also provide 87 apart-hotel studios, including a mix of small and large studio apartments.

3.4 An accommodation schedule is submitted alongside this application providing a full breakdown of the proposed uses within the development. The table below shows a breakdown of the residential apartments and aparthotel studios to be provided:

Table 1 Accommodation Schedule

Property Type	Quantum
Residential Apartments	
1-Bed 1 Person	68
1-Bed 2 People	2
2-Bed 3 People	117
2-Bed 4 People	34
3-Bed 6 People	2
Duplex Apartment	1
Total	224
Aparthotel Studios	
Small Studio	45
Large Studio	42
Total	87

3.5 The basement level comprises plant room and cycle storage. The ground floor comprises separate lobbies for the residential and apart-hotel components of the development, a café, a flexible commercial unit, refuse storage, apart-hotel cycle storage and facilities / maintenance rooms.

- 3.6 The first floor will comprise meeting rooms, amenity space and a gym associated with the residential component of the development. It is the applicant's intention for meeting rooms 5 and 6 to be available for the community to book for meetings, or low-key events such as book clubs, board game nights, and so on. The first floor will also comprise 8 small apart-hotel studios and 4 large apart-hotel studios.
- 3.7 The 2nd to 4th storey comprises 25 apart-hotel studios each. Two apart-hotel studios on each floor have been designed to be accessible.
- 3.8 The 5th to 19th storey comprises 13 residential apartments each, consisting of four 1-bed and nine 2-bed apartments.
- 3.9 The 20th to 21st storey comprises 12 residential apartments, consisting of five 1-bed apartments and seven 2-bed apartments. The 22nd storey comprises 4 residential apartments, consisting of two 2-bed apartments and two 3-bed apartments. The 23rd storey comprises a Penthouse Duplex Apartment and external terrace. These upper floors have a recessed floorspace relative to the lower floors.
- 3.10 The building is broadly rectangular in plan form and will be largely finished in brick. The building is articulated as two adjoining blocks. The recessed upper floors have a sawtooth roof profile and will be finished in Corten steel. The eastern flank of the building has a glossy black finish to reflect the exiting Vox development.
- 3.11 Vehicular access the Site will be provided from Dinton Street, where there will be a surface level car park for residents and visitors. The rear yard will be secured by fencing and gates access. A sub-station and generator will be provided in within the car park to serve the development.
- 3.12 The proposed development will deliver 14 vehicular parking spaces, including three accessible spaces. The proposed development will deliver 134 cycle parking spaces in secure stores within the building and an additional 14 external stands for use by visitors. Of the 134 cycle parking spaces, 112 spaces are provided in the basement for apartments and 22 spaces are provided at ground level serving the apart-hotel.
- 3.13 Areas of soft landscaping, including trees and grass verges, will be provided within the car park and along the pavement surrounding the building.
- 3.14 An Environmental Impact Assessment [EIA] Screening Opinion Request was submitted on the 15th of January to the Council prior to the submission of this application. This request seeks confirmation from the Council that the proposed development does not constitute EIA development.

4.0 Statement of Community Involvement

- 4.1 Consultation has been undertaken to inform this planning application. This consultation has been in the form of pre-application discussions with the Council, including as Local Highway Authority [LHA], as well as letters to, and meetings with, the ward councillors for Hulme and the Castlefield Residents Forum.
- 4.2 The Council adopted its Planning & Development Statement of Community Involvement [SCI] in 2018. Appendix 1 of the SCI provides guidance on developer-led early engagement. The SCI states that early engagement has significant benefits to improve the efficiency and effectiveness of the planning system, including the potential outcomes for the community.
- 4.3 Appendix 1 of the SCI provides best practice examples of community engagement. The SCI encourages engagement with ward members as they are well placed to know of local groups and have knowledge about an area.
- 4.4 The National Planning Policy Framework [the Framework] states that good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community [§39].

The LPA

- 4.5 Informal pre-application discussions have been held to inform the Council of the proposed development. These discussions took place in the form of a meeting with, and emails to, the Local Planning Authority [LPA]. This provided the LPA with an opportunity to provide any comments on the proposed development. These comments subsequently informed the detailed design of the scheme. The LPA identified that the proposed development should seek to deliver public benefit, and asked the applicant to liaise with the National Health Service [NHS] to establish if it would consider delivering a new doctor's surgery at the site. The applicant team engaged with the NHS but it confirmed that it would not be looking to pursue this. The applicant team subsequently worked with community representatives to identify what public benefits the scheme could deliver, as set out below.

LHA and TfGM

- 4.6 The LHA and Transport for Greater Manchester [TfGM] have also been consulted on the proposed development prior to submission. Laura Wareing of the LHA provided comments by email dated 18 December 2023. The LHA confirm that the residential component of the development being car-free except two disabled spaces is acceptable in principle. The LHA also consider the provision of 20% EV spaces to be acceptable in principle.
- 4.7 The LHA and TfGM have not raised any fundamental concerns in relation to the proposed development at this stage and are considered to be supportive of the principle of the proposals. The comments are discussed further in the subsequent sections of the report.

Ward Councillors and the Castlefield Basin Community Forum

- 4.8 A letter detailing the proposed development was sent to each of the three Ward Councillors for Hulme. Alongside this letter, the Councillors were sent an indicative drawing pack,

including visuals of the proposed development. The letter also invited each Councillor to attend a meeting with the design team. Two separate meetings have subsequently been held with Councillors to discuss the proposals. These were held with Councillor Wright on the 20th of November 2023 and Councillor Igbon on the 16th of January 2024. No objections or concerns have been raised through this process. The provision of the café was welcomed, and it was identified as a key priority that the surrounding public realm needs to be tidied up and well lit.

- 4.9 Existing problems with crime in this locality were identified as a concern, and it was suggested that the applicant give consideration to incorporating boundary treatment to the rear the buildings to prevent opportunities for crime. As a result, boundary treatment has now been incorporated to the rear and eastern side of the building to reduce the risk of crime and fear of crime.
- 4.10 A letter was also sent to the Castlefield Basin Community Forum [CBCF], alongside indicative drawings and visuals to inform residents of the proposal. A subsequent meeting was then held with the forum on the 15th of December to discuss the proposals further and field any questions they may have on the proposed development. CBCF were generally supportive of the proposals and raised no objections. The need for regeneration of this brownfield site was recognised. The provision of local amenities and the need to improve the public realm were highlighted as key priorities. In this context, CBCF welcomed the public realm improvements and provision of active ground floors, community uses and a café.
- 4.11 The forum offered the opportunity consult its members, to gauge interest from local residents for the second commercial unit and potential operators for the case. Forshaw intend to engage further with CBCF during the determination period of this application and beyond, to gauge operator / customer interest for the proposed café and flexible commercial unit.
- 4.12 During consultation the CBCF raised the lack of meeting room facilities / break out spaces in the area as an issue. Therefore, as a further community benefit, it is proposed that residents meeting rooms 5 and 6 are available to be booked by the community during evenings. The intention is that the rooms can be booked free of charge, with the possibility for refreshments to be provided on a cost-recovery basis. It is anticipated that this service would be managed by the concierge based in the residential lobby.

Summary

- 4.13 In accordance with the SCI and the Framework, consultation has been undertaken on the proposed development with local councillors, the LPA and local residents. The Council, ward members and local residents have not raised any concerns in relation to the proposals and the scheme has been amended to take into account the comments received, and to deliver benefits to the community.
- 4.14 The applicant's approach to engagement with the local authority and community has been, and will continue to be, proactive, inclusive and comprehensive.

5.0 **Planning Policy Context**

- 5.1 This section of the Statement sets out the planning policy context relevant for the application, detailing local and national policies and any material considerations relevant to the proposals.
- 5.2 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan

- 5.3 The adopted Development Plan for the Site comprises:
- Manchester City Council Core Strategy [the MCS] (adopted July 2012);
 - Extant Unitary Development Plan Policies [UDP] (adopted July 1995; retained July 2012);
 - The Greater Manchester [GM] Waste Plan (adopted April 2012); and,
 - The GM Minerals Plan (adopted April 2013).
- 5.4 There are not considered to be any policies relevant to the proposed development in the GM Waste Plan or Minerals plan as these relate primarily to waste installations and mineral extraction.

Manchester City Council Core Strategy (2012)

- 5.5 The MCS was adopted in July 2012 and covers the period up to 2027. The Site is not allocated for any specific purpose in the Core Strategy but is situated within the wider 'City Centre' and 'Regional Centre' Designations. The policies that are particularly pertinent to the principle of development at the Site are identified below.
- 5.6 Policy CC1 (Primary Economic Development Focus) states that a variety of high-quality accommodation will be encouraged to boost investment within the City Centre. Policy CC1 also supports a range of economic development uses such as retail and tourism facilities in the area.
- 5.7 Policy CC2 (Retail) states that the Council will promote the growth and improvement of retail provision in the City Centre.
- 5.8 Policy CC3 (Housing) states that the city-centre will see the most intensive development of housing in Manchester, and this will predominantly comprise high-quality apartment schemes.
- 5.9 Policy CC4 (Visitors – Tourism, Culture and Leisure) supports new hotel development which contributes to the quality of the City Centre hotel offer.
- 5.10 Policy CC6 (City Centre High Density Development) states that development will generally be high-density in the City Centre and land here should be used to maximise its efficiency.

- 5.11 Policy CC7 (Mixed Use Development) promotes mixed use development in the City Centre as a means of using land as efficiently as possible. Policy CC7 states active ground floor uses will be appropriate in locations which have, or create, a public function.
- 5.12 Policy H1 (Overall Housing Provision) states that high density residential developments in the City Centre and Regional Centre are appropriate. Policy H1 supports growth on previously developed sites in sustainable locations and prioritises sites which are in close proximity to centres or high frequency public transport routes.
- 5.13 Policy EN2 (Tall Buildings) states that tall buildings will be supported where it can be demonstrated that they are of excellent design quality, appropriately located, contribute positively to sustainability and placemaking and will bring significant regeneration benefits.
- 5.14 Other policies of relevance to this application include:
- Policy SP1 (Spatial Principles);
 - Policy CC5 (Transport);
 - Policy CC9 (Design and Heritage);
 - Policy CC10 (A Place for Everyone);
 - Policy H8 (Affordable Housing);
 - Policy T1 (Sustainable Transport);
 - Policy T2 (Accessible Areas of Opportunity and Need);
 - Policy EN1 (Design Principles and Strategic Character Areas);
 - Policy EN3 (Heritage);
 - Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development);
 - Policy EN6 (Target Framework for CO₂ reductions from low or zero carbon energy supplies);
 - Policy EN8 (Adaption to Climate Change);
 - Policy EN9 (Green Infrastructure);
 - Policy EN16 (Air Quality);
 - Policy EN18 (Contaminated Land and Ground Stability);
 - Policy EN19 (Waste);
 - Policy DM1 (Development Management) and,
 - Policy PA1 (Developer Contributions).

Extant Unitary Development Policies [UDP]

- 5.15 The Core Strategy replaced the majority of the Unitary Development Policies, however some UDP policies are extant. The following policies are considered to be of particular relevance to this application:
- 5.16 Policy RC20 Area 28 (City Centre Small Area Policies: St. George's) allocates the Site as within the St. George's Area. Policy RC20 acknowledges that the area has been regenerated

to some extent but remains a somewhat run-down industrial area which is currently underutilised. Policy RC20 seeks to revitalise the area and attract new development for residential, leisure and recreational uses.

5.17 Policy DC 10 (Food and Drink Uses) states that the Council will normally accept the principle of food and drink uses in the City Centre.

5.18 Policy DC 26 (Development and Noise) states that the Council will consider the effect of new development proposals on the surrounding area and the implications of new development being exposed to existing noise sources.

National Planning Policy and Guidance

5.19 National planning policy and guidance is provided by the National Planning Policy Framework [the Framework] (revised December 2023) and the Planning Practice Guidance [PPG]. The Framework and PPG are material considerations in the determination of this application.

5.20 The Framework identifies three overarching objectives for sustainable development [§8]. These objectives are economic, social and environmental and need to be pursued in mutually supportive ways.

5.21 The following sections of the Framework are particularly pertinent to the principle of development at the Site:

- Section 5 (delivering a sufficient supply of homes); and,
- Section 11 (making effective use of land).

5.22 Other sections of relevance to this application include:

- Section 8 (promoting healthy and safe communities);
- Section 9 (promoting sustainable transport);
- Section 12 (achieving well designed and beautiful places); and,
- Section 16 (conserving and enhancing the historic environment).

Other Material Considerations

Places for Everyone

5.23 The emerging Places for Everyone [PfE] is the long-term joint development plan of nine Greater Manchester districts, including Manchester. PfE sets out how the nine boroughs should be developed up until 2037. PfE has been the subject of Examination in public [EiP] and consultation on the proposed main modifications to the plan concluded in December 2023. The comments received are currently being considered by the Inspectors. It is expected that PfE will be adopted by the respective councils in Spring 2024.

5.24 The Draft PfE does not allocate the Site for any specific type of development. The Draft PfE expects the majority of new housing in Greater Manchester to take place in central Manchester and for residential density to be greatest in this location.

Supplementary Planning Documents

- 5.25 The Council has adopted the following Supplementary Planning Documents [SPD] which are particularly relevant to the consideration of the current application pursuant to policies within the current development plan.

Guide to Development in Manchester SPD and Planning Guidance (2007)

- 5.26 The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance [the Guide to Development SPD] was adopted in April 2007. The SPD provides guidance on the design of developments.
- 5.27 The Guide to Development SPD states that design should respect and be informed by its location. The height of buildings should be carefully considered having regard to location and character of the area.
- 5.28 The SPD encourages a variety and mix of uses, specifically in the City Centre. The SPD states that the Council seeks a range and diversity in terms of type and size of new housing to provide a quality range of housing.

Providing for Housing Choice SPD (2008)

- 5.29 The Providing for Housing Choice Supplementary Planning Document and Planning Guidance [the Housing Choice SPD] was adopted in September 2008. The Housing Choice SPD provides planning guidance about the mix of new housing provision required in Manchester.
- 5.30 The Housing Choice SPD states that Manchester needs a diverse range of housing provision which varies according to needs at a neighbourhood level.
- 5.31 The guidance proposes a city-wide target for 20% of new housing provision to be affordable housing. The SPD states there may be exceptional circumstances where particular costs associated with a development of a site may need to be taken into account in order to agree the amount of affordable housing.

Cornbrook Hub Regeneration Framework

- 5.32 The Cornbrook Hub Regeneration Framework [CHRF] was jointly prepared by the Council and Trafford MBC and adopted in November 2013. The CHRF provides a vision and strategic level planning guidance for the comprehensive and co-ordinated regeneration of Cornbrook Hub.
- 5.33 The Cornbrook Hub regeneration area comprises the Site, the adjacent Vox Manchester development and a parcel of land situated to the north west of the Metrolink line and southeast of the Bridgewater Canal Tow Path.
- 5.34 The CHRF states that the Site is under-utilised, being occupied by heavy industrial uses, such as scrap metal merchants and open storage yards. The Vox Manchester development is the only part of the regeneration area that has been developed in the intervening time since the CHRF was adopted in 2013.

- 5.35 The CHRF provides an Illustrative Masterplan of the regeneration area, which indicates that a mix of retail and hotel uses will be delivered on the Site. The CHRF also anticipates that development on the Site will be 19 storeys in height. It should be noted that this indicative massing includes two double-height storeys and one triple-height storey, creating a building equivalent to 23 storeys in height.
- 5.36 It should be noted that significant regeneration has taken place within the vicinity of the CHRF since the adoption of the Framework. As a result, the character of the surrounding area has changed from one categorised by low-rise industrial / commercial units and housing to one of a mixed character incorporating a mix of high-rise, medium rise and low rise residential and mixed-use development.

6.0 Planning Considerations

6.1 This section of the Planning Statement considers the main planning issues pertinent to the consideration of this application.

6.2 In all respects, the starting point for the assessment is compliance with the development plan (in accordance with Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act (2004)). This section also considers the developments compliance with any other material planning considerations.

Principle of Mixed-Use Development

6.3 The Site comprises vacant brownfield land in the City Centre of Manchester (as defined by the MCS). The proposals seek permission for the erection of a 24-storey mixed-use building comprising residential apartments, apart-hotel studios, flexible commercial space, and a cafe at the Site.

6.4 There are long established aspirations for the application site to be developed for a result of this nature. This is reflected by the CHRF, which indicatively allocates the Site and immediate surroundings for a range of uses and anticipates a tall building at the site. The CHRF states [page 7]:

“A variety of uses including commercial, office space, retail, hotel, residential accommodation and community facilities will be considered appropriate.”

6.5 The proposed development therefore accords with the aspirations of the CHRF.

6.6 The proposed development would make efficient use of under-utilised brownfield land in accordance with MCS Policies SP1 (Spatial Principles) and H1 (Overall Housing Provision). The proposal will contribute towards the continuing regeneration of Cornbrook, in accordance with the aspirations of UDP Policy RC28 (City Centre Small Area Proposals). The Framework also gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs [§123 and 124.c]. The principle of the re-development of the Site is therefore supported by local and national policies.

6.7 The MCS designates the Site as being within the Regional Centre and City Centre. As such, MCS Policies CC1-CC10 relate directly to development proposals on the Site. There are no allocations within the Development Plan which specifically relate to the Site.

6.8 Policy CC7 (Mixed Use Development) states that the City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. Policy H1 promotes high density residential development within mixed-use schemes which contribute to regeneration initiatives in the City Centre.

6.9 MCS Policies CC3 (Housing) and H1 state that the City Centre will see the most intensive development of housing in the city. Policy CC3 states that residential development in the City Centre will comprise high quality apartment schemes.

- 6.10 MCS Policy CC4 (Visitors – Tourism, Culture and Leisure) promotes developments in the City Centre which improve facilities for visitors and supports new hotel development which contributes to the quality of the City Centre hotel offer.
- 6.11 MCS Policy CC2 (Retail) promotes the growth and improvement of retail provision in the City Centre. Policy CC2 also supports ancillary commercial and leisure services in the City Centre, such as those within Use Class A (now Use Class E). UDP Policy DM10 states that the principle of food and drink uses within the city-centre is normally accepted. MCS Policy CC2 and UDP Policy DM10 therefore support the provision of a café as part of the development at this location.
- 6.12 MCS Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) promotes the provision of a range of economic uses, including retail, leisure and tourism. MCS Policy EC3 (The Regional Centre) encourages development for employment generating uses. The principle of providing flexible commercial space is therefore supported by the MCS.
- 6.13 The principle of a mixed-use development comprising the proposed uses on the Site is therefore strongly supported by the Development Plan.
- 6.14 The principle of the proposed development is also supported by the Framework. The Framework promotes mixed use development to make the most efficient use of land and as a means to encourage multiple benefits from urban land [§124.a] and achieve healthy, inclusive, and safe places through the promotion of social interaction [§96.a].
- 6.15 Chapter 5 (Delivering a sufficient supply of homes) of the Framework promotes residential development to support the Government’s objective of significantly boosting the supply of homes [§60].
- 6.16 Chapter 7 of the Framework (Ensuring the vitality of town centres) states that main town centre uses should be located in town and city-centre locations [§91]. Annex 2 of the Framework defines main town centre uses, and includes retail, office and tourism uses. The Framework therefore supports the principle of the proposals at the Site.
- 6.17 Notwithstanding the above, the principle of a hotel use on the Site was established by the granting of the Hybrid Permission and subsequent reserved matters approval. This granted permission for the development of a part 11-storey, part 15-storey hotel / apart-hotel on the Site. The Hybrid Permission also established the principle of residential development on the adjacent site.
- 6.18 The proposals will deliver a mixed-use scheme that will redevelop an underutilised, vacant brownfield site within Manchester City Centre. The principal of the proposed development is supported by the Development Plan and other material considerations. The proposed uses are also entirely in keeping with the vision set out in the CHRF and the surrounding area (which comprises a series of mixed-use residential led developments). Furthermore, the principle of the proposed uses on the Site is established by the Hybrid Permission.

Housing

Housing Mix

- 6.19 The proposed development will deliver 224 residential apartments. An accommodation schedule (ref. 8353-LRW-XX-XX-SH-A-00-407) is submitted alongside this application and provides a detailed breakdown of the accommodation mix.
- 6.20 The proposals will deliver 70 1-bed apartments (31%), 151 2-bed apartments (67%), 2 3-bed apartments, in addition to a penthouse duplex apartment (4-bed). The addition of 224 residential apartments across a range of sizes is considered to significantly strengthen the housing offer in the area.
- 6.21 MCS Policy CC3 (Housing) and the Housing Choice SPD encourage proposals which suit a range of occupants, in terms of both the number of rooms and their size. It is considered that the proposed development incorporates an appropriate mix which meets needs in the locality. The proposed development therefore accords with MCS Policy CC3.

Affordable Housing

- 6.22 MCS Policy H8 (Affordable Housing) and the Housing Choice SPD states that developers are expected to use 20% affordable housing as a starting point for calculating affordable housing provision. An exemption from providing this level of affordable housing may be permitted where a financial viability assessment is conducted and demonstrates that it is not viable.
- 6.23 MCS Policy PA1 (Developer Contributions) states that specific site conditions and other material considerations, including viability, the redevelopment of previously developed land or mitigation of contamination may be taken into account in assessing the level of developer contributions.
- 6.24 In accordance with MCS Policies H8 and PA1, a viability assessment has been undertaken by Tim Claxton with regard to this proposed development. This viability assessment confirms that there are significant costs associated with the remediation of brownfield land. As a result, it is not viable to provide affordable housing as part of the scheme.

Design and Layout

- 6.25 The design and layout of the scheme has been informed by a comprehensive assessment of the Site, technical constraints and consultation and engagement undertaken with the Council and local community.
- 6.26 In accordance with MCS Policies EN1 and DM1, this application is accompanied by a Design and Access Statement [DAS] prepared by LRW. The DAS provides further details and justification of the proposed design and an assessment of the impact of the proposals on the surrounding area.
- 6.27 An assessment of the scale of the proposed development and the impact that this will have on the surrounding area is provided in the subsequent Tall Building Statement chapter of this Statement.

- 6.28 The scale of the proposed development places a greater impetus on the quality of the design. The scheme has been designed to respond positively to the character of the surrounding area. The proposed design uses materials and architectural styles reference the heritage of the area. The southern, western and northern facades predominately comprise red brickwork, in keeping with existing surrounding buildings. The penthouse floor comprises Corten steel panels, windows and black anodised panels and a sawtooth roofscape to create a visually impressive building with materials which connect to the industrial heritage of the surrounding site context. Arched windows are also provided at the top of the building to create a distinctive and aesthetic design which also connects to the historical and current site context.
- 6.29 The articulation of the building gives the impression of two separate blocks, in order to add interest and break up the massing of the building. Visual glass between blocks, vertical brickwork and horizontal brick projections will also be incorporated to break up long façade massing. Black anodised metal panels are also incorporated to provide contrast and give the impression of a layered façade to break up the long massing of the block. The eastern elevation of the block comprises continuous glazed and anodised black panels to create the impression of a tall, slim building as well as an eye-catching gable end visible to those leaving the city-centre on the A56.
- 6.30 The scheme incorporates large, glazed facades at the ground and first floor along Cornbrook Road and the A56, helping to create a sense of surveillance and increase perceptions of safety. No boundary treatments are proposed along the southern boundary of the Site in order to improve the permeability between the development and the surrounding area.
- 6.31 The proposed development will deliver public realm improvements to the pavement to the south of the Site adjoining the A56 and Cornbrook Road and Cornbrook Road itself. The scheme has been designed to tie into the existing cycle network to the south of the Site. The design of the development allows safe access to the Site for cyclists and pedestrians.
- 6.32 The layout of the building has been designed to ensure maximum efficiency of the Site. The building has been designed to provide a range of different residential apartment and apart-hotel studio choices. The scheme also provides a flexible commercial space and a coffee shop. The layout includes several facilities and amenity rooms to ensure that once operational the development is able to function efficiently and effectively and provide residents and guests a pleasant environment to live / stay.
- 6.33 The result is a building design that is aesthetically impressive whilst remaining sympathetic to the Site's context. Design techniques have been incorporated to reduce the visual impact of the proposed development.
- 6.34 Given the proposed high-quality design of the building and public realm improvements, the scheme is considered to represent a significant betterment to the visual appearance of the Site, which at present comprises brownfield land overgrown with low-value vegetation, fly-tipping and hoardings covered by graffiti.
- 6.35 The proposed development is therefore considered to accord with the MCS Policies SP1 (Spatial Principles) and EN1 (Design Principles and Strategic Character Areas), as well as other material considerations with regard to design and layout.

Highways, Accessibility and Parking

Highways and Access

- 6.36 Vehicular access to the Site will be provided from Dinton Street to the north, which connects to the A56 to the south by Cornbrook Road and Trentham Street. The A56 provides strong connections to the wider strategic road network, including Mancunian Way, the M6, M56 and M60.
- 6.37 As previously identified, the Site benefits from close proximity to excellent public transport infrastructure and cycle infrastructure. The Site is therefore highly accessible by non-vehicular forms of transport. There are also 14 Bee Network bicycle racks immediately to the south of the Site which the proposed development will retain / incorporate and will be available for residents, employees, and visitors.
- 6.38 A Transport Statement (ref. 231213/SK22387/TS01(-00)) [TS] and Transport Note (ref. 231213/SK22387/ITP01(-00)) [TN] have been prepared by SK in support of the application.
- 6.39 The TS provides an assessment of the potential trip generation associated with the proposed development. The Council and TfGM deemed the previously consented use of 242 hotel units on the Site to be acceptable. The TS finds that the new proposals would generate less traffic than the previously consented use and should therefore also be deemed acceptable.
- 6.40 Refuse collection vehicles will access and egress the Site at the main access point off Dinton Street. Sufficient space is provided within the surface level to enable refuse collection vehicles to manoeuvre safely. A loading bay is provided to the southeast of the Site on Cornbrook Road for delivery vehicles, allowing delivery drivers safe and easy access to the Site.
- 6.41 The TS concludes that the Site benefits from a very high level of accessibility and the proposals include measures to support active and sustainable travel practices. The proposed development is therefore unlikely to give rise to any impact on highway operation or road safety. The proposals therefore support the aspirations of MCS Policy T1 (Sustainable Transport) and accord with planning policy at all levels in relation to highways and access.

Vehicular and Cycle Parking

- 6.42 MCS Policy T2 (Accessible Areas of Opportunity and Need) states that within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location as well as the realistic requirements of the users of the development.
- 6.43 The proposed development will provide 14 car parking spaces. Parking for the apart-hotel will be provided at c. 10% per unit, equating to 12 spaces including one accessible space. 20% of apart-hotel spaces will be EV standard with ducting for future adaption.
- 6.44 The residential component of the development will be car free, other than two accessible spaces which will be EV standard. This reflects the accessibility of the Site in accordance

with MCS Policy T2 and other car free residential developments in the near vicinity as identified in Table 6.1 of the TS. Pre-application discussions with the LHA confirmed that this level of car parking is considered acceptable as a result of the sites accessibility.

- 6.45 The proposed development will deliver 134 cycle parking spaces in secure stores within the building and an additional 14 external stands for use by visitors. Of the 134-cycle parking spaces, 112 spaces are provided for residents in the basement and 22 spaces associated with the apart-hotel are provided at ground level. The 112 residential cycle parking spaces equate to one space per two dwellings (50% provision).
- 6.46 The Site benefits from excellent public transport links. As a result, it is anticipated that residents and visitors are likely to use alternative modes of sustainable transport. Furthermore, there are 14 bee network cycle spaces located immediately to the south of the Site which residents and visitors will be able to make use of. It is therefore considered that 50% cycle parking provision is sufficient to meet the requirements of future residents.
- 6.47 To ensure that the provision of cycle parking is sufficient for residents, the use of spaces will be monitored through the Travel Plan. If monitoring indicates that additional cycle spaces are required, addition secure cycle parking will be made available within the development.
- 6.48 The TN and TS conclude that the Site is highly accessible by sustainable modes of transport. In accordance with Policy T2, car parking has been provided to reflect this highly accessible nature of the Site. As such, the proposed parking levels are considered to accord with the aspirations of MCS Policy T2 and the requirements of the Development Plan.

Heritage

- 6.49 As required by Paragraph 200 of the Framework, MCS Policies CC9 (Design and Heritage) and EN3 (Heritage) and UDP Policies DC18 (Conservation Areas) and DC19 (Listed Buildings), this section of the Statement assesses the impact that the proposed development might have on above and below-ground heritage assets.

Historic Development

- 6.50 Maps from the early 20th century show the Site as undeveloped, with the surrounding area predominantly developed for terraced housing. The development of the Site took place in the second half of the 19th century with terraced housing and the Railway Public House. By the end of the 19th century the surrounding area was fully developed by terraced housing and industrial complexes.
- 6.51 Ordinance Survey mapping indicates that some of the terraced housing on Runcorn Street was demolished between 1922 and 1949. The remaining terraced houses on the Site were demolished in the 1960s.
- 6.52 A small industrial complex had been constructed on the Site by the mid-1960s, with an additional warehouse added by 1977. By 2006, the majority of the Railway Public House had been demolished except for the entrance and southern and western elevation. The Site was cleared as part of the hybrid application and subsequent reserved matters application in 2021.

6.53 The Site therefore has no remnants of its historic use. The surrounding area has also been widely redeveloped in recent years with little to no evidence of the terraced housing which previously characterised the area. As previously identified, there are several high-rise developments within the immediate vicinity of the Site. The character of the area is now predominantly formed by mixed-use and residential high-rise buildings, with some commercial / office development.

6.54 The historic street pattern surrounding the Site is largely retained with the exception of Runcorn Street, which was included in the hybrid application. The proposed development would not impact further on the historic street pattern.

Above Ground Heritage Assets

6.55 There are no World Heritage Sites, Registered Battlefields, Registered Historic Parks and Gardens or Scheduled Monuments within the site or within the immediate area.

6.56 The Site is not within a Conservation Area. The following Conservation Areas are located within 250m of the site boundary:

- Empress Conservation Area [ECA], within the boundary of Trafford Council, is located approximately 150m to the south of the Site; and,
- Within the boundary of Manchester City Council, Castlefield Conservation Area [CCA] is located approximately 250m to the northeast of the Site.

6.57 There are no listed buildings within or adjacent to the Site boundary. The following Listed Buildings are located within 250m of the site boundary:

- Grade II Listed Former Turville Public House (Historic England ref. 1283069), approximately 70m to the east of the Site;
- Grade II Listed Brindleys Weir (Historic England ref. 1255540) lies within the administrative boundary of Trafford MBC, approximately 150m to the south-west of the Site;
- Grade II Listed Railway Bridge over Canal (Historic England ref. 1283078), approximately 160m to the north east of the Site;
- Grade II Listed Hulme Barracks (Historic England ref. 1247392) is located approximately 175m to the south of the Site; and,
- Grade II Listed Former Albert Mill (Historic England ref. 1200817), approximately 200m to the east of the Site.

6.58 Each of these assets is considered in turn below:

Empress Conservation Area

6.59 The application site is separated from the ECA by a car dealership and the A56. The ECA has historical significance due to its link to the development of the Stretford area during the industrial expansion of the 19th century. The historic value within the ECA is derived from the former industrial buildings such as the Essence Factor (see below), Trafford Press Building, Veno Building, Empress Building and 384 Chester Road, in addition to a range of

workers' accommodation. As stated in the ECA SPD, the southern part of the ECA holds the greatest historic value.

- 6.60 Within the southern part of the conservation area, the former Essence Factory (Grade II Listed) serves as a key focal point. This is the tallest building in the Conservation Area, and has strong streetscape presence and interesting roofline. The immediate surroundings of the Essence Factory have remained largely unchanged for over a century, flanked on either side by lesser, but still significant, industrial buildings.
- 6.61 Beyond this area, the setting of the Conservation Area has undergone wholesale change and there are already there are a number of tall buildings within sight of the Conservation Area. The wider setting is therefore less sensitive to change.
- 6.62 The proposed development will see the introduction of another tall building within the setting of the Conservation Area, but it will be a considerable distance from the more sensitive southern portion, and notably the former Essence Factory. It will not challenge the primacy of these buildings on Chester Road.
- 6.63 The proposed development has also been designed to respond positively to the industrial character and heritage of the area through the incorporation of redbrick, industrial materials (such as black anodised metal and corten steel panels) and the inclusion of a sawtooth roof.
- 6.64 Overall, it is considered that the effect on the setting of the ECA will be neutral, and its significance will be preserved.

Castlefield Conservation Area

- 6.65 Castlefield Conservation Area [CCA] lies to the east of Hulme Hall Road, approximately 225m to the east of the Site. The focus of the CCA is the Roman fort from which it derives its name. The Rochdale Canal opened in 1804 and made Castlefield the hub of the canal network. A large number of warehouses were then subsequently developed in Castlefield. The rail network was then developed around the area to aid in the movement of goods.
- 6.66 The former warehouses, canals and viaducts within Castlefield's form a striking townscape which serve as a reminder of Manchester's industrial past.
- 6.67 Several of the listed buildings within the CCA have been refurbished and converted for residential and office use. The CCA also now comprises tourism and leisure uses.
- 6.68 As with the ECA, the wider setting of the CCA has seen much change. High-rise development at Deansgate Towers and Great Jackson Street adjoins the CCA. This development rises to 64-storeys. The construction of these buildings has altered the setting of the CCA, which is now surrounded by high-rise development to all sides.
- 6.69 The proposed development will be some distance from the CCA and will be seen in the context of the many tall buildings that already present, and the proposed architectural treatment respects the industrial character of the CCA.
- 6.70 It is considered that the effect on the setting of the CCA will be neutral, and its significance will be preserved.

Former Turville Public House

- 6.71 The Grade II Listed Former Turville Public House (Historic England ref. 1283069) is located approximately 65m to the east of the Site. It is estimated that the Turville Public House was erected c.1870. The Turville Public House identified in the listing description as an 'unusual and distinctive' building, with a 'fanciful Italianate' architectural style.
- 6.72 The Turville derives its value predominantly from its historic use and its architectural style, rather than its relationship to the surrounding setting which has changed significantly since its construction. The setting of the Turville Public House is therefore not sensitive to change or introduction of buildings of scale. This is reflected by the recently constructed 11-storey development Trilogy development, which neighbours the Former Turville Public House to the east.
- 6.73 The setting and significance of the former Turville will be preserved.

Railway Bridge over Canal

- 6.74 Approximately 160m to the north east of the Site lies the Grade II Listed Railway Bridge over Canal (Historic England ref. 1283078) erected c.1850. The value of the bridge is derived from its historic value as a reminder of the role of transport and infrastructure during industrial revolution.
- 6.75 The setting and group value of the bridge lies in its relationship with the historic railway and canal. This relationship will not be interrupted by the proposed development, and its setting and significance will be preserved.

Former Albert Mill

- 6.76 The Former Albert Mill (Historic England ref. 1200817) lies approximately 200m to the east of the Site. The former Cotton Mill was erected 1869. The mill is four storeys plus basement, and is constructed from red brick with sandstone dressings. It is considered to be a fairly typical representation of the cotton mills constructed in Manchester at the time.
- 6.77 The setting of the mill has seen much change, and there are now a number of large new build developments within its immediate setting. The rear of the former mill adjoins large new build developments such as the Castlefield Locks apartment development, the Trilogy Development to the south and the Excelsior Works Development.
- 6.78 Remnants of the historic street pattern and relationship with the canal do form positive aspects of the setting of the building, and new build developments such as the Excelsior works have referenced the industrial typology of the mill through the use of brick and architectural detailing.
- 6.79 Given the extent to which the setting is already changed and the separation distance, the proposed development will have a neutral effect on the setting of the building and the significant be preserved.

Hulme Barracks

- 6.80 To the south of the Site, the Grade II Listed Hulme Barracks (Historic England ref. 1247392) is located approximately 175m from the Site. The Hulme Barracks were erected in

1817 and comprise the officers' mess with some officers' quarters and quartermaster's house to the former barracks. The building is of a simple Georgian composition. Its significance derives from its moderate architectural interest and its historic associations with men such as Prince Victor Albert, Prince Louis Napoleon, Winston Churchill, and the many royals who dined in the mess.

6.81 The adjoining park and greenspace make an important contribution to the setting of the barracks as they would have been historically associated with the barracks.

6.82 Beyond this the setting has seen wholesale change. The area surrounding the barracks is now categorised by residential apartments, dwellinghouses and St. George's Park. There are already tall buildings within proximity to the barracks, such as the recently erected Botanica Apartments. Botanica Apartments also provide a partial screen between the proposed development and the Hulme Barracks.

6.83 The setting and significance of the former Hulme Barracks will be preserved.

Brindleys Weir

6.84 The Grade II Listed Brindleys Weir (Historic England ref. 1255540) lies within the administrative boundary of Trafford MBC, approximately 150m to the south-west of the Site. The Listed structure comprises a pear-shaped culvert basin approximately 25 meters long with a drain sump approximately 5m in diameter (now enclosed by 20th century railings). The structure is listed as it represents an important example of ancillary canal engineering associated with James Brindley, one of the most important engineers of the canal era.

6.85 The structure is bound to the west by the Bridgewater Canal and to the east by the embankment wall of the railway. The setting of Brindleys Weir is largely limited to the Bridgewater Canal, due to its association with the canal, and the fact that the railway embankment largely screens anything else from view. The proposed development will not interrupt this relationship and the aesthetic of the building will be in keeping with its industrial context.

6.86 The setting and significance of the Brindleys Weir will be preserved.

Conclusion on Above-ground Heritage

6.87 In summary, the Site and much of the immediately surrounding area has largely been cleared and redeveloped.

6.88 The proposals will introduce a building of notable height in relatively close proximity to these five listed buildings and two conservation areas.

6.89 However, the application site at present is not a positive contributor to the setting of surrounding heritage assets nor does it presently have a strong visual or historic relationship with these assets.

6.90 The area surrounding these assets has seen much change in the last century, and the setting of the listed buildings near the site has undergone wholesale change. High-rise and mid-rise developments are now an established component of the local character.

6.91 As a result, the setting of the surrounding assets is less sensitive to change and would not be adversely affected by the introduction of a tall building at the application site. Furthermore, the proposed development has been designed to sympathetically reflect the historic context of the surrounding area, particularly its industrial past.

6.92 The proposed development will be in keeping with the character of the area and would not adversely the setting of either conservation area or any listed building in close proximity to the Site.

6.93 The proposed development is therefore considered to accord with the requirements of Paragraph 200 of the Framework, MCS Policies CC9 (Design and Heritage) and EN3 (Heritage) and UDP Policies DC18 (Conservation Areas) and DC19 (Listed Buildings).

Archaeology / Below Ground Heritage

6.94 In accordance with the requirements of MCS Policy EN3 (Heritage) and UDP Policy 20 (Archaeology) an Archaeology Desk-Based Assessment [DBA] has been prepared by Oxford Archaeology in relation to the Site (ref. L11531).

6.95 The DBA evaluates the archaeological potential of the Site, concluding that any remains, if present, are of negligible significance. The impact of the development upon archaeological remains is therefore considered to be neutral and no further archaeological work is anticipated at the Site.

6.96 As such the proposed development is considered to accord with the requirements of the Development Plan and the Framework in relation to archaeology.

Noise and Vibration

6.97 MCS Policy DM1 (Development Management) and UDP Policy DC26 require all development to have regard to effects on amenity including noise and vibration. In accordance with UDP Policy DC26, a Noise and Vibration Impact Assessment Report [NIA] has been prepared by Jameson Acoustics (ref. 22101-RP-1-Ro). The NIA assesses the existing noise and vibration levels and outlines the mitigation required to achieve acceptable conditions for residential development in accordance with the Council's Planning & Noise Technical Guidance and national guidance. The NIA also assesses the noise that the proposed development would generate and the impact that this would have on the locality.

6.98 The proposed development is located in close proximity to the existing Metrolink and trainlines to the north and A56 to the south, both of which emit noise pollution. The NIA states that noise pollution can be mitigated through the appropriate specification of façade elements and appropriate ventilation and overheating mitigation solutions that removes or restricts reliance on openable windows. Acoustically enhanced double-glazed windows will be provided on all façades.

6.99 The NIA concludes that, subject to the implementation of the proposed mitigation measures, acceptable internal noise levels and vibration can be achieved. The NIA also concludes that noise levels omitted from the development during the operational phase will be acceptable.

6.100 A Construction Environmental Management Plan [CEMP] has been prepared by Domis in support of this application. The CEMP sets out a series of mitigation measures which will be implemented to minimise the impact of noise and vibration during the construction period.

6.101 It is therefore considered that the scheme accords with the relevant policies relating to noise and vibration at all levels.

Air Quality

6.102 Two adjoining Air Quality Management Areas [AQMAs] run along Bridgewater Way and include land within the Site to the south. The AQMA to the east is designated by Manchester City Council and has been declared for the pollutants Particulate Matter [PM₁₀] and Nitrogen Dioxide [NO₂]. The AQMA to the west is designated by Trafford MBC and has been declared for NO₂.

6.103 MCS Policies EN16 (Air Quality) and DM1 (Development Management) and Paragraph 192 of the Framework require developers to have regard to air quality.

6.104 An Air Quality Assessment [AQA] has been prepared by Redmore Environmental to support this application (ref. 7356r1). The AQA states that the proposals have the potential to cause air quality impacts as a result of dust emissions during construction. The AQA considers that the use of good practice control measures would provide suitable mitigation and reduce potential impacts to an acceptable level.

6.105 Dispersion modelling has been undertaken as part of the AQA to assess pollutant concentrations at sensitive locations as a result of emissions from the highway network. The modelling results indicate that the air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site.

6.106 The modelling undertaken in the AQA also indicates that pollution levels will be below the relevant criteria and as such the site is considered suitable for the proposed use from an air quality perspective. Furthermore, 20% of the car parking spaces will be EV standard with ducting for future adaption to encourage the use of electric vehicles. The provision of EV parking mitigates the impact that the development will have on air quality during the operational phase.

6.107 The Framework states that significant development should be focused on locations which limit the need to travel and offer a genuine choice of transport modes to improve air quality and public health [§109].

6.108 The proposed development will deliver 224 residential apartments and 87 apart-hotel studios at a location which benefits from excellent existing public transport links and a close proximity to a number of key facilities. Furthermore, the scheme will deliver 148 cycle parking spaces in total and has been designed to tie into existing cycle infrastructure. The development will therefore not generate significant levels of traffic and as a result will have a minimal impact on air quality, in accordance with local and national planning policy.

6.109 The AQA concludes that air quality factors are not considered a constraint to planning consent for the development. The proposals are therefore considered to accord with planning policy at all levels with regard to air quality.

Landscaping

- 6.110 A Landscaping Masterplan (ref. 1169-WRI-XX-XX-DR-L-0002 Rev. Po2) and Landscape Concept Design Statement (dated November 2023) have been prepared by Wrights to accompany this application.
- 6.111 The proposals will provide raingardens, hedging, ornamental planting, and trees. The raingardens are designed to capture and filter rainwater to reduce runoff and improve water quality. Ornamental planting and tree planting will provide a visually attractive development for residents and visitors.
- 6.112 The proposed development will also provide high-quality hard landscaping. Granite paving will be provided to the south of the development along the A56 and Cornbrook Road, to match existing paving and provide public realm improvements.
- 6.113 The proposed landscaping has been designed create a mixed-use development that is open, welcoming, and accessible to all. No boundary treatment is proposed to the south of the Site to increase permeability between the Site and the surrounding area. Private and public areas of the development are clearly defined with planting and hard landscaping.
- 6.114 The Landscape Concept Design Statement provides a landscape management plan which provides a guide for landscape maintenance operations, including SuDS maintenance.
- 6.115 The landscaping proposals create a high-quality, visually attractive development. The proposed landscaping is also entirely in keeping with the proposed development and surrounding area. As such, the proposals are considered to accord with policy at all levels.

Green and Blue Infrastructure

- 6.116 In accordance with MCS Policy EN9 (Green Infrastructure) and the Green and Blue Infrastructure Strategy for Manchester (adopted 2015, refreshed 2022) [the 2015 GBI Strategy] a Green and Blue Infrastructure Statement [GBIS] has been prepared by Wrights in support of this application.
- 6.117 The GBIS sets out the ways in which the proposed development has been designed to address each of the four objectives and associated relevant action points set out in the 2015 GBI Strategy. The GBIS confirms that the proposals contribute positively to the objectives of the 2015 GBI Strategy.
- 6.118 The proposed development is therefore considered to accord with the requirements of Policy EN9 and the aspirations of the 2015 GBI Strategy.

Ecology and Biodiversity

- 6.119 There are no local, national or internationally protected nature conservation sites within the Site or immediate vicinity.
- 6.120 MCS Policy EN15 (Biodiversity and Geological Conservation) expects developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Paragraph 180.d of the Framework states that development should minimise impacts on and provide net gains for biodiversity. The Environment Act 2021 introduces a mandatory 10% biodiversity net gain, which is due to come into force 12 February 2024.

- 6.121 A Biodiversity Net Gain [BNG] Assessment and a Preliminary Ecological Appraisal [PEA] has been prepared by Urban Green accompany this application and assess the baseline levels of ecology and biodiversity present on Site.
- 6.122 The Site comprises sparsely vegetated land and mixed scrub. The PEA finds no non-native invasive species present within the site boundary and no suitable roosting features for bats. The PEA identifies that suitable habitats are present for breeding birds. Scrub removal will be completed outside the bird breeding season to avoid impacting on any potential nesting birds on site.
- 6.123 The BNG Assessment assesses the mixed scrub on site to be in poor condition and the vegetated land to be in moderate condition. The baseline biodiversity position is therefore assessed to be low. The proposed development seeks to optimise the site for development to make the most efficient use of land. As such, the scheme will deliver a net loss of 0.54 area habitat units. The landscape design of the scheme has sought to mitigate this loss through the inclusion of ornamental planting, rain gardens, hedging and tree planting which provide a variety of habitats. To achieve a 10% net gain, an additional 0.61 area habitat units will need to be created through offsite mitigation.
- 6.124 In accordance with MCS Policy EN15, in the instance that adverse impacts to ecology and biodiversity are unavoidable, developers will be required to provide appropriate mitigation and / or compensation. Subject to viability, mitigation will be provided for any loss to biodiversity through the hierarchy.

Ground Conditions

- 6.125 In accordance with the requirements of MCS Policy EN18 (Contaminated Land and Ground Stability) and Paragraph 189 of the Framework, a Geo-environmental Site Assessment [GSA] has been prepared by Renaissance (ref. CBR-REN-00-ZZ-RP-C-00003 Rev. P01). The purpose of this GSA is to assess the ground conditions and the potential presence of contamination on the Site.
- 6.126 The GSA assesses the overall risk to human health from on-site soil contamination to be low to moderate; the risk from off-site sources of contamination to be low; the risk from permanent ground gases to be moderate; and the overall risk to controlled waters to be moderate / low.
- 6.127 Further intrusive investigations are required to confirm these assessed levels of risks and determine remedial requirements. It is anticipated that these works can be secured by condition.
- 6.128 The GSA concludes that it is likely that a deep foundation solution such as piles will be required as a result of the imposed load of the 24-storey development.
- 6.129 The GSA finds that the risk to human health to be low or low / moderate. Further works can be secured by condition to identify any requisite remediation works. The required remediation works will then be undertaken, making good any contaminated land in accordance with MCS Policy EN18. The proposed development is therefore considered to accord with planning policies at all levels with regard to ground conditions and land contamination.

Flood Risk and Drainage

- 6.130 In accordance with MCS Policies EN14 (Flood Risk) and DM1 (Development Management) and Chapter 14 of the Framework, a Flood Risk Assessment [FRA] has been prepared by Renaissance (ref. CBR-REN -XX-XX-RP-C-00001) to accompany this application.
- 6.131 The entirety of the Site is located within Flood Zone 1. The FRA states that the risk of flooding from all sources is considered to be low or very low. The Site is therefore considered appropriate for development under PPG. The FRA concludes that the site is not at risk of flooding and will not cause any increase in flood risk elsewhere once the proposed sustainable drainage system is operational.
- 6.132 An Outline Drainage Strategy (ref. CBR-REN-XXXX-RP-C-00002) has also been prepared by Renaissance to accompany this application. The drainage scheme proposes the implementation of a sustainable drainage system. The development will include a dedicated surface water network that will connect rainwater from impermeable external areas and then discharge under gravity public surface water sewer located within Dinton Street. Attenuation will be provided by a geo-cellular storage tank beneath the car park. A North West SuDS Proforma has been completed in support of this application and is included at Appendix K of the Outline Drainage Strategy.
- 6.133 The Site will have a dedicated foul water network that will collect the foul water associated with the development and discharge to the public combined sewer adjacent to Dinton Street.
- 6.134 The scheme is considered to give rise to no issues relating to flood risk or drainage. The proposals therefore accord with the requirements of MCS Policies EN14 and DM1, as well as Chapter 14 of the Framework.

Crime Impact

- 6.135 In accordance with Policy DM1 (Development Management), a Crime Impact Statement [CIS] has been prepared by GMP in support of this application.
- 6.136 The CIS supports the proposed development. The CIS states that the location of the Site on the busy junction of Chester Road and Cornbrook Road means that it will be subject to high levels of passive surveillance from those passing by vehicle and foot. The Site's proximity to the busy Cornbrook Metrolink station also increases passive surveillance in the area.
- 6.137 The CIS states that the proposed mix of uses will bring legitimate uses to the building during the day, deterring offenders from targeting the building whilst residents are likely to be at work. The CIS also highlights the large bicycle stores as a positive aspect of the development in terms of crime prevention.
- 6.138 The CIS provides a series of recommendations for crime prevention. These recommendations include external communal access doors and cycle stores being accessed by a lock capable of being operated by an electronic access control system. The CIS recommends that access to the aparthotel room corridors should be accessible by guest key card and access into the staff areas should be restricted to staff.
- 6.139 In addition, following consultation with community representatives and Ward Councillors, security fencing has been introduced to the rear yard / car park.

- 6.140 The mitigation measures set out in the CIS and recommended by consultees will be incorporated into the development. The CIS concludes that once these measures are implemented, the proposed development is considered to meet the relevant standards and best practice guidance in relation to safety and crime prevention. The proposed development is therefore considered to accord with policy at all levels with regard to crime and safety.

Energy and Sustainability

- 6.141 MCS Policies EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) and EN6 (Target Framework for CO₂ Reductions) require developers to demonstrate that new development incorporates sustainable construction techniques.
- 6.142 An Environmental Standards Statement [ESS] has been prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-002) to accompany this application. The ESS states that in addition to fabric first passive design measures, active building services will be included to minimise direct energy consumption and CO₂ emissions. The proposed development will include air source heat pumps and solar PV panels.
- 6.143 These measures include increased hot water generating efficiencies, energy efficient LED lighting and efficient heat recovery amongst other measures.
- 6.144 The ESS indicates that once these measurements are implemented the non-residential component of the development will achieve a 32.4% reduction in target carbon emissions over 2010 Building Regulations Part L2 and the residential component will achieve a 72.1% reduction in target carbon emissions. As such, the proposed development is considered to accord with MCS Policies EN4 and EN6.

Waste and Recycling

- 6.145 In accordance with the requirements of MCS Policy EN19 (Waste) a Construction Environmental Management Plan [CEMP] has been prepared by Domis in support of this application. The CEMP sets out the waste management proposals during the construction period. A site wide waste segregation removal procedure will be in operation during construction. Recycling areas will be located on the service yard level and ground floor of the site. Waste wheelie bins will be situated in designated areas which will be filled by subcontractors and then taken by subcontractors to the recycling areas.
- 6.146 Waste reports will be produced monthly to detail the quantity, type and percentage of waste being produced and the percentage of recycling achieved. Specialist contractors will work with the design team during the design stages to find the most efficient and economical solutions in reducing waste during the construction phase.
- 6.147 Once operational, separate internal refuse / recycling stores will be made available on the ground floor for the residential and apart-hotel components of the development. Two external bin store enclosures will also be provided within the car park area. Refuse collection vehicles will collect refuse from the car park. The Transport Statement submitted alongside this application demonstrates that refuse collection vehicles can safely access and egress the site.

- 6.148 The proposed development is therefore considered to accord with the requirements of MCS Policy EN19 (Waste) with regards to waste and recycling.

Fire Safety

- 6.149 A Fire Statement prepared by Design Fire Consultants (ref. FS 001.0) accompanies this application. The Fire Statement sets out the fire protection strategy for the proposed development.
- 6.150 The fire protection strategy comprises all loadbearing elements of structure are to be constructed with a minimum fire resistance of 120 minutes. An internal fire service access strategy will be adopted with two firefighting shafts serving all above ground storeys in the building.
- 6.151 The development will include automatic detection and alarms, a sprinkler system, two escape staircases / firefighting staircases, evacuation and firefighting lifts, fire doors and a west rising main amongst other measures. Any cladding materials or insulation products will comply with the latest regulations.
- 6.152 The proposed development will therefore provide accord with the latest fire safety regulations.

Daylight and Sunlight

- 6.153 A Daylight and Sunlight Assessment [DSA] (ref. SW/2473) has been undertaken by GIA in support of this application. The DSA states that the orientation of the existing surrounding residential properties is such that there would be no additional impact from the proposed development. As such, the DSA concludes that the conclusions reached in the daylight and sunlight report accompanying the Hybrid Permission would remain relevant. The DSA which accompanies the Hybrid Permission concluded that the development showed a very good overall level of compliance and were deemed entirely acceptable.
- 6.154 The proposed development is therefore considered to comply with the requirements of MCS Policy DM1 in terms of amenity and light. As such, the development is considered acceptable in terms of daylight and sunlight.

Ventilation and Extraction

- 6.155 A Ventilation Statement [VS] has been prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-003) in support of this application. Residential apartments will benefit from mechanical heat recovery ventilation systems. The non-residential component of the development on the ground floor shall be provided with local ceiling void mounted heat recovery mechanical ventilation systems together with heat pump systems.
- 6.156 The VS assesses the risk of overheating for the proposed development. The VS confirms that all assessed living rooms, kitchens and bedrooms have been assessed against CIBSE TM59 and meet the requirements.
- 6.157 The proposed development therefore accords with the national guidance and regulations in terms of ventilation and extraction.

Broadband

- 6.158 A Broadband Connectivity Assessment [BCA] has been prepared by Futureserv (ref. P7583-FS-XX-XX-RP-E-002). The BCA confirms that standard and superfast broadband from Openreach is available at the Site.
- 6.159 It is anticipated that gigabit ready infrastructure will be extended to Cornbrook to enable ultrafast fibre broadband to the Site. The BCA confirms the site will be well equipped to provide residents with ultrafast broadband and meet the requirements of national guidance.

Television Reception

- 6.160 A Television Reception Desk-Based Report [TVR] has been prepared by PagerPower and accompanies this application. The TVR investigates the potential impact of a proposed building development upon terrestrial and satellite television reception.
- 6.161 The proposed development is within the coverage area of the Winter Hill television transmitter. The TVR considers that any interference effects to terrestrial television would be limited to approximately 1km of the proposed development and within its shadow to the southwest of the development. The TVR concludes that no noticeable effects to terrestrial television would occur in practice.
- 6.162 The TVR states that the modelled shadow zone for satellite television services is limited to an area up to 178m north-west of the proposed development. No dwellings have been identified within the satellite shadow zone. The TVR concludes that it is possible satellite signal may still be maintained and no notice effects may occur in practice (due to the ability to place reception equipment in an elevated location within that zone).
- 6.163 The TVR does not identify pre-emptive mitigation. The TVR recommends that any reports of interference are investigated to determine whether they are attributable to the proposed development. If this is found to be the case mitigation will be applied. Section 6 of the TVR sets out the mitigation options for the proposed development.
- 6.164 The proposals are therefore considered entirely acceptable in terms of the impact that they may have on television reception in the surrounding area.

Summary

- 6.165 In summary, the proposed development is considered to accord with the aspirations of the Development Plan and the requirements of local and national planning policy, as well as other material considerations. This section has demonstrated that there are no environmental or technical reasons why the planning application should be refused.

7.0 Townscape / Visual Impact and Tall Building Statement

- 7.1 This section of the report assesses the height of the proposed development and the impact that the scheme will have on the surrounding area.
- 7.2 The proposed development will deliver a 24-storey tower. Visuals have been submitted alongside this application detailing the appearance of the proposed development.
- 7.3 MCS Policy CC6 (City Centre High Density Development) states that City Centre development will generally be high-density, and that land should be used to maximise its efficiency in this location. The scale, massing and height of development in the City Centre should significantly exceed what is appropriate elsewhere in the city.
- 7.4 MCS Policy CC9 (Design and Heritage) states that the Council will support high density and mixed-use development in the City Centre, but developers must ensure complementary form and function.
- 7.5 MCS Policy EN2 (Tall Buildings) defines tall buildings as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline. Policy EN2 states proposals for tall buildings will be supported where it can be demonstrated that they:
- *“Are of excellent design quality;*
 - *Are appropriately located;*
 - *Contribute positive to sustainability;*
 - *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and,*
 - *Will bring significant regeneration benefits.”*
- 7.6 Policy EN2 states that suitable locations will include sites within and immediately adjacent to the City Centre, with particular encouragement given to non-conservation areas and sites which can be easily served by public transport nodes.
- 7.7 The Site is sustainably located in close proximity to existing public transport infrastructure and key services and facilities and is not located within a conservation area. The proposals therefore contribute positively to sustainability. The proposals will also bring significant regeneration benefits by redeveloping a vacant brownfield site.
- 7.8 The Site is located on the boundary of Manchester City Council and Trafford MBC, along the A56, a key access route to the centre of Manchester. The Site is therefore in a key strategic location that acts as a gateway to central Manchester. The proposed development will act as a landmark in this strategically important gateway location, contribute positively to place making and be appropriately located.
- 7.9 The proposed development therefore accords with the requirements of Policy EN2.
- 7.10 Furthermore, the CHRF provides an indicative masterplan of the area. The CHRF indicates that the Site should accommodate development equivalent in scale to 23-storeys. The scale

of the proposed development is broadly in accordance with the aspirations of the CHRF. Since the adoption of the CHRF in 2013, the character of the surrounding area has changed significantly, with several high-rise developments constructed. As such the scale of the proposed development is considered acceptable in this location.

- 7.11 The area surrounding the Site is now characterised by a range of high-density development, including the adjacent Vox Manchester development (15-storeys) and the Botanica Apartments located approximately 80m south of the Site (19-storeys in height). Far taller buildings are located in close proximity at Great Jackson Street. The proposed development is therefore not considered to adversely impact the townscape, but rather be entirely in keeping with the existing character of the area.
- 7.12 The Site is not subject to any statutory landscape designations or significant landscape features that are particularly sensitive or present a constraint to development. The Site currently comprises overgrown, vacant brownfield land in the urban area of Manchester which is visible from the A56 and Cornbrook Station. In effect, the Site represents a ‘gap-site’ which detracts from the visual quality of the area. The proposal will introduce a high-quality building of landmark scale to mark the western gateway to the City Centre.
- 7.13 The proposed building has been designed to draw from the characteristics of the existing area and harmonise the visual impact of the development with its surroundings. The southern, western and northern facades predominately comprise brickwork, in keeping with existing surrounding buildings and the historic character of the locality. Glazing between blocks, vertical brickwork and horizontal brick projections will be incorporated to break up the façades. Black anodised metal panels are also incorporated to provide contrast and give the impression of a layered façade to break up its mass. The eastern elevation of the block comprises continuous glazed and anodised black panels to create the impression of a tall, slender building as well as an eye-catching gable end visible to those leaving the city-centre on the A56.
- 7.14 The floorplan of the upper floors is recessed in places to reduce its scale in views. The penthouse floor is made up of Corten steel panels, glazed windows and black anodised panels with a sawtooth roofscape to create a visually interesting building top with materials which reference the industrial heritage of the surrounding context. Arched windows are also provided at the top of the building to create a distinctive and aesthetic design which further references the historical and current site context. Large, glazed facades at the ground and first floor are provided to indicate the active uses along the building frontages. The result is a building design that is aesthetically impressive whilst remaining sympathetic to the Site’s context, which in turn reduces the visual effects of the proposed development in townscape views.
- 7.15 The scheme has been designed to mitigate the visual impact of the building and remain sympathetic to the character and heritage of the area. As such, the scale and visual impact of the development is considered to be acceptable. Given the proposed high-quality design of the building, the proposals are considered to represent a significant betterment to the visual appearance of the Site, which at present comprises brownfield land overgrown with low-value vegetation, fly-tipping and hoardings covered by graffiti.

- 7.16 It is therefore considered that there are no townscape or visual amenity issues that would prevent the development of the Site, and the proposal will improve the general quality of the surrounding built environment.

8.0 Draft Heads of Terms

- 8.1 MCS Policy PA1 (Developer Contributions) states that where needs arise as a result of development the Council will seek to secure planning obligations. Policy PA1 states that the Council may seek obligations for affordable housing, education, health and wellbeing facilities and community facilities amongst others.
- 8.2 In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, the redevelopment of previously developed land or mitigation of contamination.
- 8.3 The proposed development will deliver a flexible commercial space which the client intends to make available for community use.
- 8.4 The proposals will also regenerate and remediate previously developed land. This has had an impact on the viability of the scheme. A financial viability has been prepared and will be submitted for officers to consider in the planning application process.
- 8.5 An off-site contribution will need to be provided to provide 0.61 units of BNG habitat.

9.0 Sustainable Development

- 9.1 This section of the Planning Statement considers the proposed development's compliance with the principles of sustainable development, as set out in paragraph 8 of the Framework. This section demonstrates that the proposals perform a positive economic, social and environmental role and as such, the presumption in favour of sustainable development as set out in Paragraph 11 of the Framework applies.

Economic Role

- 9.2 The scheme will deliver considerable economic benefits, including through job creation during both the construction and operational phases of the development.
- 9.3 During the construction phase, it is anticipated that the proposed development will create both direct and indirect construction jobs. It is also anticipated that businesses in the local area, such as local suppliers of construction materials and equipment, will benefit from trade connections established over the construction phase of the development, which will support additional indirect jobs in the economy.
- 9.4 Furthermore, it is expected that local businesses will benefit from a temporary increase in expenditure from the effects of the construction phase on local employment. Local shops, services and facilities are also likely to experience a sizeable temporary boost from the wage spending of workers in local shops, services and facilities.
- 9.5 In addition to the economic benefits that will be created from the construction phase of the development, the proposals will also create employment opportunities during the operational phase. These jobs will include concierge, receptionist, cleaning staff, maintenance, coffee shop employees and jobs associated with the flexible commercial space.
- 9.6 Local businesses and services will also benefit from increased expenditure from those residing in the 224 residential apartments or guests within the 87 apart-hotel studios. The provision of 87 apart-hotel studios will help to support Manchester's tourism and culture industry.
- 9.7 The proposals are therefore considered to deliver extensive economic benefits during both the construction and operational phases of the development.

Social Role

- 9.8 The proposed development will contribute significantly towards the regeneration of Cornbrook, in accordance with the aspirations of the CHRF.
- 9.9 The Site has laid vacant for several years pursuant to industrial uses ceasing on the site. The proposed development will make efficient use of a vacant site that is currently characterised by hoardings covered in graffiti and overgrown weeds by delivering a high-quality mixed-use development together with landscaping and public realm improvements. As identified in the Crime Statement, this will reduce crime and anti-social behaviour in the locality.

- 9.10 The development will provide a community space for existing and future residents to use for community activities. This will help to create a sense of community and social inclusion for residents.
- 9.11 The development will deliver a range of high-quality residential apartments, designed to meet the needs of a wide range of future occupants. The Site benefits from excellent public transport links and existing cycle ways along the A53. As such, future residents and visitors will be able to easily travel by sustainable and active means of transport, bringing health and well-being benefits.
- 9.12 As such, the proposed development is considered to deliver significant social benefits.

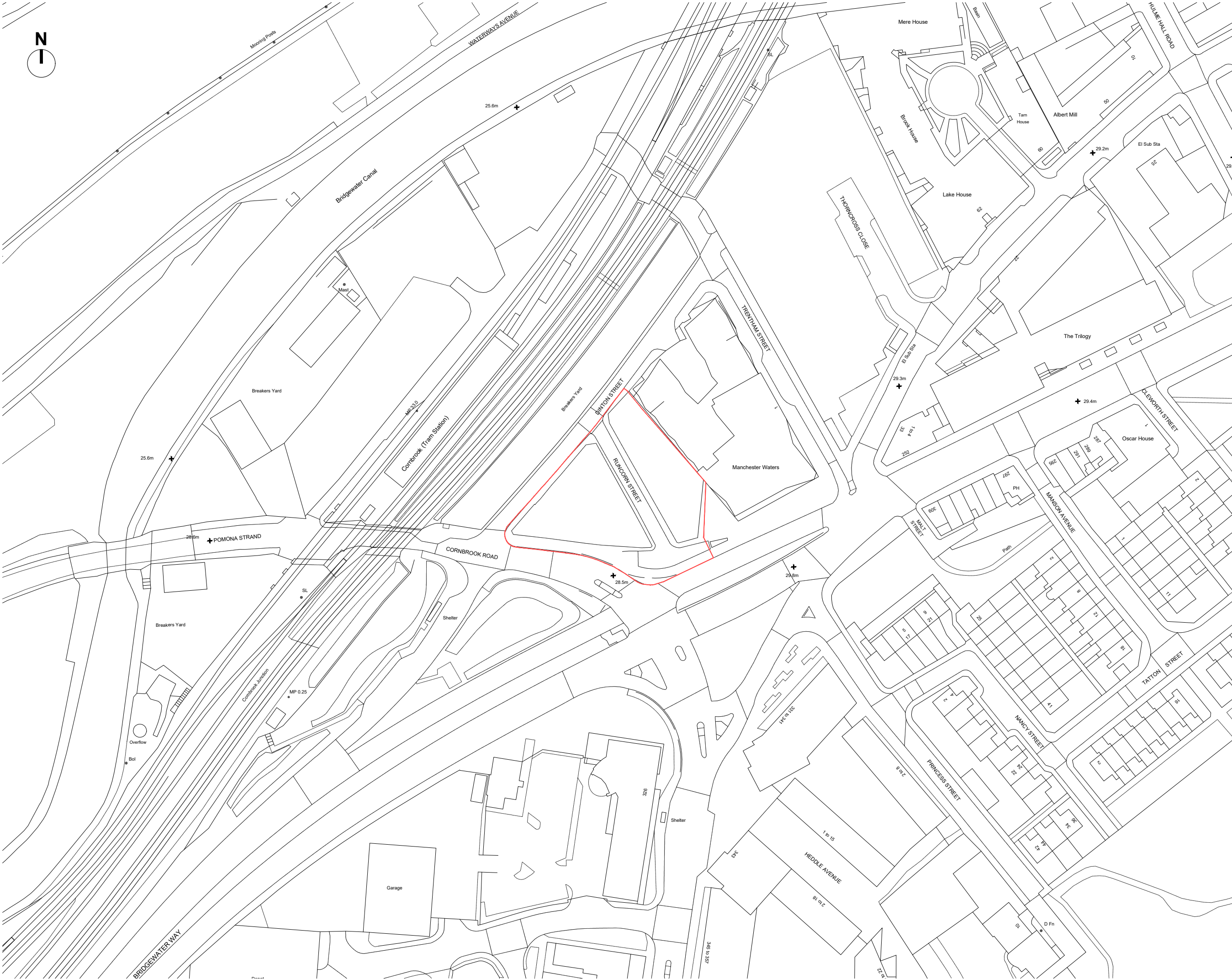
Environmental Role

- 9.13 The environmental impacts of the development have been considered in detail as part of this application. The proposed development is sustainably located and will be readily accessible by public transport and active modes of transport. The development will not give rise to significant increases in vehicular traffic and will have a minimal impact on the environment during the operational phase of the development.
- 9.14 During the construction phase of the development, the scheme will incorporate low-carbon measures, including the use of sustainable construction methods and sustainable building materials. The development will be designed to meet the latest building regulations.
- 9.15 The proposals seek to remediate the existing ground conditions as identified in the GSA, providing a betterment on the Site. The proposals will also incorporate areas of soft landscaping as part of public realm improvements. The development also proposes to incorporate PV panels on the sawtooth roof.
- 9.16 In summary, the proposed development will deliver significant environmental benefits.

10.0 Conclusion

- 10.1 The proposed development seeks the erection of a 24-storey mixed-use development, comprising 224 residential apartments and associated amenity space, 87 apart-hotels, a coffee shop and flexible commercial space.
- 10.2 This Statement, alongside the associated supporting plans and documents, has given due consideration to all material planning matters.
- 10.3 The scheme will regenerate a vacant, under-utilised parcel of brownfield land in a strategic location on the administrative boundary of the Council. The proposal will also deliver public realm improvements with the adjoining area of Trafford MBC. Overall, the proposals will deliver high quality residential apartments, contribute to the city's tourism offer and lead to job creation during both the construction and operational phases of development. The proposals will also amenities available to the existing and future community through the café and meeting rooms.
- 10.4 It is considered that the proposed development accords with the Development Plan, and has regard to all other material considerations, including the Cornbrook Hub Regeneration Framework. We expect that the Council will attach significant weight to the proposed development's compliance with the CHRF. Furthermore, it has been demonstrated that the proposed development will deliver significant economic, social and environmental benefits, in accordance with the objectives of the Framework [§8].
- 10.5 Paragraph 11 of the Framework states that if development proposals accord with the Development Plan, they should be approved 'without delay.' As demonstrated throughout this Planning Statement, the proposed development clearly amounts to sustainable development and accords with material policy considerations. The proposed development should therefore be approved without delay.

Appendix 1 Site Location Plan



GENERAL NOTES:

ALL DIMENSIONS ARE TO BE CHECKED ON SITE WITH ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO THE WORKS BEING CARRIED OUT.

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE PLANNING APPROVAL AND ANY SUBSEQUENT APPROVED LOCAL AUTHORITY PLANNING CORRESPONDENCE INCLUDING DRAWINGS, DOCUMENTS AND REPORTS.

ALL WORKS ARE TO COMPLY WITH THE BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE, AND ANY LOCAL STATUTORY REQUIREMENTS.

ALL WORKS ARE TO COMPLY WITH CURRENT HEALTH AND SAFETY LEGISLATION, H.S.E. RECOMMENDATIONS/GUIDANCE AND THE CURRENT C.D.M. REGULATIONS.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LEACH RHODES WALKER ARCHITECTS GENERAL ARRANGEMENT (L CODE) DRAWINGS, TOGETHER WITH RELEVANT DETAILED (A CODE) DRAWINGS AND SPECIFICATIONS.

FOR ALL STRUCTURAL WORKS REFER TO THE STRUCTURAL ENGINEERS INFORMATION.

FOR ALL MECHANICAL AND ELECTRICAL WORKS REFER TO THE MECHANICAL AND ELECTRICAL ENGINEERS INFORMATION.

FOR ALL ABOVE GROUND DRAINAGE WORKS REFER TO THE PUBLIC HEALTH ENGINEERS INFORMATION.

ALL PRODUCTS SPECIFIED ARE TO BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS, SPECIFICATION AND DETAILS.

P04	RED LINE UPDATED. ISSUED FOR PLANNING	TT	CJG	19.12.23
P03	UPDATED RED LINE BOUNDARY	EB	CJG	02.11.23
P02	ADOPTED HIGHWAYS	EB	CJG	26.10.23
P01	FIRST ISSUED	EB	CJG	18.10.23
rev	description	drawn	with	date

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client	FORSHAW GROUP		
project	CORNbrook RESIDENTIAL		
document name	8353-LRW-ZZ-DR-A-00-173		
LRW project no	8353	rev	P04
description			
SITE LOCATION PLAN			
scale	1:1250@ A3	date drawn	17.10.23
		drawn by	EB
		authorised by	CJG
purpose of issue			
planning ☒ building regs ☐ tender ☐ comment ☐ approval ☐ construction ☐			

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