



Design & Access Statement

21039 Elizabeth Street, Cheetham Hill

Prepared on behalf of Kier Trade City LLP
June 2022 V.3

21039-02-07-02



fletcher|rae

1.0 INTRODUCTION

- 1.1 Project Overview
- 1.2 Scope of Application
- 1.3 Project & Design Team
- 1.4 Consultation

2.0 CONTEXT & ANALYSIS

- 2.1 Wider Context
- 2.2 Immediate Context
- 2.3 Historical Context
- 2.4 Site Constraints
- 2.5 Topography & Landscape

3.0 DESIGN

- 3.1 Process
- 3.2 Design Evolution Site Options
- 3.3 Layout
- 3.4 Use Amount
- 3.5 Amount
- 3.6 Scale
- 3.7 Landscaping

4.0 FORM & APPEARANCE

- 4.1 Form & Precedent
- 4.2 Context Materiality
- 4.3 Materials & Finishes
- 4.4 Design Sketches
- 4.5 Proposed Elevations
- 4.6 Illustrative Visualisations

5.0 ACCESS & SECURITY

- 5.1 Pedestrian & Vehicle Access
- 5.2 Security
- 5.3 Building Security
- 5.4 Waste Management

6.0 SUSTAINABILITY

- 6.1 Sustainability Statement

7.0 CONCLUSION

- 7.1 Proposed Attributes of the Proposed Development

1.0_INTRODUCTION

1.1 Project Overview

This Design & Access Statement has been prepared by Fletcher Rae (UK) Ltd on behalf of Kier Trade City LLP, in support of a Full Planning Application, for the creation of a Class B2/B8 development with ancillary Class E office space at first floor with associated external works for servicing, parking & associated infrastructure planting.

The detailed application relates to the 4.9 acre brownfield land to the south of Elizabeth Street, Cheetham Hill. The development will see the demolition of existing unit and redevelopment with a total gross internal area of 8,227 sqm (88,558 sqft) across 2 terraces and 2 'stand alone' units.

The new units will create space for a business to either start, expand and bring new jobs to the area, which will benefit local people and contribute to the economic growth of the area.

This Design & Access Statement has been prepared in accordance with the CABE Guidelines "Design & Access Statements – how to write, read and use them" document. This Design & Access Statement forms part of a suite of documents that make up the planning application submission and should therefore be read alongside those documents.

1.2 Scope of Application

The land on which the site is located is primarily vacant, derelict and devoid of any economically productive use. The site is within an area of predominantly commercial uses, including uses similar to that being proposed in this application. It is understood that the site has remained undeveloped due to significant contamination associated with its former use as a brickyard, cost of remediation and difficulty gaining access into the Site from Elizabeth Street.

The application is therefore being made in order in order to transform the site and provide a high quality industrial & logistics development which will contribute positively to economic development and employment in Cheetham Hill. The proposal will provide highly sustainable, modern warehousing style units which are well suited to the needs of modern occupiers. It is expected that the proposal will act as a catalyst for further redevelopment of this area of Cheetham Hill, in response to growing demand for this type of floorspace from both local and national business operations.

1.0_INTRODUCTION

1.3 Project & Design Team

The Applicant:	Kier Trade City LLP
Architect:	Fletcher Rae (UK) Ltd
Planning Consultant:	Savills
Landscape Architects:	TPM Landscape
Civil & Structural Engineers:	Curtins
Transport Consultants:	SWECO
MEP:	CHB
Sustainability:	CHB

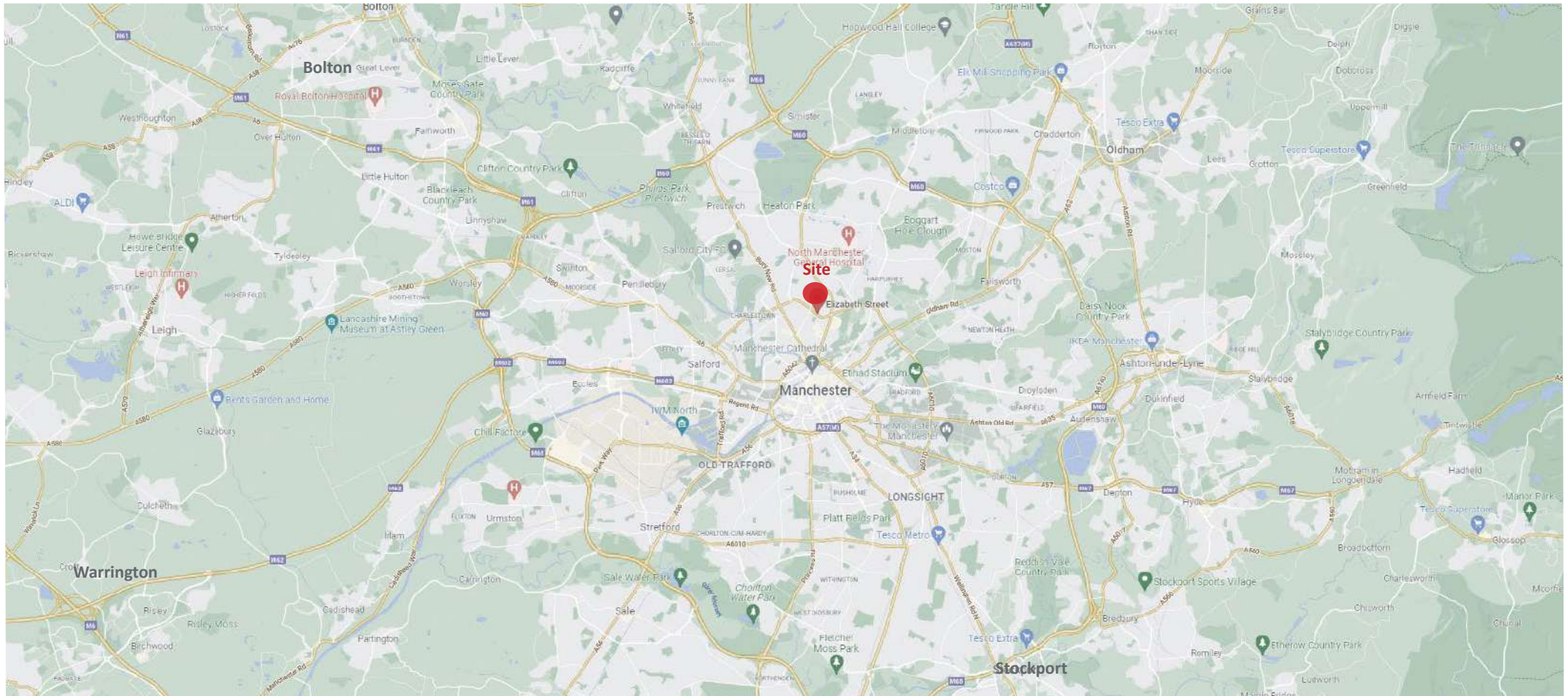
1.4 Consultation

Informal pre-application discussions undertaken with Planning Officer Jennifer Atkinson in May 2021.

Formal pre-application meeting hosted via MS Teams in October 2021, wherein the principle of the development for economic uses was confirmed to be acceptable and the documents required to be submission of the application confirmed. Further discussions in the lead up to the submission of the application were undertaken in January 2022.

2.0 LOCATION & CONTEXT

2.1 Wider Context



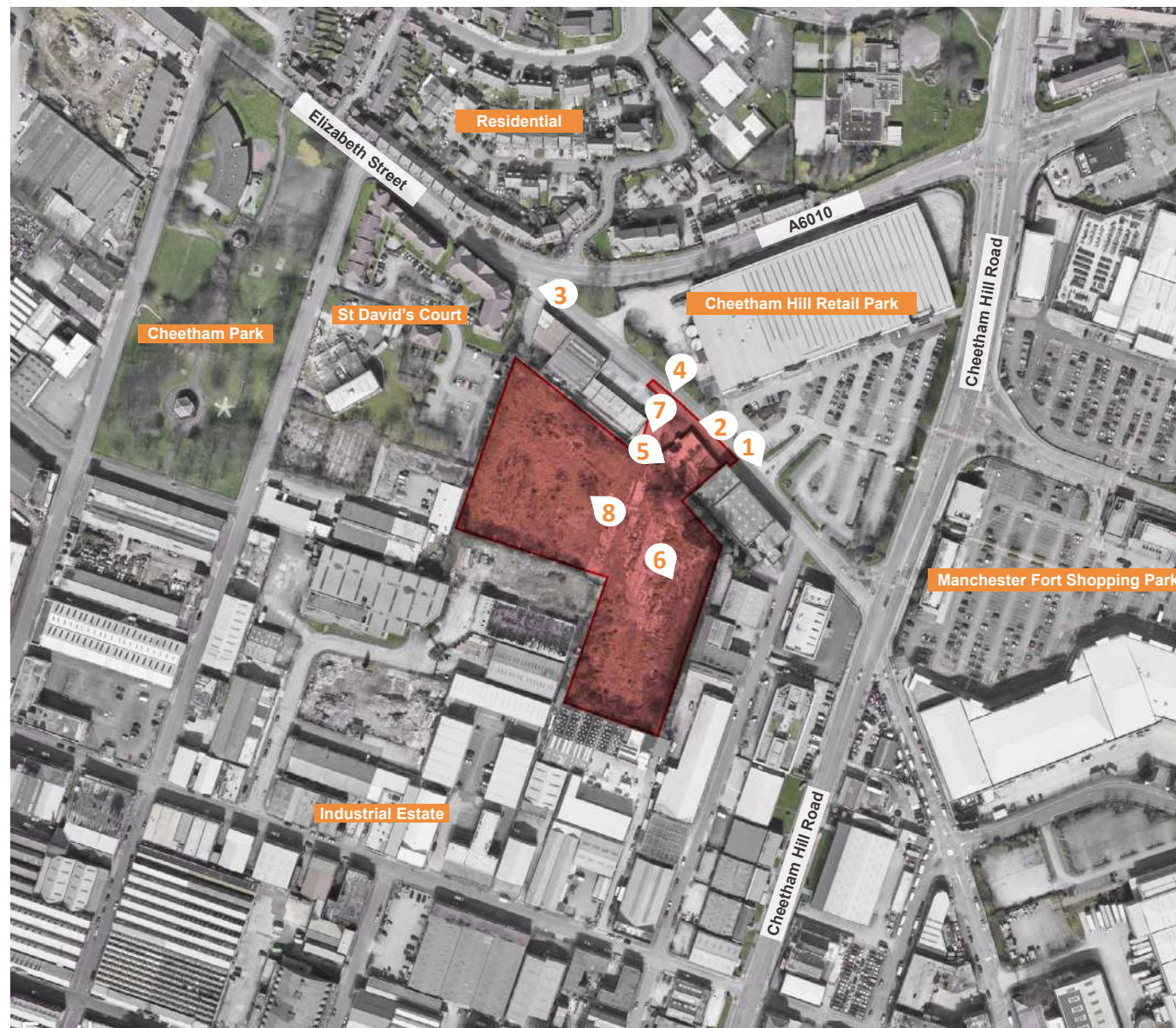
Regional Site Map

2.2 Immediate Context

The Site (which measures 1.98 hectares) is located to the south of Elizabeth Street, in Cheetham Hill, approximately 1.5 km to the north of Manchester city centre. The majority of the Site is currently derelict brownfield land which includes an existing, vacant commercial unit along the north-east frontage to Elizabeth Street.

Vehicular access to the Site is currently via a narrow and un-adopted road off Elizabeth Street (Bridcam Street) which has fallen into a state of disrepair. This existing arrangement means that access to the site is very limited, which is assumed to be a major contributing factor which has prevented meaningful redevelopment coming forward at the site since the cessation of the Broughton Street Brickworks use.

The Site is irregular in shape and is surrounded by other commercial and employment uses to the north-east, south-east and south-west, with a residential apartment block (St David's Court) to the north-east. Further to the north lie the residential areas of Cheetham Hill. Cheetham Hill Retail Park is to the immediate north of the site, while Manchester Fort Shopping Park, one of the City's largest out of the centre retail destinations is located 250m to the east on Cheetham Hill Road, which connects the Site with the city centre.



2.0_LOCATION & CONTEXT



2.0_LOCATION & CONTEXT



2.0_LOCATION & CONTEXT

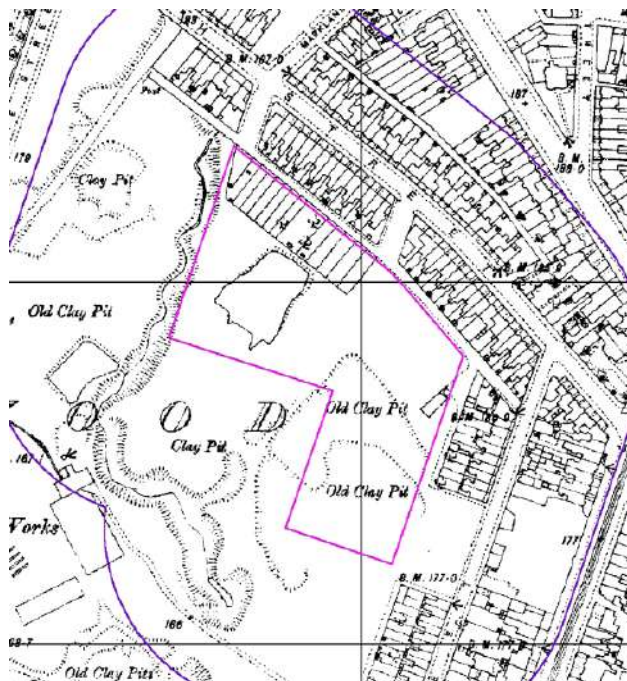
2.3 Historic Context

The site's history dates back to the 1890's with a map showing the presence of two clay pits located to the south and west of the site. Wider development occurred in the surrounding context while 1948-1952 mapping shows a refuse heap on the east and west of the site.

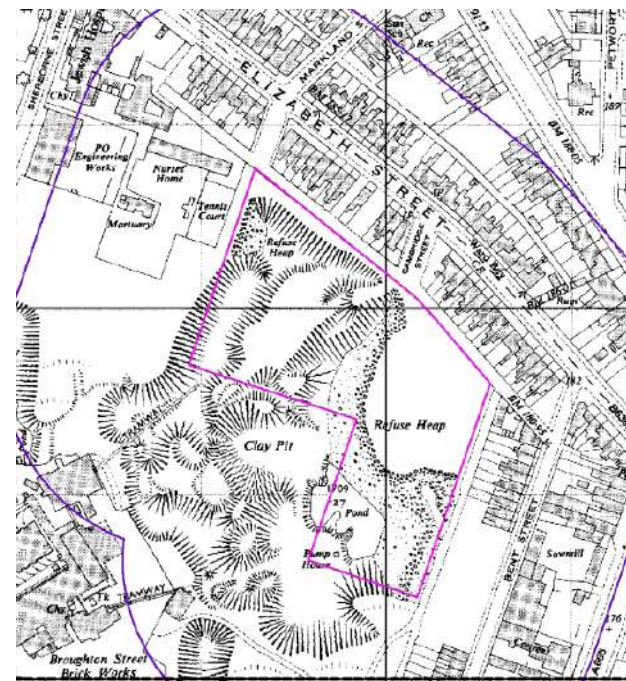
By the 1950s the site was utilised for activities in relation to a nearby Brickworks, thus the grounds were predominantly clay.

The old clay pits were infilled and the site was built over in 1959. The site operated as a Car Breaker's Yard for decades before becoming disused and falling into disrepair with overgrown greenery and broken hard-standing.

Current mapping labels the site as a recycling site although no such activity is evidenced.



1892-1893 Map



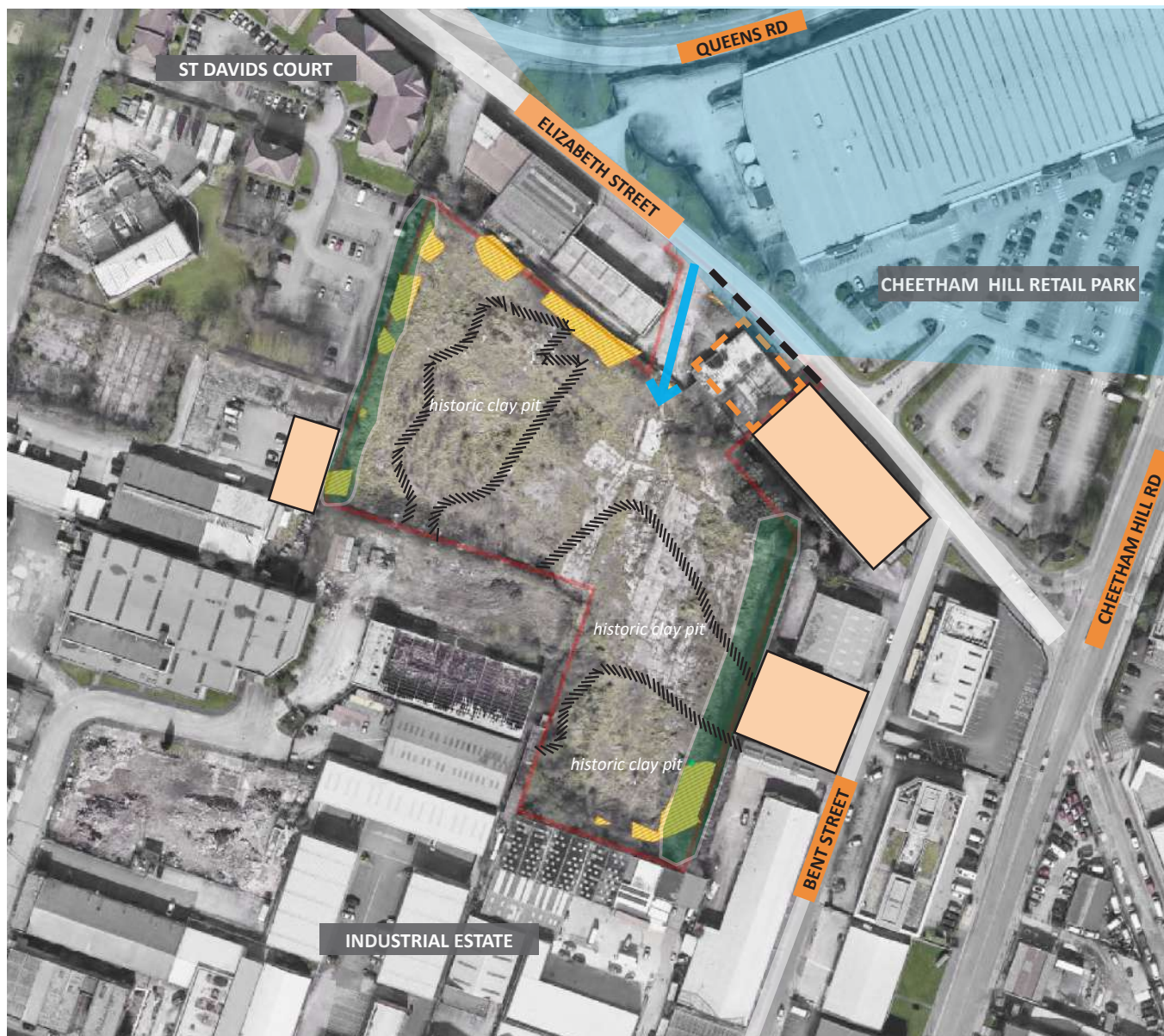
1951-1953 Map

2.0_LOCATION & CONTEXT

2.4 Site Constraints

The site faces a number of physical constraints which have a significant influence over the form of any proposed development. This is the primary reason the site has not been redeveloped previously. The constraints include:

- Poor quality unadopted vehicular access road requiring demolition of existing building
- Proximity of adjacent buildings
- Historic clay pits
- Made ground
- Japanese knotweed
- Irregular /narrow site
- Antisocial Behaviour



2.4 Site Constraints

The site's dilapidation has attracted rough sleepers and became a hub for anti-social behaviour such as: intravenous drug use and fly-tipping. As evidenced in the photographs below, the site has been used as disposal grounds for domestic and hazardous waste.



Site contamination-most recent condition

2.0_LOCATION & CONTEXT

2.5 Topography & Landscape

The application site has large areas of dense vegetation. The levels undulate but level in areas where hardstanding exists.

Generally it is a gentle slope from the North to the South. The main levels appear to be between 56.500 AOD and 55.00 AOD.

The most variation in levels is on the south-west boundary which is at the bottom of a landscape bund. The highest point of the bund however sits outside of the application boundary but it is circa 1.2m higher.



- Boundary Line
- ➔ Landscape Bund Slope

3.0 DESIGN

3.0 DESIGN

3.1 Process

A thorough assessment has been carried out for the need and design of this proposal. Kier Property have developed a business case to demonstrate that there is ongoing demand for this kind of property in this location. The preferred solution has been developed into the scheme design that forms the basis of this detailed planning submission.

The option studies, appraisals and subsequent design proposals have been carried out by an experienced design team. The design of the project is described in the following categories of Design Evolution, Layout, Use, Amount, Scale, Appearance and Landscaping.

3.2 Design Evolution

As detailed at Section 2.4, the site faces a number of physical constraints upon development which have to be accounted for in the proposed design. In addition, there are a number of operational constraints which affect how the proposed development can be laid out, including the requirements for:

- HGV turning circles (minimum 25m diameter)
- Internal circulation roads (minimum width 7.3m)
- Dedicated service yards and parking spaces
- Minimum unit sizes
- Minimum unit depths

At the outset of the design process, the design team considered a number of layouts in order to determine the optimum layout for the proposal, which:

1. Accounted for the various physical and operational constraints;
2. Provided suitable access to the Site;
3. Best utilised the developable area of the Site; and
4. Produce a viable development which is marketable to prospective tenants

3.2.1 Design Evolution

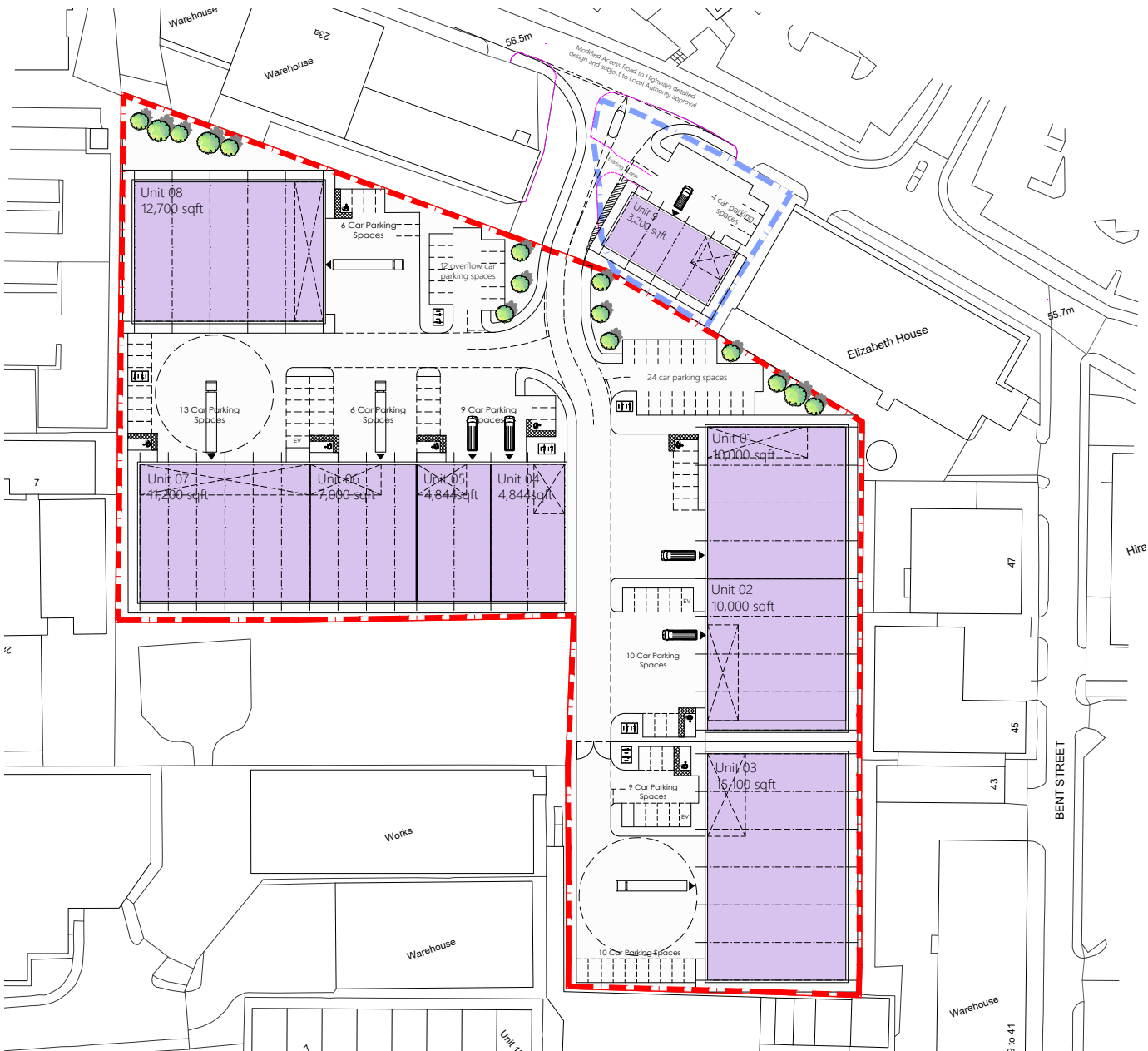
Alternative Option 1

The building footprints were set out and located along the eastern and north-western boundaries for an optimal spatial layout in accordance with the client’s brief.

Unit 1 service yard faced towards Elizabeth Street, however this would have opposed the initial strategy of utilising the key aspect of the facade and maintaining the building line.

Subdivision of the terraced units along the eastern boundary was explored, although this did not meet the market criteria.

Additionally, the service yard arrangement to Unit 9 was deemed not suitable for vehicle manoeuvring, consequently this option was disregarded.



Alternative Layout Option 1

3.2.2 Design Evolution

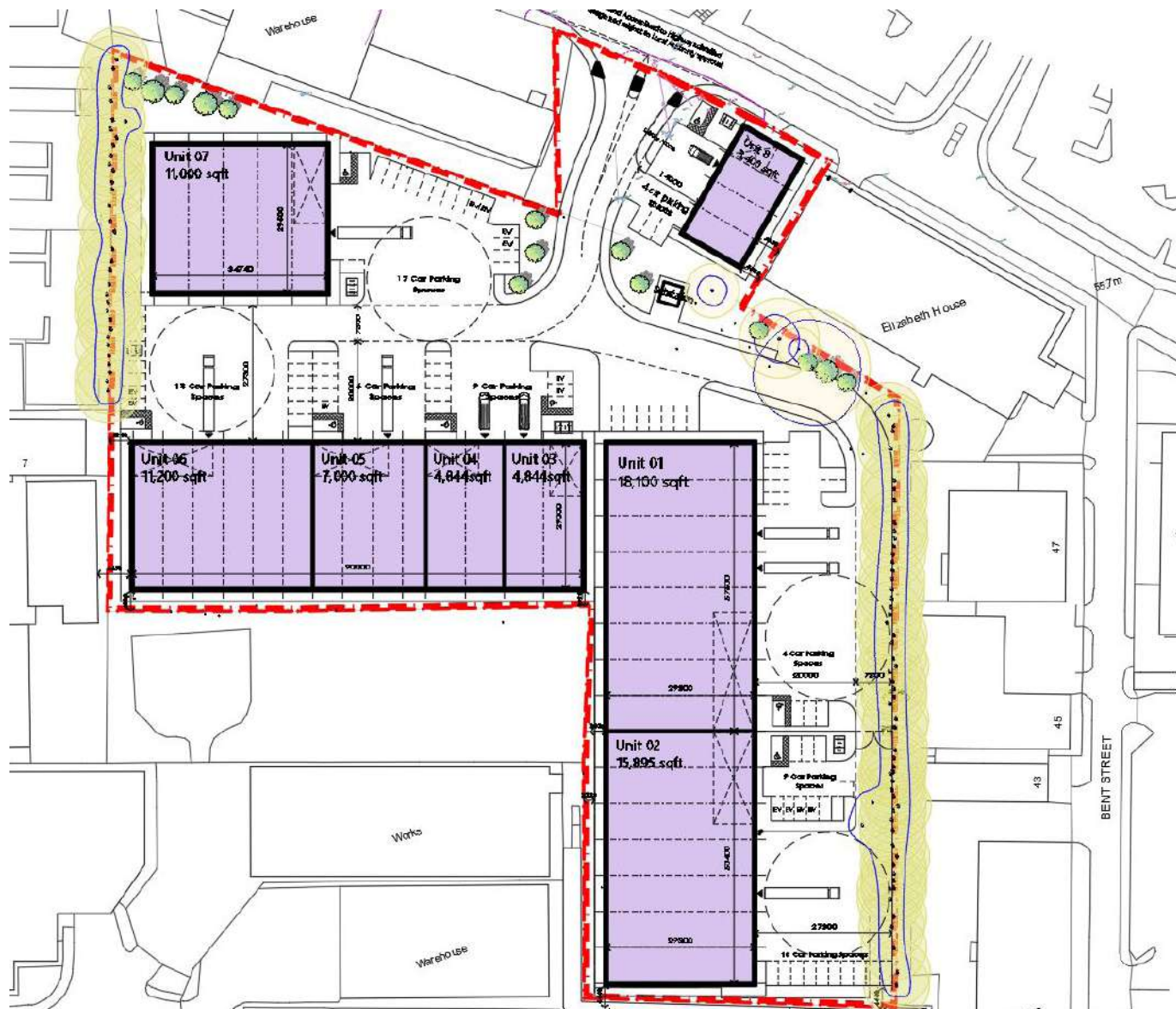
Alternative Layout Option 2

Unit 1 was reorientated to maintain the building line on Elizabeth Street with servicing just off Bridcam Street.

In an effort to minimise the loss of trees along the eastern and western boundaries, the initial layout for Units 2-3 mirrored the proposed by locating the service yard along the eastern boundary.

While this orientation avoids building of new units over the Root Protection Areas (RPAs) of trees along the eastern boundary of the site, spatial constraints mean that internal circulation roads and servicing areas would still protrude into RPAs. As explained previously those areas must be provided within the site to produce a viable development which is suited to the requirements of commercial operators. The requirements of road build-up depth required to accommodate HGVs would mean that damage to RPAs would be unavoidable, resulting in the loss of those trees in any case.

The units along the north-western boundaries avoid the root protection areas. The service yard and car parking to Unit 9 was reconfigured to allow a turning circle for HGVs accessing Unit 9.



Alternative Layout Option 2

3.2.3 Design Evolution

Alternative Option 3

An alternative option considered was to retain the alignment of the building along the eastern boundary. In order to avoid the root protection areas, the building width was reduced.

The proportion of the building however was non-typical for the building typology which would not meet the market requirements.

Due to the shape and orientation of Units 2&3 not being wide enough any loss of floor space is acutely felt and significantly affects the ability to deliver a viable development. Thus, this option was disregarded.



Alternative Layout Option 3

3.3 Layout

The submitted plans set a high standard of layout which is sympathetic to the character and amenity of surrounding land uses in terms of scale, size, density and height which together with the appropriate use of materials and materials are integral to the overall design.

The constraints on site have been carefully considered thus the current layout and masterplan have been deemed the most appropriate solution to unlocking the development potential of the site. The Council Officers advice has been addressed by retaining trees wherever possible on site including the poplars on the north west boundary and the Eucalyptus on the north east, consequently reducing the developable area.

The layout of the defined development in this application makes an efficient use of the site area, without creating an overly dense layout, and allows for safe manoeuvrability within the site for both vehicles and pedestrians, as demonstrated within the Transport Statement.

Sufficient cycle and car parking areas have been located in close proximity to the main entrances, providing safe access to the units.

The proposed amendments to the existing access road (Bridcam Street) links to Elizabeth Street. Swept path analysis has been carried out for a 16.5m HGV and 7.2m Panel Van to ensure the vehicles can enter and exit the access road safely in a forward gear. The loading bays for the units have been tested to ensure that HGVs can park safely. The results of the swept path analysis are provided in the Transport Statement.



3.0 DESIGN

3.4 Use

The development is on a brownfield site and the scheme will echo the existing building class uses within the surrounding context of Industrial and Logistics (Classes B2 & B8). The submitted scheme is of a high quality designed to offer modern and flexible business space and are ideal for a variety of occupiers.

The proposed buildings will function well in this location and their location is well placed for access by road and other means of transport.

It is envisaged that the new buildings will be constructed to exceed current industry standards.

3.5 Amount

The total gross internal floor space of the units including E1 office content at ground & first floor equates to 8,227 sqm (88,558 sqft).

Unit 1	316 sqm	(3,400 sqft)
Total	316 sqm	(3,400 sqft)

Unit 2	1,301 sqm	(14,000 sqft)
FF Office @10%	130 sqm	(1,400 sqft)
Total	1,431 sqm	(15,400 sqft)

Unit 3	1,904 sqm	(20,500 sqft)
FF Office @10%	190 sqm	(2,050 sqft)
Total	2,094 sqm	(22,550 sqft)

Unit 4	450 sqm	(4,844 sqft)
Intermediate Landing	26 sqm	(277 sqft)
Mezzanine	101 sqm	(1,086 sqft)
Total	577 sqm	(6,207 sqft)

Unit 5	450 sqm	(4,844 sqft)
Intermediate Landing	21 sqm	(226.8 sqft)
Mezzanine	101 sqm	(1,086 sqft)
Total	572 sqm	(6,157 sqft)

Unit 6	650 sqm	(7,000 sqft)
Intermediate Landing	21 sqm	(226.8 sqft)
Mezzanine	146 sqm	(1,569 sqft)
Total	817 sqm	(8,796 sqft)

Unit 7	511 sqm	(5,500 sqft)
Intermediate Landing	21 sqm	(226.8 sqft)
Mezzanine	116 sqm	(1,249 sqft)
Total	648 sqm	(6,976 sqft)

Unit 8	511 sqm	(5,500 sqft)
Intermediate Landing	21 sqm	(226.8 sqft)
Mezzanine	116 sqm	(1,249 sqft)
Total	648 sqm	(6,976 sqft)

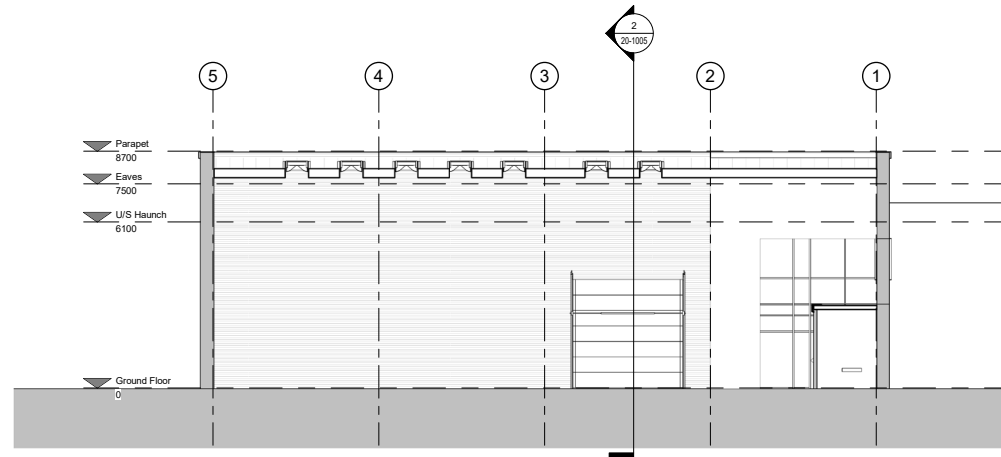
Unit 9	1,022 sqm	(11,000 sqft)
FF Office@10%	102 sqm	(1,100 sqft)
Total	1,124 sqm	(12,100 sqft)

3.6 Scale & Massing

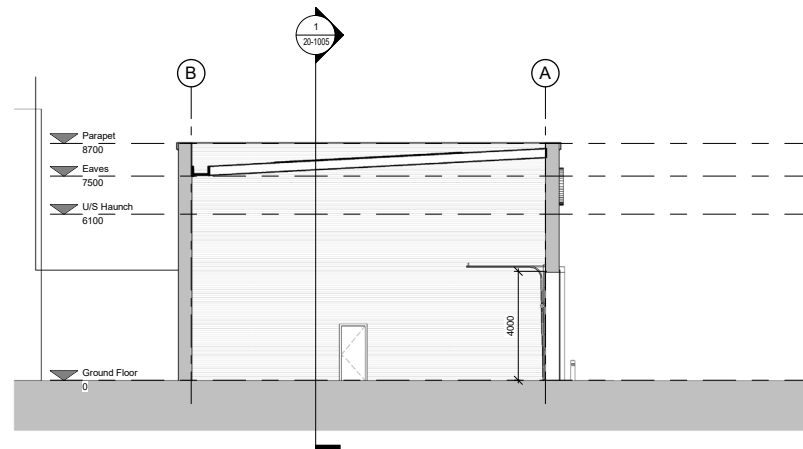
The buildings have been designed to offer the maximum future flexibility and have an internal clear height of 8.5 m to u/s of the structural haunch, while for Unit 1 U/S haunch is 6.1m

While the massing of the proposed buildings are simple, the heights are of a similar scale to the adjacent buildings. The overall footprints are well proportioned to the industry standard and the usage of the building.

Unit 1 Proposed Section

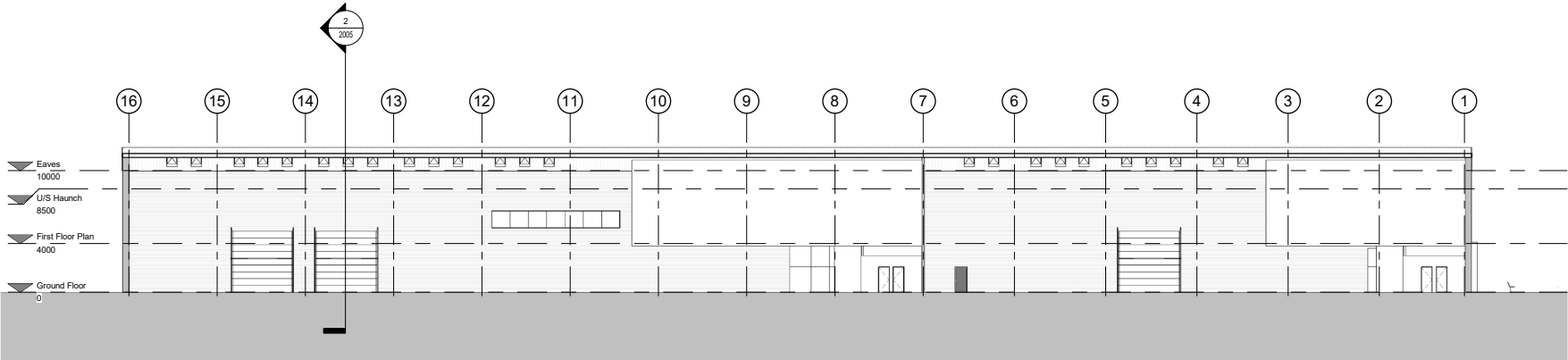


Section AA

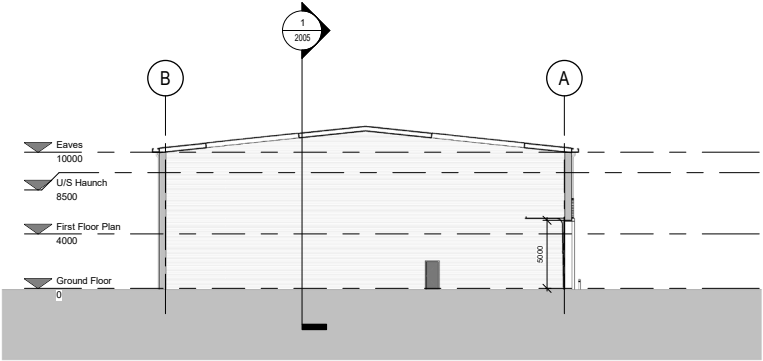


Section BB

3.6 Scale & Massing



Section AA



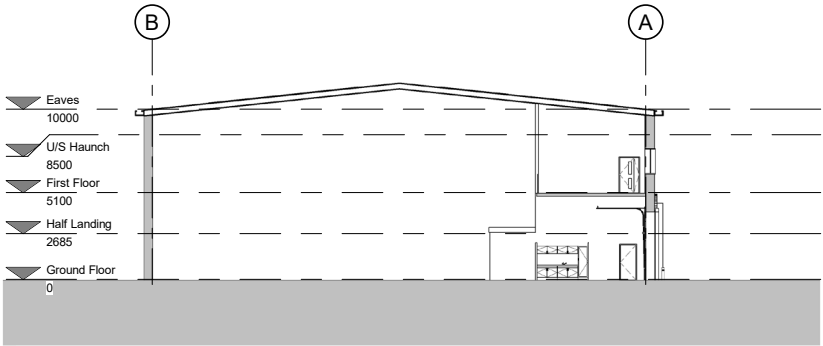
Section BB

Units 2-3 Proposed Sections

3.6 Scale & Massing



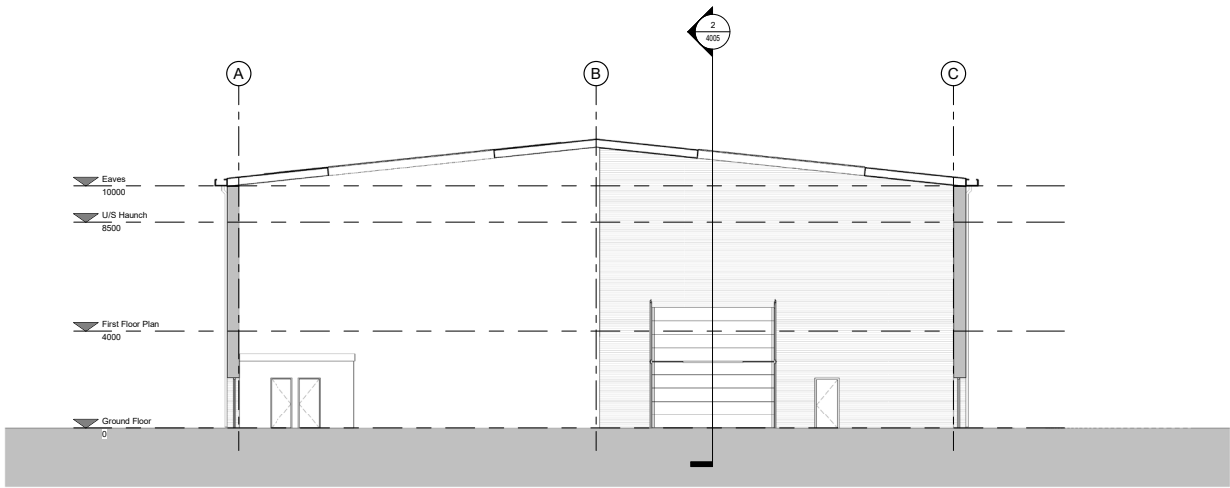
Section AA



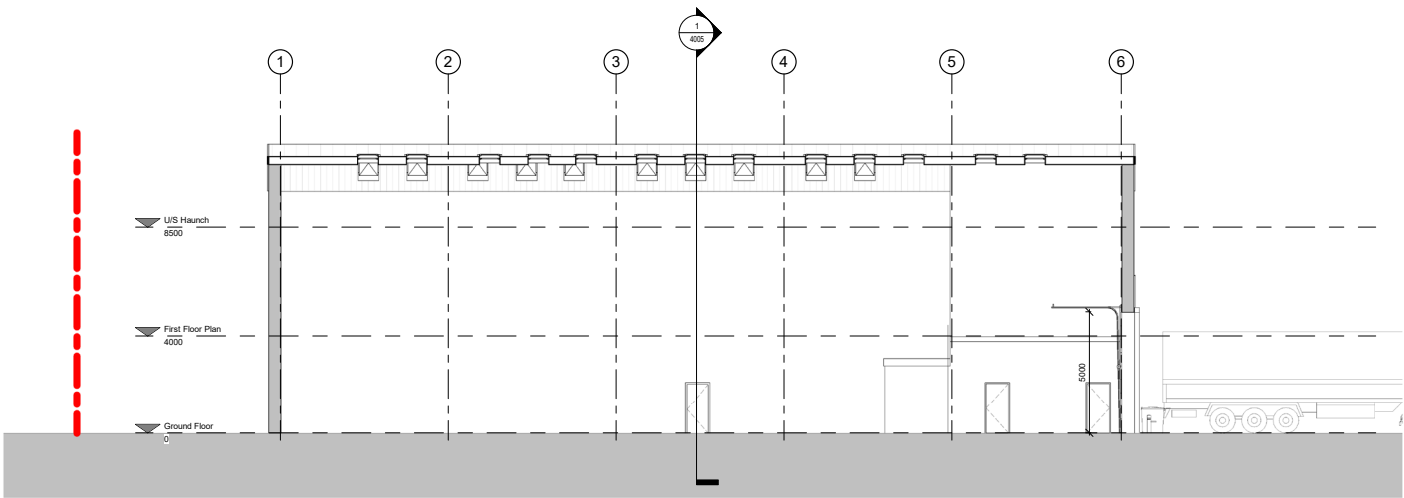
Section BB

Units 4-8 Proposed Sections

3.6 Scale & Massing



Section AA



Section BB

Unit 9 Proposed Sections

3.7 Landscaping

The rear perimeter of the units will have tarmac laid to falls to provide a robust surface. While front facing footpaths, car park/cycle parking areas will be finished in flag paving to unify the surfaces and provide a contrast against the cladding. The service yards will be finished in brushed concrete.

Where extra protection is needed for both the buildings and pedestrians, the use of higher kerbs and bollards will be installed. Installation of paladin style fencing, complete with security gates will secure Units 2-9 with access limited to staff/visitors with an access fob.

It is intended that any roadways, kerbs and edgings affected by the proposals will be repaired, resurfaced or replaced to the appropriate standards.

Soft Landscaping

Due to the layout of the site and proposed density, areas of soft landscaping have been located to the north, predominantly in between Units 1 and Units 2-3. Ornamental and amenity grasses and shrubbery provide a contrast to the hard landscaping. Proposed trees native to the area also enhance the existing greenery on site. The retained large Eucalyptus tree provides a natural canopy for the amenity space.

A hedgerow has been proposed along the eastern boundary where the poplars were removed. Along the western boundary the retained trees provide a natural buffer. Due to the site's ground condition it was proposed that localised rain gardens will locally drain external paved areas.

For further details on Drainage, Landscape & Ecology, refer to the Application Cover Letter.



4.0 DESIGN & APPEARANCE

4.0 DESIGN & APPEARANCE

4.1 Form & Precedent

The precedent images selected are all of an industrial building typology which is typically rectilinear and adopts the simple form of either a duo-pitch or flat roof. Due to the simplicity of the building form, the facade/cladding becomes the primary design element.

Dark materials define a contemporary architectural narrative for the building typology, it is a modern & sleek material palette. There is longevity in the colour choice, and it provides a neutral canvas for tenant branding and signage. Dark materials are also recessive in context that has a varied palette.

Consequently all of these reasons informed our material selection, in addition to the colour sampling of the surrounding context as shown on the next page.



4.0 DESIGN & APPEARANCE

4.2 Context Materiality

The surrounding context has a varied colour palette as well as materiality. The colour profiles were rationalised in accordance with the industrial building typology with the final colour palette as shown on the proposed elevations.



Hira (Texet) Building on Elizabeth Street



Apartment block further along Elizabeth Street



Sternberg Textile on Elizabeth Street

4.0 DESIGN & APPEARANCE

4.3 Materials & Finishes

Standard module widths have been arranged to create a dynamic pattern on the elevation fronting onto Elizabeth Street. The material and colour echoes the adjacent Hira Building while also having a unique profile finish.

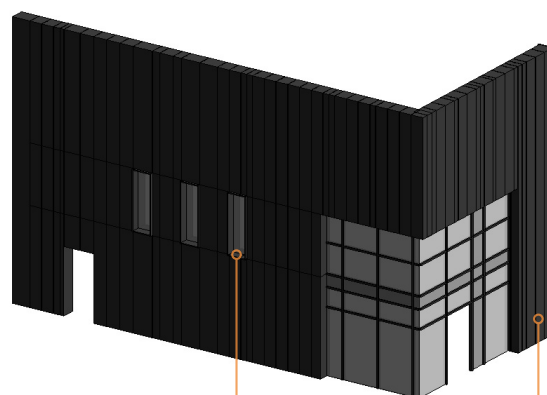
Profiled standing seam cladding options

- 1- A single module profile creates a steady and uniform rhythm
- 2- A varied module creates a more much more dynamic rhythm which was the final option.

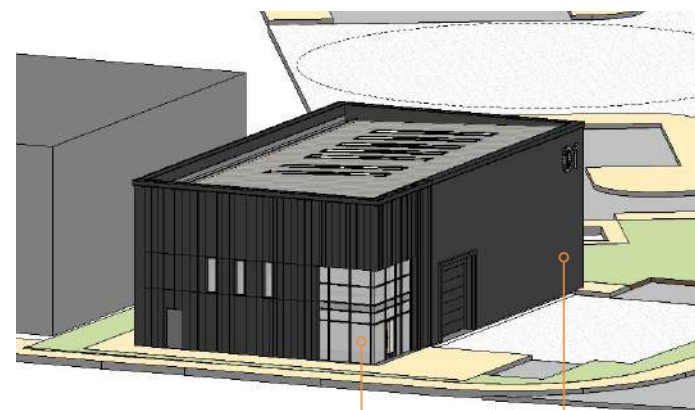
Round profiled metal cladding wraps around the remainder of the facade. This is complemented by the glazed entrance corner and punctuated windows at high level with slim profile mullions.

The building lettering and flashing to the entrance reveal is finished in a burnt orange/ brown as an accent colour borrowed from the brick materials in the surrounding context.

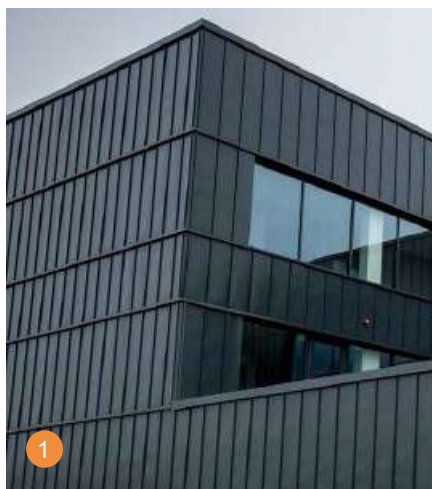
It is envisioned that it will be a simple elevational treatment yet with crisp detailing.



Key Elevation on Elizabeth Street



3D View Sketch



Standing Seam Cladding

- 1- Single module
- 2- Various modules



Glazed Entrance



Sinusoidal Profile

4.0 DESIGN & APPEARANCE

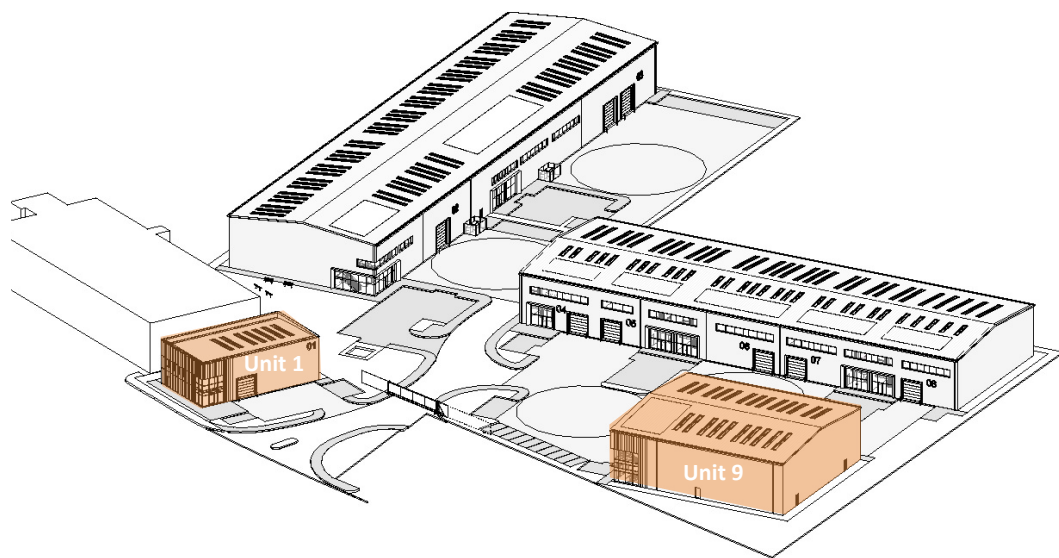
4.4 Design Sketches

The initial design approach was that the two standalone units, Units 1 & 9 would have their own architectural language to distinguish them from the terraces. The articulation on Unit 1 helped to derive the design principles for Unit 9.

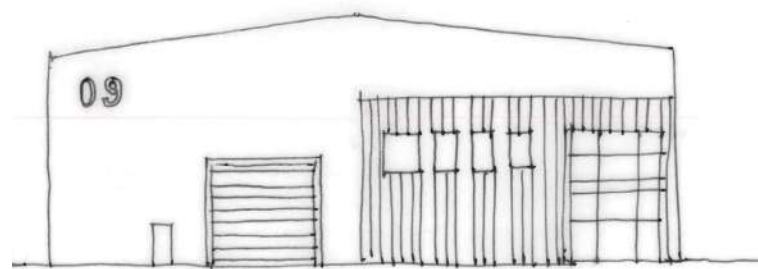
The design iteration for Unit 9 facade is shown with standing seam profile around the offices and entrances.

While the standalone units adopted articulation via the facade around the entrances, for the terraces it was through the entrance portico as shown on the next page.

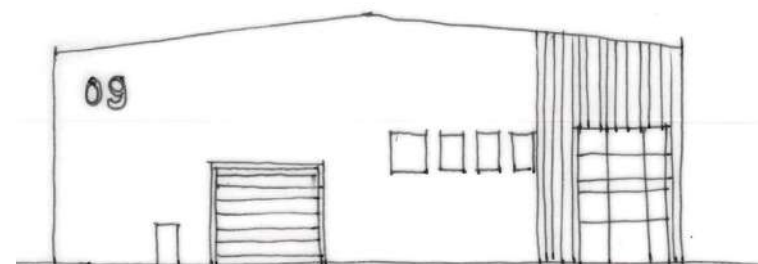
 Stand-alone units



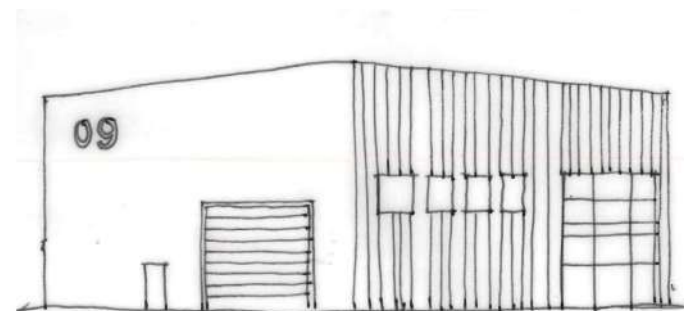
3D View of Site



Alternative Elevation Option 1



Alternative Elevation Option 2



Final Elevation Choice

4.0 DESIGN & APPEARANCE

4.5 Design Sketches

Terraced Units

The restrained palette of contemporary profiled metal cladding solution provides a high-quality architectural aesthetic.

The process requirements of the buildings proposed within the application benefit from a very prescriptive general arrangement which largely determines the relationship between all the key elements of the massing.

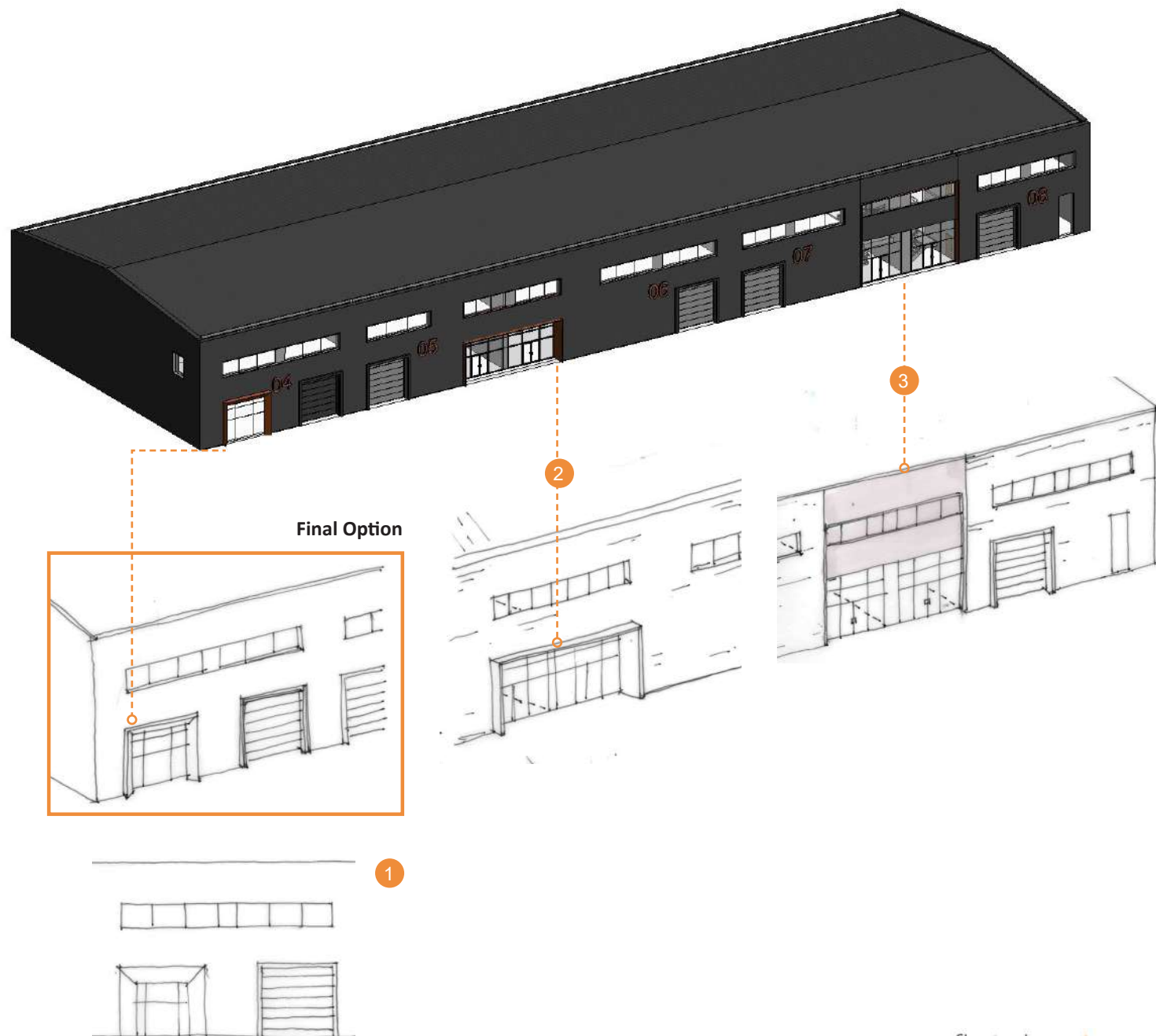
In order to maintain this relationship, articulation is around the main entrances to help break the horizontal profiled cladding; various options were explored to determine the best solution.

Final Option- a projecting chamfered portico which adds dimension to the facade as well as drawing the eye towards the entrance

Alternative Option 1- a recessed portico which is the inverse of the final option above. This was disregarded for aesthetic reasons.

Alternative Option 2- a projecting rectangular portico which helps draw the eye in, however doesn't have the same effect as the final option.

Alternative Option 3 - the entire height of the core/entrance is recessed in to break up the elevation, however this would have resulted in awkward detailing in the cladding transitions.



4.0 DESIGN & APPEARANCE

4.6 Proposed Elevations

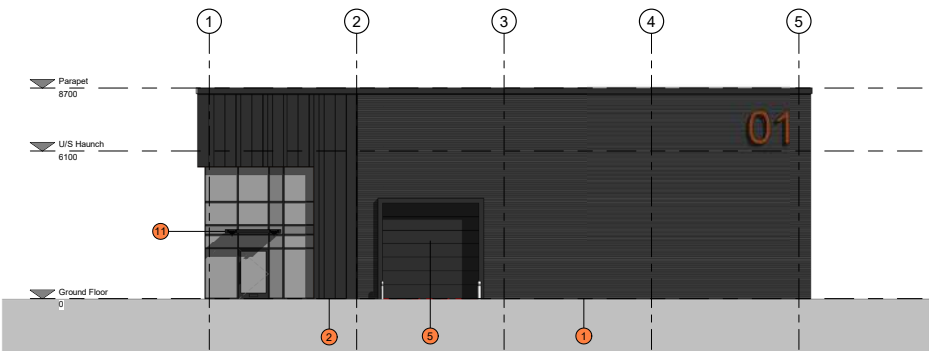
The overall appearance of the units are determined by their primary functional use. To that end the buildings have been designed to:-

- Use materials that will provide longevity and reliable weatherproofing;
- Provide an efficient, high-performance envelope;
- Allow fast-track construction methods to reduce programme and impact upon commercial operations;
- Minimise impact upon the surrounding area; and,
- To ensure that a high quality finish can be achieved within budgetary constraints.

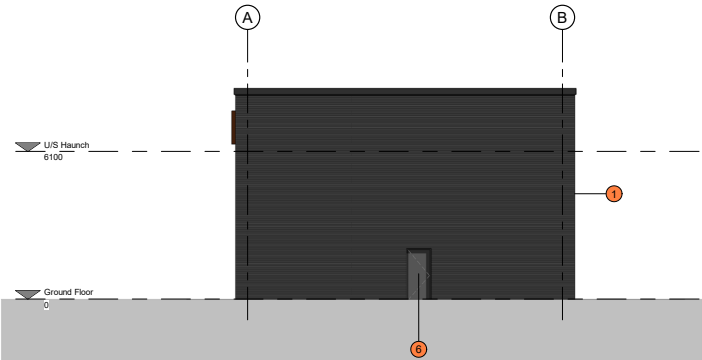
Unit 1 Proposed Elevations



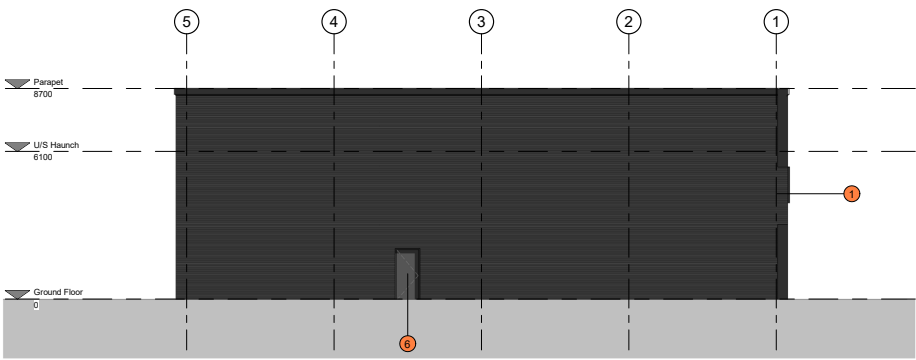
North Elevation



West Elevation



South Elevation

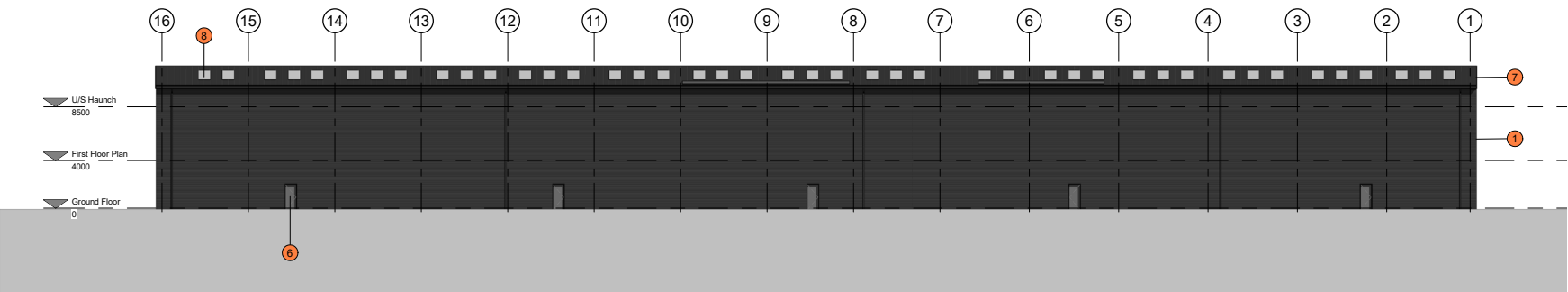


East Elevation

Units 2-3 Proposed Elevations



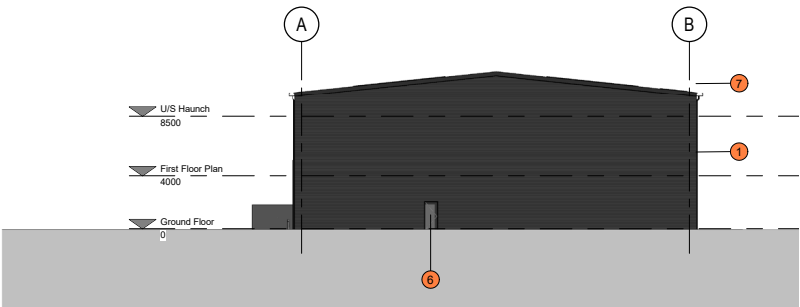
West Elevation



East Elevation



North Elevation



South Elevation

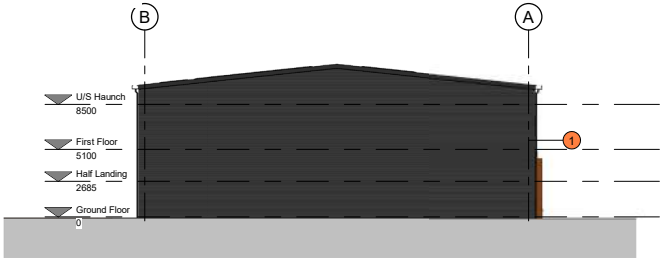
Units 4-8 Proposed Elevations



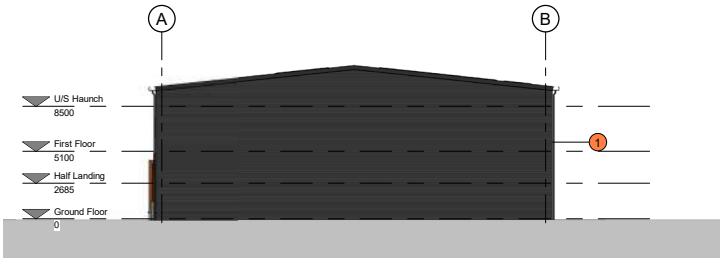
North Elevation



South Elevation

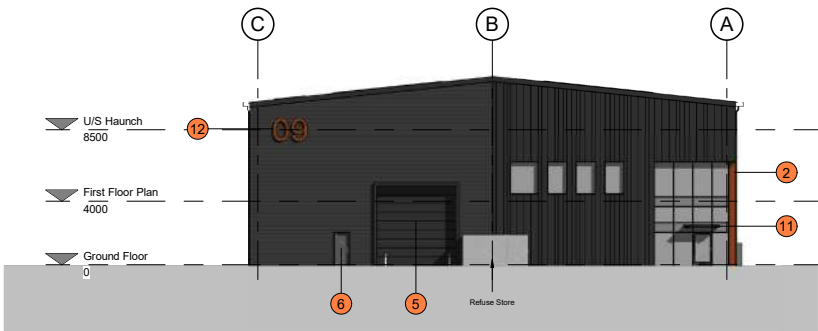


East Elevation

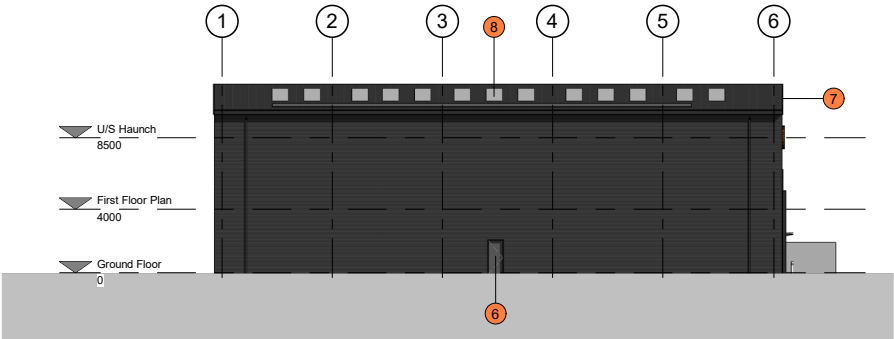


West Elevation

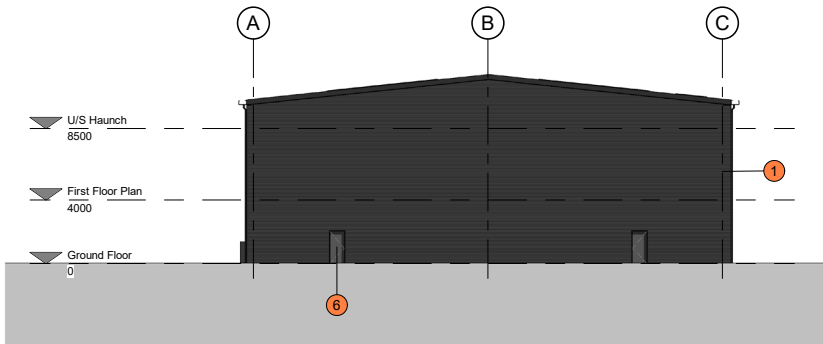
Unit 9 Proposed Elevations



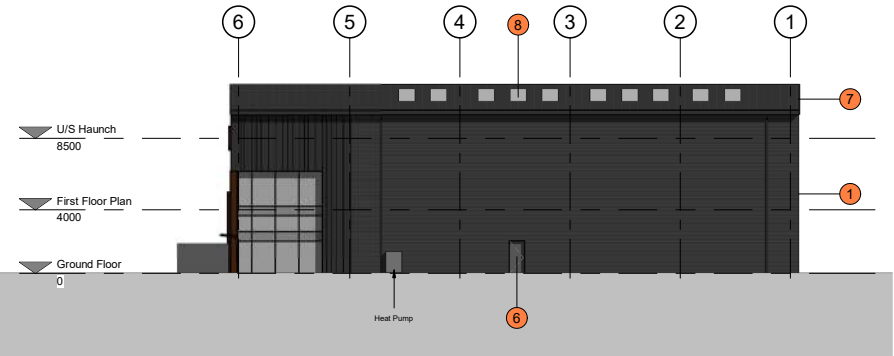
East Elevation



South Elevation



West Elevation



North Elevation

4.7 Illustrative Visualisations



Illustrative View towards Unit 1

4.0 DESIGN & APPEARANCE

4.7 Illustrative Visualisations



Illustrative View towards Unit 1

4.7 Illustrative Visualisations



Illustrative View towards Units 2 & 3

4.0 DESIGN & APPEARANCE

4.7 Illustrative Visualisations



Illustrative View towards Units 2 & 4

4.7 Illustrative Visualisations



Illustrative View towards Units 4-8

4.7 Illustrative Visualisations



Illustrative View towards Units 4-8

4.7 Illustrative Visualisations



Illustrative View towards Unit 9

4.7 Illustrative Visualisations



Illustrative View from Elizabeth Street

5.0 ACCESS & SECURITY

5.1 Pedestrian & Vehicle Access

Vehicular access to the units will be via the existing junction off Elizabeth Street. All vehicular access points have been discussed and agreed with Manchester City Council. The existing bell mouth on Bridcam Street will be modified to improve access for both vehicles and pedestrians; this will be to an adoptable standard.

The pedestrian footpath along unit 1 on Elizabeth Street will be reinstated to connect to the newly formed pedestrian footpaths into the scheme to enable clear and safe routes for pedestrians to the whole site. A pedestrian island crossing will also be formed as part of the improved access.

Access around the units will be fully DDA compliant access. Contrasting colours and well-marked surfaces will be installed to the unit frontage for general safety reasons but will also improve accessibility.

The units will be provided with Part M compliant toilet & there is also provision for a future lift should it be required. All doors widths will have a minimum clear opening of 850mm.

Access to the site for employees can be made by walking, cycling and public transport. Bus stops are located both on Elizabeth Street and Cheetham Hill Road, which are within a suitable walking distance. Other users of the proposal will be arriving in goods vehicles or cars.

Access is covered in detail in the accompanying Transport Statement and Framework Travel Plan prepared by SWECO.



5.0_ACCESS & SECURITY

5.2 Security

Security fencing is provided all around the perimeter of the site to Units 2-9, with secure access gates. The adjacent buildings provide good all-round natural surveillance which is also a key attribute of the developed site layout and perceived operational use patterns.

5.3 Signage

Dedicated site / tenant signage, if necessary, will be submitted as a formal Consent to Advertise application as and when details are finalised by the tenant. Units are clearly identified with their numbering on the front elevations to direct staff/visitors.

5.4 Waste Management

Units 2-3 & 9 waste will be stored in an external compound within the service yard, while for Units 1 & 4-8, waste will be stored internally in a dedicated area.

It is anticipated the tenants will appropriately sort and store the waste for recycling purposes.

The tenants will be responsible for arranging their own collections.

Vehicular access to the site for refuse collection is the same as for other goods vehicles.



6.0 SUSTAINABILITY

6.0_SUSTAINABILITY

6.1 Sustainability

This section provides a summary for issues relating to Sustainable Development and the consideration and application of those to this scheme.

The following measures are proposed to achieve an energy demand reduction to the development:

- Enhanced U-Values of the external envelope;
- Enhanced U-Value to the glazing;
- Use of energy efficient lighting – both internally and externally;
- Use of intelligent lighting and building management system controls;
- Provision for the installation of electric vehicle charging points;
- Provision of photovoltaic panels
- Maximising building envelope efficiency through use of a thermographic survey, and;
- The following measures are proposed to address the wider sustainable construction issues:
- Provision of sustainable drainage systems;
- Best practice construction site management including CCS, minimising the user of energy and water, waste minimisation together with reducing construction & waster transport related CO²;
- Ensuring building occupants have a safe and healthy

working environment providing good air quality, visual, thermal and acoustic comfort;

- Provision of cyclist facilities and car sharing;
- Minimising operation water consumption through efficient sanitaryware, monitoring and leak detection;
- Minimising ecological impacts and where possible, maximising enhancements..

A BREEAM 2018 rating of 'Excellent' is currently being targeted for the development.

7.0 CONCLUSION

7.0_CONCLUSION

7.1 Positive Attributes of the Proposed Development

Throughout this Design & Access Statement it has been demonstrated that the proposed development considers the requirements and constraints, using them to satisfy the needs of the users of the development.

1. An integrated design solution that embraces the functionality and contextual requirements;
2. Accommodation of full operational requirements including along with areas of hardstanding, dedicated employee and visitor car parking, turning circles for delivery vehicles, electricity substation, landscaping and the provision of a revised access arrangement from Elizabeth Street.
3. A layout based on commercial parameters, allowing business adaptation and maximizing the future life of the development;
4. The proposals are in a sustainable location, in close proximity to the strategic road network, bus network, making it a highly sustainable site from an accessibility point of view;
5. The new development would result in a positive environmental benefit;
6. The proposals can be delivered without having an adverse effect on the landscape or surrounding environment or ecological interests, and;
7. The economic benefits of the proposal are significant.
8. Is positive investment in Cheetham Hill which has been previously identified by the LPA as being suitable for economic development purposes. The proposal contributes towards local and national Government agendas to promote sustainable economic growth
9. Provides high quality, modern employment floorspace which is suited to the needs of both local businesses and large national operators.
10. Generates significant new employment positions.
11. Provides for the redevelopment of a vacant, brownfield site, which introduces new employment uses into a highly accessible urban location in close proximity to a variety of local amenities.
12. Revives the appearance of a derelict site which experiences ongoing anti-social behaviour issues and has severe contamination
13. Greatly improves the accessibility of the Site, and provides a development which will be accessible by a range of active and public transport modes
14. Is of a very high quality of physical design and appearance.
15. Uses energy efficiently and utilise low carbon / renewable technologies.
16. Is resilient to Climate Change
17. Acts as a catalyst for further investment and redevelopment in Cheetham Hill.