

Planning and Tall Building Statement

One Castlefield

September 2026

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1. Introduction

This section introduces the proposals and summarises the structure of this Planning and Tall Building Statement.

1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application to Manchester City Council (MCC) for full planning permission for a residential-led development on land bounded by Ellesmere Street and Trentham Street in St. George's, Castlefield, known as One Castlefield.

1.2. This Statement explains the planning context for the Proposed Development and assesses the proposals against the relevant planning policy framework and material considerations, including matters relating to tall buildings, design, amenity, public benefits, and all other relevant associated technical considerations.

1.3. The application seeks full planning permission for two residential blocks, known as Block A and Block B, comprising 592 residential units in total. The Proposed Development includes:

- residential accommodation (Use Class C3);
- private residential amenity space within each building;
- a shared private landscaped garden located centrally within the Site;
- resident car parking and cycle parking;
- plant, front-of-house, storage and back-of-house areas;
- new hard and soft landscaping;
- new public realm along Ellesmere Street and Trentham Street; and
- a café at ground floor level fronting Ellesmere Street.

1.4. The description of development as set out on the Planning Application Form is as follows:

"Full Planning Permission for the erection of two residential buildings; Block A (46 storeys) and Block B (9 storeys), providing 592 homes (Use Class C3) with supporting amenity spaces, café (Use Class E(b)) car and cycle parking, new access arrangements, landscaping and other associated works."

1.5. The term Proposed Development used within this Statement refers to all stages of construction and operation of the development. The Applicant is Kirindolam 8 Ltd (the 'Applicant').

The Site

1.6. The 0.72 ha Site is located on the north-western edge of the Hulme Ward, bounded by Trentham Street, Ellesmere Street, the Castlefield Locks building, the elevated railway line, and a small area of the Bridgewater Canal. The Proposed Development is within the boundary of Manchester city centre, approximately 1.1 miles from Deansgate Station, adjacent to the A57 (Chester Road). The Site is now cleared for development, with hoarding at the boundary.

1.7. In terms of topography the Site slopes gently from east to west, beyond the northern boundary the land banks up to the railway line beyond.

1.8. Figure 1.1 defines the application site boundary in red.

Figure 1.1 – Site Location Plan (source: Denton Corker Marshall)



Pre-Application Stakeholder Engagement

1.9. A Statement of Consultation has been prepared by Deloitte, with input from Counter Context in support of the application. The document explains the programme of pre-application consultation that has been undertaken to provide key stakeholders with an understanding of the emerging scheme, in addition to the development and design rationale that underpins the proposals.

1.10. Pre-application meetings with the Local Planning Authority at Manchester City Council took place between November 1st 2024, and July 1st 2026, whereby the design development was iteratively discussed and refined with officers. Engagement has also taken place with MCC Highways, Greater Manchester Police (GMP) and neighbouring properties, landowners, and occupiers to help to make others aware of the proposals and make positive changes to the Proposed Development in response to comments received.

1.10.1. A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation, submitted as part of this application. Further statutory consultation will be undertaken on the proposals during the determination period, and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

Environmental Impact Assessment Screening and Scoping

1.11. An Environmental Impact Assessment Scoping Request has been submitted to Manchester City Council's Planning Department. A formal response is awaited at the time of submission, but responses received from specific consultees prior to this application being made have been factored into the Environmental Impact Assessment submitted in support of this Application.

Summary of Document

1.12. The remainder of this Statement is structured as follows:

- **Chapter 2: Strategic Context** – Strategic planning context;
- **Chapter 3: Site Context** – Description of the Site and local planning context;
- **Chapter 4: Proposed Development** – Details of the Proposed Development;
- **Chapter 5: Planning Assessment** – Assessment of the Proposed Development against policy;
- **Chapter 6: Tall Building Statement –** Assessment of the Proposed Development against relevant tall building policy and guidance;
- **Chapter 7: Public Benefits** – Details of the expected public benefits associated with the scheme; and
- **Chapter 8: Conclusion.**

1.13. The documents submitted in support of this planning application are set out in the Cover Letter submitted alongside this application. The list is considered to comprise a full suite of all necessary planning application documents to assess the scheme robustly against the Development Plan and all relevant material considerations.

1.14. A summary of the previously undertaken pre-application consultations, public consultations and technical consultations is provided within the Statement of Consultation.

2. Strategic Context

This section sets out Manchester's relevant strategic plans, with reference to the strategic documents set out below, which form material considerations for the planning application.

Strategic Documents

Our Manchester Strategy 2025 – 2035 (2025)

2.1. ‘Our Manchester Strategy 2025 – 2035 (2025)’ published in March 2025 highlights five persistent challenges for the city, including concerns regarding inequality, housing, climate change, quality of life and clean, green, and safe neighbourhoods.

2.2. To address these challenges, the document is structured around three principal priorities:

- **'Our People'** pertains to Manchester residents and ensuring they experience fulfilling lives.
- **'Our Neighbourhoods'** focuses on ensuring the city fosters civic pride by providing "good quality, attractive and affordable homes, and green spaces."
- **'Our City'** aims to secure the city's future development by promoting: "a growing economy, adaptation to climate change and reduced carbon emissions, and reliable transportation options for residents and visitors."

2.3. These priorities are underpinned by a commitment to equality, inclusion and sustainability, aligning with national planning policy objectives for sustainable development. The document highlights Manchester’s commitment to delivering 32,000 new homes by 2035, encompassing a range of tenure options to foster diverse and inclusive neighbourhoods.

2.4. The Proposed Development aligns with ‘Our Manchester Strategy’ at a strategic level by supporting housing delivery, neighbourhood regeneration and sustainable growth in a city centre fringe location. These themes are considered in greater detail in the planning assessment and public benefits chapters of this Statement.

2.5. The Strategy therefore provides an important context for considering the proposals, particularly in relation to inclusion, housing need, neighbourhood quality, climate resilience and sustainable city growth.

Investing in Success – an Economic Strategy for Manchester (2023)

2.6. Manchester’s Economic Strategy seeks to make the City’s economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents. To achieve this, the Strategy aims to create an economy that:

- Is thriving and performing as well as the best international comparators.
- Creates great opportunities and increases social mobility for residents.
- Attracts the best of global business and talent.

- Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.

2.7. In the context of the Economic Strategy, the Proposed Development would support inclusive growth through investment, construction activity, employment and supply chain opportunities, with scope for local labour, skills and training commitments to be secured through the delivery process. Once occupied, the new residential community would also support local spending and services.

Manchester Housing Strategy 2022 – 2032 (2022)

2.8. Manchester's Housing Strategy defines the long-term vision to deliver the homes that people want and need. It is built around the following four principles:

- Increase affordable housing supply and build more new homes for all residents.
- Work to end homelessness and ensure housing is affordable and accessible to all.
- Address inequalities and create neighbourhoods where people want to live.
- Address the sustainability and zero-carbon challenges in new and existing housing.

2.9. With respect to the first principle, the strategy identifies a minimum undersupply of 500 new homes per annum, leading to prices and rents increasing across the city, exacerbating affordability issues for many residents. As Manchester grows, the city must continue to work harder towards meeting exceptionally high demand for housing across all tenures.

2.10. The strategy therefore sets a target of delivering 36,000 new homes between 2022 and 2032. The strategy also seeks to ensure that more than 80% of all homes are built by 2032 are on brownfield sites close to public transport.

2.11. The Proposed Development responds to the Housing Strategy by delivering 592 new homes on previously developed land close to public transport. The proposed mix of accommodation would broaden housing choice and make efficient use of land in a sustainable city centre fringe location.

Manchester Climate Ready Plan 2025-2030

2.12. The Manchester Climate Ready Plan 2025-2030 (the 'MCR Plan') is the city's current climate change strategy. It establishes a framework to guide residents, organisations, and decision-makers in progressing towards a zero-carbon and climate-resilient Manchester.

2.13. The MCR Plan outlines various objectives including the need to reduce greenhouse gas emissions and adapt to a changing climate. It also emphasises the importance of ensuring all new developments are built and operated sustainably, alongside expanding and enhancing the quality of the city's natural environment. In alignment with the MCR Plan's key objectives, the Proposed Development will embed sustainability principles throughout its design and construction phases.

2.14. The Proposed Development would support the objectives of the Manchester Climate Ready Plan through measures relating to energy efficiency, ventilation, drainage, urban greening, climate adaptation and sustainable travel. These matters are addressed in the supporting technical reports and considered further in the relevant assessment chapters.

Manchester City Centre Transport Strategy to 2040 (2021)

2.15. Manchester City Centre Transport Strategy to 2040 sets out the need to support the city's ambitions to grow, become carbon neutral by 2038 or sooner, while ensuring that it is well-connected to the wider area that it serves.

2.16. The Strategy provides a 20-year framework for future investment in and management of the city's streets and transport systems. The strategy has the ambition to achieve the followings:

- Walking is the main way of getting around the City Centre;
- The City Centre is cleaner, greener and less congested;
- More people choose to cycle to destinations within the City Centre;
- The City Centre benefits from better public transport connections;
- Parking in the City Centre is smarter and integrated with other modes;
- Goods are moved and delivered sustainably and efficiently into and within the City Centre; and
- Innovation is embraced where it benefits the City Centre and its users.

2.17. The Proposed Development supports the Transport Strategy by focusing growth in an accessible location and prioritising walking, cycling and public transport. The proposals include limited car parking, secure cycle parking and access arrangements that support a shift away from reliance on private vehicles.

Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester's Nature Recovery

2.18. The strategy seeks to champion the role that nature plays in addressing many of the challenges that wildlife and residents face, including climate change, poor health and wellbeing, pandemics and air quality.

2.19. The Action Plan seeks to protect and recover habitats throughout the city, increase the understanding, connection and love for nature, and encourage everyone to recognise their role in Manchester's nature recovery.

2.20. The Proposed Development would support Manchester's biodiversity and nature recovery objectives through new landscaping, urban greening and ecological enhancement within a dense urban context. These measures would provide habitat opportunities, contribute to climate adaptation and help integrate nature within the development.

Summary

2.21. In summary, this Chapter identifies the principal city-wide strategies that form part of the strategic context for the Proposed Development. The proposals are aligned with Manchester's priorities for housing delivery, inclusive growth, sustainable movement, climate resilience, biodiversity and urban regeneration. The detailed assessment of these matters is set out in the subsequent chapters of this Statement.

3. Site Context

This section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

Site Description

3.1. The Site is approximately 0.72 Ha and is situated within Manchester's Hulme Ward. The Site is bounded by Trentham Street, Ellesmere Street, Castlefield Locks, the elevated railway line, and a small area of the Bridgewater Canal.

3.2. The Site was previously occupied by low-rise office and industrial units which were demolished in 2021. The Site is now cleared for development and surrounded by temporary gating and areas of hardstanding and debris left over from the demolition, presenting a visually unappealing appearance within the streetscape.

3.3. The northern border of the Site is bounded by the overgrown railway embankment which rises to 5m above the Site. The Site is predominantly level with a gentle slope running from the south-east corner (Ellesmere Street) down to the north-west corner (Bridgewater Canal), with a total fall across the Site of approximately 1.1m.

Surrounding Area

3.4. The direct surrounding area is characterised by a diverse residential make up, comprising of taller residential towers, such as Trilogy (3 x 12 storeys); Vox (2 x 15 storeys), Botanica (up to 19 storeys), Sky Gardens (12 storeys), Excelsior Works (8 storeys), and City Gardens (11 storeys). A further 26 storey development is approved at One Cornbrook and at the other end of Ellesmere Street, a 35-storey building has been approved.

3.5. This higher density residential environmental to the north of Chester Road transitions to a lower-density terraced housing character south of Chester Road, complemented by St Georges Park and Barrack Park, comprising a playground, basketball court, and vast green space for surrounding residents.

3.6. The Site is directly adjacent to the Metrolink line (100m to the north), with Cornbrook Tram Stop 100m to the north, ensuring excellent public transport accessibility. The River Irwell to the north defines a key urban edge, with further residential growth evident across both banks. Direct access to the A57(M) to the east provides direct access to Manchester city centre, through Deansgate and Castlefield Locks.

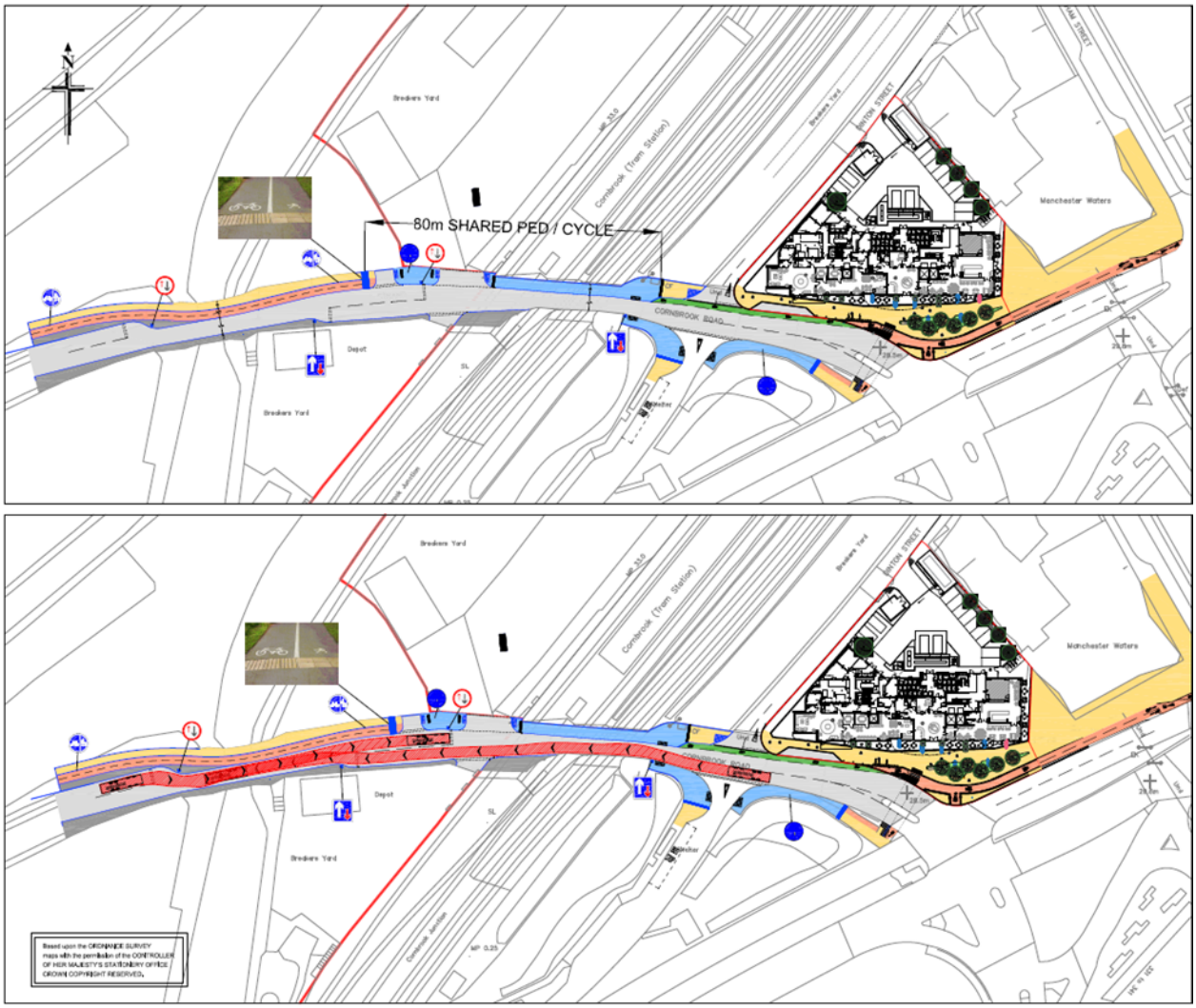
3.7. The Proposed Development aligns with the area's residential nature, benefits from a strategic brownfield location with excellent public transport links, and proximity to city centre amenities. It will enhance the city centre's vitality and contribute to Manchester's housing supply.

3.8. This established pattern of high-density, residential-led development, coupled with the Site's prime connectivity to the city centre and key transport infrastructure, underscores the suitability of the Proposed Development. The scheme represents a significant opportunity to contribute to the vitality and ongoing regeneration of the city centre, whilst delivering much-needed housing supply in Manchester.

3.9. Despite its proximity, the current route from the Site to Cornbrook Metrolink is currently poor quality, particularly for pedestrians. The Proposed Development has the ambition to improve this route and will naturally increase surveillance and footfall due to the quantum of development, which is discussed in later sections of this Statement. There are other permissions and live planning applications in the area that are seeking to continue these improvements from the Site to the Cornbrook Metrolink entrance via Dinton Street and the route through to Pomona Island. In combination with the Proposed Development, the works proposed will create a much-improved connection to the Station.

3.10. The drawing from the Pomona Island scheme, which proposed transport improvements around Cornbrook Metrolink are shown below.

Figure 3.1: Potential Active Travel Improvements – Cornbrook (Source: Traffic, Transport and Highways Consultancy, Application ref. 117953/OUT/25)



Site Specific Designations

3.11. Under the provisions of the MCC Proposals Map (2012), the Site is within the City Centre and the Regional Centre. Other relevant environmental designations for the site are set out under the subheadings below.

Air Quality

3.12. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO2 is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

3.13. The Site is not located within or in close proximity to any statutory ecological designations, with the nearest (Rochdale Canal SSSI/SAC) approximately 7.5 km to the east. Two non-statutory sites are located within 2 km; however, these relate to ecological features not supported by habitats present within the Site.

Flood Risk and Drainage

3.14. The Site is situated within Flood Zone 1, where there is a low probability of flooding from rivers and the sea, as illustrated on the Environment Agency Flood Risk Map (Figure 3.1). Notwithstanding this, the Site is identified as being susceptible to surface water flooding, with a present-day annual probability exceeding 3.3% (1 in 30). The Environment Agency Climate Change Impacts Map (Figure 3.2) indicates the potential for an increased extent of flood risk over the lifetime of the Proposed Development.

3.15. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

Figure 3.2: Environment Agency Flood Risk Map

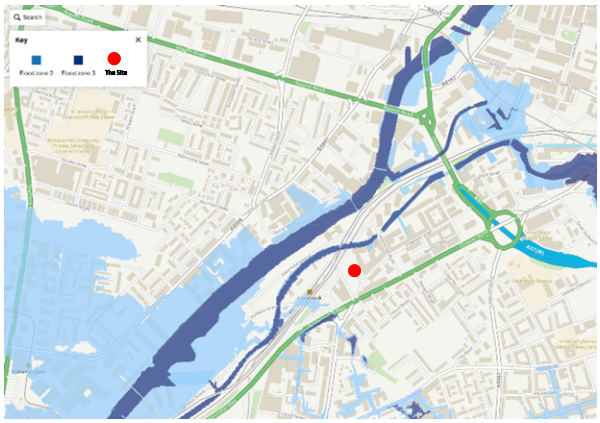
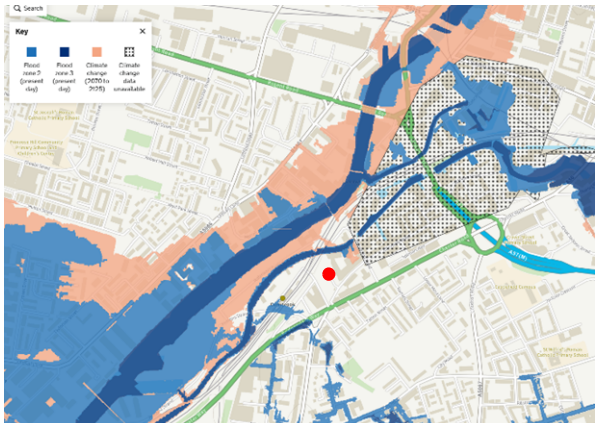


Figure 3.3: Environment Agency Climate Change Impacts



Heritage

3.16. The first known record of the Site dates from 1877, when it was occupied by the Cornbrook Brewery. This was the first recorded building on the Site and remained in use into the 20th century, closing in the 1970s. The wider area developed significantly during Manchester's industrialisation, with two-storey terraced housing constructed between Ellesmere Street and Chester Road in the mid-to-late 19th century to accommodate workers employed in the nearby textile mills.

3.17. The Church of St George was built in the late 1820s and restored in 1884 to serve the local residential population. As mill activity declined, the surrounding terraced housing was demolished during the 1950s and 1960s, allowing more modern industrial and commercial development to come forward on the north side of Chester Road.

3.18. The area's historic role as an employment location has reduced over time. More recently, reflecting Manchester's growth as a city centre residential market, redundant mill buildings near the Site have been converted to residential use, while a number of cleared sites have been redeveloped for new residential schemes.

3.19. The Site lies beyond the south-western edge of the Castlefield Conservation Area. The conservation area boundary was extended in 2005 to include the mill buildings on Ellesmere Street, terminating at Hulme Hall Road to the north-east of the Site. Additionally, the Empress Conservation Area is located approximately 200m south of the Site and falls within the Metropolitan Borough of Trafford.

3.20. The Site is also close to several listed buildings, including Albert Mill on Ellesmere Street, the former Turville Public House / In-situ building at the corner of Ellesmere Street and Chester Road, and the Railway Bridge over the canal, all of which are Grade II listed.

Archaeology

3.21. Historically, the Site formed part of Manchester's agricultural hinterland, with Hulme developing around it during the early 19th century. Although St George's Church to the east dates from the 1820s, the Site itself appears to have remained undeveloped until the later 19th century, when the Cornbrook Brewery was established. The brewery remained in use until after 1973, before being demolished and replaced by the later industrial estate buildings.

3.22. On this basis, the potential for prehistoric, Roman or medieval remains is considered low. However, there is a higher potential for industrial archaeological remains, particularly foundations and cellars associated with the former brewery, which may survive across much of the Site.

Table 3.1: Listed Buildings within a 150m radius (Historic England's Listed Building Register, December 2024)

Title	Grade	List Entry Number	Distance from Site
Former Turville Public House	II	1283069	70m
Railway Bridge over the Canal	II	1283078	70m
Former Albert Mill	II	1200817	100m
Hulme Barracks	II	1247392	225m

Title	Grade	List Entry Number	Distance from Site
Brindley's Weir	II	1255540	333m
Hulme Lock Branch Canal	II	1208196	395m
Churchyard Walls at Church of St George	II	1197789	400m
Church of St George	II*	1208640	405m
Former Canal Flour Mills	II	1200858	475m

Accessibility

3.23. The Site benefits from good public transport connectivity, with the Metrolink line immediately to the north and north-west and Cornbrook Metrolink Stop located approximately 100 metres to the west. The Bridgewater Canal lies to the north of the Site, while the A57(M) to the east provides vehicular access towards Manchester city centre, including Deansgate and Castlefield.

3.24. Full details of the Site's accessibility are provided in the Transport Assessment submitted with this Planning Application and are summarised below.

Walking

3.25. Given the central location of the Site, pedestrian accessibility to the surrounding area is excellent. Existing pedestrian links are present around the Site, leading to primary routes towards the centre of Manchester along Ellesmere Street.

3.26. The Site is located within easy walking distance of a wide range of local shops, and a 15-minute walk away from Regent Road Retail Park, offering a range of retail services and amenities within the Castlefield area. The Site is a 10-minute walk away from the closest General Practitioner, which is Cornbrook Medical Practice.

3.27. It also benefits from proximity to areas of public open space, including St George's Park and Hulme Park, which lie to the south. Chester Road, adjacent to the Site is wide and provides pedestrian access. Further analysis of the pedestrian routes in the area is included within the accompanying Transport Statement.

Cycling

3.28. The Site benefits from good connectivity to the surrounding area by cycle, with links into the city centre and neighbouring districts. The Proposed Development will provide a significant level of secure on-site cycle parking, alongside access to nearby cycle hire facilities, supporting sustainable travel choices.

Bus

3.29. The Site is well served by bus services, with routes operating along Chester Road and Chorlton Road, providing convenient access to destinations across Manchester and Salford.

Metrolink

3.30. The Site is located immediately adjacent to the Bury to Altrincham and Eccles Metrolink line, with Cornbrook Metrolink Stop situated approximately 100 metres to the west. This provides a high level of accessibility on a regional geography, offering direct connections to a range of destinations including East Didsbury, Manchester Airport, MediaCityUK, Deansgate, Bury, Ashton, Oldham, Altrincham and Manchester City Centre, amongst others.

Rail

3.31. Deansgate Railway Station is located approximately 1km to the east of the Site and provides access to local, regional and national rail services. Overall, the Site is highly accessible by a range of sustainable transport modes, reflected in its GMAL score of 7, which is just below the highest possible public transport accessibility rating.

Planning History

3.32. The Site benefits from an extant planning permission granted by Manchester City Council on 13 July 2018 under planning reference 113473/FO/2016. That permission approved the demolition and redevelopment of the Site to provide a mixed-use scheme comprising 419 apartments across five residential buildings ranging from 5 to 16 storeys, together with commercial/leisure floorspace at lower levels, associated car and cycle parking, landscaping and ancillary works. The former industrial buildings have since been demolished pursuant to that permission, and the Site is now cleared for development.

4. Proposed Development

This section summarises the key elements of the Proposed Development and should be read in conjunction with the submitted planning application drawings and Design and Access Statement.

Design Brief

4.1. Since the approval of Planning Application ref. 113473/FO/2016 in 2018, updated building safety regulations have come into force. Residential buildings exceeding 7 storeys and/or 18 metres in height are now classified as Higher-Risk Buildings (HRBs), triggering enhanced requirements. These include the provision of a second staircase, co-located with an evacuation lift, and reduced travel distances to a protected stair (typically restricted to 15 metres).

4.2. Further requirements relating to smoke ventilation and service distribution mean that the previously approved scheme cannot be delivered in compliance with current standards. On this basis, the previous scheme is rendered largely undeliverable without significant changes, necessitating a new approach.

4.3. The surrounding context of the Site has altered significantly since the extant permission was granted. This includes the construction of the 15-storey, 280-unit Vox residential development to the west, as well as the grant of planning permission for the nearby 24 storey Number 1 Cornbrook scheme comprising apartments and hotel accommodation. These changes have introduced new townscape and residential amenity considerations, requiring the current proposals to respond appropriately to the evolving development context and the living conditions of nearby residents.

4.4. The scheme was to be arranged across revised residential blocks, positioned to respond to the existing surrounding urban context, including existing buildings neighbouring the Site, and provide high quality external amenity space for residents. The brief has evolved over time to increase the density of the taller building to reduce the amount of building footprint on Site, which seeks to improve the relationship between its neighbours.

Use and Development Quantum

4.5. One Castlefield comprises 592 homes (Use Class C3), plus landscaping, and associated car and cycle parking. The proposed floorspace and use is set out in detail in Table 4.1:

Table 4.1: Development Proposals

	Block A	Block B
Form of application	Full planning permission for two residential blocks comprising 592 residential units, with supporting amenity spaces, car and cycle parking, new access arrangements, landscaping and associated works.	
Maximum height / AOD	46 storeys (+168.00m AOD)	9 storeys (+59.8m AOD)

	Block A	Block B
Residential units	436 units	156 units; 592 units overall
Unit mix	**Block A**	**Block B**
1-bed apartments	172 units (39.4%)	21 units (13.5%)
2-bed apartments	258 units (59.2%)	96 units (61.5%)
3-bed apartments	6 units (1.4%)	21 units (13.5%)
4-bed apartments	N/A	13 units (8.3%)
2-bed townhouses	N/A	5 units (3.2%)
Use class	Residential (Use Class C3)	
Cycle parking	359 cycle spaces	
Car parking	40 spaces overall, representing 6.8% provision.	
Refuse storage	129m² provided, equating to 66% of GD04 principles, with collection frequency increased to optimise operational efficiency.	84m² provided, meeting the GD04 requirement.
Site area	0.72 hectares	

Layout

4.6. The design brief initially sought to remain broadly consistent with the previously consented scheme, so far as practicable, while responding to the current planning, technical and market context. However, since that permission was granted, the regulatory framework for taller residential buildings has changed materially, as mentioned. This requires a fundamentally different approach to core design, fire escape, protected stair provision, evacuation lifts, smoke ventilation and travel distances. These requirements could not be accommodated within the previous layout without significant compromise to the efficiency, quality and deliverability of the scheme. A fresh design approach was therefore required.

4.7. The revised layout responds to these constraints by rationalising the building footprint and concentrating the majority of the residential quantum within a single taller element. This approach enables the Site to deliver a substantial number of new homes while reducing the extent of built form at lower levels when compared with the previously consented dispersed arrangement. By drawing height into one carefully positioned tower, the scheme can afford to create a lower-rise street block along Ellesmere Street, maintain a clearer hierarchy between the two buildings and provide more generous separation, landscaped amenity and public realm within the Site.

4.8. This arrangement also provides a stronger contextual response. Block B addresses Ellesmere Street as the more grounded, masonry-led element of the development, reflecting the scale, rhythm and material character of the historic and former industrial buildings within the immediate streetscape. This allows the lower-rise frontage to sit comfortably alongside Castlefield Locks and the wider Chester Road context, while helping to define a more legible street edge and activate the public realm at ground floor level.

4.9. Block A is positioned towards the western part of the Site, where its relationship is more closely associated with the railway corridor, Cornbrook Metrolink and the cluster of taller buildings in the city centre. In this location, the tower is less prominent within the immediate post-industrial streetscape of Ellesmere Street but becomes legible in longer-range views and in views from Dinton Street when approaching the Site from Cornbrook Station. It therefore performs a townscape-marker role without overwhelming the lower-scale heritage-influenced setting at street level.

4.9.1. The concentration of height also assists in managing relationships with neighbouring residential buildings. Compared with a broader spread of mass across the Site, the proposed layout increases opportunities for building separation, preserves clearer outlook between blocks and reduces the extent of development immediately adjacent to sensitive neighbouring façades. This is particularly important given the proximity of Vox and Castlefield Locks, where the design has sought to manage daylight, outlook and privacy considerations while still making efficient use of a highly accessible brownfield site.

4.10. The two-building composition therefore has a clear planning and townscape rationale. Block B provides the contextual street frontage and transition in scale along Ellesmere Street, while Block A accommodates height in the western part of the Site, closest to Cornbrook Metrolink, the railway corridor and the emerging taller-building context. The space between the buildings is used to knit the scheme together through shared resident amenity, landscaping, access routes and public realm improvements, creating a coherent residential environment rather than two isolated buildings.



Figure 4.1: Proposed Ground Floor Plan (Blocks A and B) by Denton Corker Marshall

Building Layout - Block A

Basement and Ground Floor

4.11. The basement accommodates secure cycle parking and plant space, accessed from stairs and a lift from ground floor level. The ground floor level incorporates the main resident's lobby, and this leads to the circulation core, resident's amenity areas and refuse storage. The building substation and LV Switchroom are situated in the northwest corner of the building adjacent to Trentham Street and the railway. Covered secure surface level car parking, accommodating 19 spaces is accessed via the main circulation core.

4.12. A two storey 'podium' is proposed to the northeast of the main building, enclosing a small secure covered parking area with an external amenity terrace above which is accessed directly from the main resident's amenity space at Level 01.

4.13. The building is served by two stairs to all levels, 1 dedicated passenger lift serves basement, ground and first floor levels and 4 passenger lifts serve all floor from ground to Level 45 inclusive. 1 dedicated goods lift is provided to connect the refuse areas in the basement to the external collection area on the ground floor.

Building Layout - Block B

Entrance and Ground Floor

4.14. The ground floor of Block B incorporates the main double-height residents' lobby, concierge, parcel room, staff and office accommodation, residents' amenity space, cycle stores and back-of-house areas, including refuse storage, plant and the relocated substation.

4.15. The principal residential entrance is positioned on the Ellesmere Street frontage, with a canopy above and direct access into the lobby and circulation core. The ground floor also includes apartments and two-storey townhouse units fronting the street, helping to activate the Ellesmere Street elevation and provide natural surveillance at street level.

Level 01-08

4.16. Block B has various different unit types, all designed to meet the Manchester Residential Quality Guidance Space Standards as a minimum.

4.17. Level 01 forms the first wholly residential floor and includes typical 1, 2 and 3-bedroom apartment units. The upper level of the ground floor townhouses is also incorporated at this level, with the double-height space above the main entrance lobby continuing to the underside of the floor above.

4.18. Levels 02 to 06 accommodate the main apartment-type accommodation within Block B. Levels 02 to 05 each include 1, 2 and 3-bedroom apartments, while Level 06 follows a similar arrangement, with a minor adjustment to the unit mix around the east wing circulation core.

4.19. Levels 07 and 08 accommodate the two-storey duplex units, which are set back from the main façade and include private external terraces. Level 08 provides the upper-level bedroom accommodation, with most bedrooms having access to covered external balconies.

Scale and Massing

4.20. At 592 homes across 0.72 ha, the development density is approximately 822 dwellings per hectare. Residential developments along Chester Road and Ellesmere Street, which have been completed or approved in recent years, have comparable high-density characteristics, including Excelsior Works, Gallery Gardens and Vox. The proposed density is reflective of MCC's development guidelines and policy, and surrounding density figures.

4.21. The proposed scale and massing of the lower rise block seek to respond to the existing and proposed immediate surrounding context, primarily the residential properties and the historical assets along Chester Road and the Ellesmere Street. This is reflected in Block B, which is 8 storeys plus ground floor and is broken down into a 7-storey element with two-storey roof accommodation, delivering individual two-storey 4-bed properties with private gardens.

4.22. Its red brick façade and sympathetic design to the rest of the streetscape helps the development align with its surroundings. It reflects the historic context of the surrounding area creates a strong relationship between the past and present. Block B has also been pulled back from the adjacent façade of Castlefield Locks and one of the lower rise blocks removed compared to the previous scheme, meaning better daylight and skyline can be observed from the apartment windows.

4.23. Conversely, Block A is 46 storeys and is proposed to provide a positive visual impact on Manchester's evolving skyline. Recent and emerging developments around Cornbrook Metrolink station point to the densification of residential and commercial floorspace, and this is consistent with local policy to cluster around major sustainable transport nodes.

4.24. Block A has been strategically positioned towards the rear of the Site (west) and is orientated to relate to the adjacent railway line and give due consideration to the relationship between the new facade and the windows which overlook the Site from Vox and Castlefield Locks Apartments.

4.25. Adequate distances have also been established on the Site between Blocks A and B. Windows on each block facade are proposed to be separated by at least 16m, and most have been placed to avoid direct overlooking of private internal space.

Appearance and Materiality

4.26. The appearance and materiality strategy has been developed to respond to both the immediate character of Ellesmere Street and Chester Road and the wider evolution of Manchester's skyline. Over the last 20 years, new tall buildings and high-density residential schemes have contributed to a more varied and contemporary cityscape, with modern, durable and carefully detailed façade materials becoming an important part of the city's architectural identity. The Proposed Development reflects this changing context while remaining grounded in the established townscape qualities of the Site's immediate surroundings.

4.27. The two buildings are therefore intentionally differentiated, allowing each to perform a distinct townscape role within a coherent overall composition. To the south and east, the surrounding townscape is strongly influenced by historic brick buildings, former industrial structures and the established grain of Ellesmere Street and Chester Road. To the west and north, the context is increasingly defined by larger-scale contemporary residential development and infrastructure associated with Cornbrook and the city centre fringe.

4.28. Block B responds to the more contextual, street-related part of this setting. Its brick-led materiality, façade rhythm and grounded scale draw directly from neighbouring historic and former industrial buildings, helping to reinforce the continuity and character of Ellesmere Street. The selected brick reflects the varied tones and textures found in nearby mills and more recent apartment buildings, allowing Block B to sit comfortably within its setting while maintaining a clear contemporary identity.

4.29. The façade of Block B has been designed with an ordered structural rhythm that reflects the proportions and repetition of buildings along Ellesmere Street. Articulated bays expressed brick panels and carefully integrated detailing provide depth and definition, while red perforated anodised aluminium purge panels tonally complement the brick and introduce a distinctive contemporary layer within the façade composition.

4.30. At roof level, the two-storey duplex apartments form a distinctive cap to Block B. The individual duplex bays combine pitched and flat roof elements to create an undulating profile across the upper storeys, while black metalwork provides contrast with the tone and texture of the brick façades below. Deep-set balconies add depth and interest to the roof form, helping to break down the overall massing and ensure the upper levels read as a contemporary but integrated addition to the street block.

4.31. By contrast, Block A is expressed as a taller, slender and more contemporary tower. Its façade is primarily composed of full-height glazed vision panels and pale umber perforated anodised aluminium purge panels, providing high levels of daylight and ventilation to habitable rooms while creating a lighter and more vertical appearance. Opaque back-painted glass panels are generally located where internal walls meet the external façade, supporting privacy, visual consistency and additional insulation.

4.32. High-performance glass forms the primary material for Block A, with vision glazing and back-painted glass combined in complementary blue and grey tones to create a unified façade. The pale umber anodised aluminium purge panels add texture and warmth, reducing visual uniformity across the tower elevations. At the lower levels, opaque anodised aluminium cladding is used around back-of-house areas, while the car park enclosure is treated with semi-transparent open metal grating to provide visual permeability and support the integration of soft landscaping within the façade.

4.33. Together, Blocks A and B are intended to read as a complementary pair rather than a single uniform development. The contrast between the masonry-based lower block and the contemporary tower helps break down the perceived mass of the scheme, clarifies the hierarchy between the street frontage and the taller landmark element, and enables the development to respect the immediate heritage-influenced streetscape while making a positive contribution to Manchester's wider skyline.

Waste and Servicing

Block A

4.34. Following Manchester City Council's Waste Storage and Collection Guidance for New Developments (GD04), the refuse storage requirement has been calculated to give a total refuse area requirement of approximately 196 m². Total refuse storage area in Block A is 129 m², which equates to approximately 66% of the GD04 requirement.

4.35. To optimise operational efficiency and reducing the footprint of refuse storage at ground level, the proposed strategy seeks to reduce the number of bins required by increasing the collection frequency.

4.36. The development will operate with two collections every two weeks (standard plus one additional), allowing the total bin provision to be reduced to approximately 63% of the standard requirement. The resulting provision is as follows:

- General Waste: 24.5 × 1100 L bins
- Pulpable Recycling: 8 × 1100 L bins
- Co-mingled Recycling: 8 × 1100 L bins
- Food Waste: 11 × 240 L bins

Block B

4.37. The refuse storage requirement has been calculated to give a total refuse area requirement of approximately 74 m². Total refuse storage area in Block B is 84 m², providing the full required refuse storage provision. The resulting provisions are as follows:

- General Waste: 17 × 1100 L bins
- Pulpable Recycling: 8.5 × 1100 L bins
- Co-mingled Recycling: 9 × 1100 L bins
- Food Waste: 8 × 240 L bins

Landscape and Public Realm

4.38. The Proposed Development has been designed with an inclusive, accessible layout that ensures ease of movement for all users including people with disabilities.

4.39. The scheme and all internal layout plans have been designed to align with Building Regulations Approved Document M Part M4(2). Entry thresholds are level, with step free access provided from the building entrance via lifts to all floors.

4.40. Apartment entrances across the development provide a 300 mm nib to the leading edge of the entrance door, ensuring ease of approach and operation for wheelchair users and those with limited mobility in line with Part M4(2). Internal corridors have been designed to provide a minimum clear width of 1200 mm. This layout enables convenient and safe circulation for residents, including those using mobility aids, and ensures compliance with Part M2 standards for accessible routes.

4.41. Designated accessible routes are provided, guiding movement from parking areas to site entrances to building lobbies and lift cores. Lifts are provided in all blocks, offering step free access to all levels. Level 8 to Block B is accessed by private stair within each 'duplex' unit and is sized to allow a stairlift to be fitted in the future, as necessary.

4.42. The integration of inclusive design principles throughout the development ensures that it is welcoming, and accessible for a diverse range of users, including older people, wheelchair users, families with young children, and individuals with sensory or cognitive impairments.

Cycle Parking

4.43. Secure cycle parking will be provided within the development for residents. A total of 359 secure cycle spaces are proposed across the Site, comprising secure cycle stores within Block A and Block B. The cycle storage provision equates to approximately 1 space per 1.65 dwellings.

4.44. Cycle storage will be provided within dedicated secure stores at ground floor level, incorporating two-tier cycle racks and sufficient circulation space to support practical day-to-day use by residents. Access to the cycle stores will be provided from the residential cores and service routes, enabling residents to access cycle parking conveniently without compromising the security of the residential entrances.

4.45. The cycle stores will be secure and resident-controlled, with access managed through the building's wider secure entry arrangements. This will ensure that cycle parking is available to residents only and appropriately integrated with the operational management and security strategy for the Proposed Development.

4.46. The on-site provision will be supplemented by off-site cycle hire facilities proposed immediately adjacent to the Site at the new mobility hub on Dinton Street, further supporting sustainable travel choices for future residents.

Vehicular Access

4.47. Vehicular access is proposed from Ellesmere Street at the south-eastern corner of the Site. A new internal access road runs along the eastern boundary, providing access to the secure parking areas, servicing arrangements and refuse collection points. Parking is provided at ground floor level, including enclosed parking within the Block A podium and additional spaces adjacent to the access road. The access strategy has been designed to accommodate servicing and refuse movements while prioritising pedestrian and cycle access across the wider Site.

5. Planning Assessment

The following section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".*

Planning Framework

5.2. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

Table 5.1: Development Plan and Material Considerations

National	
Material Considerations	
National Planning Policy Framework, 2026	Planning Policy Guidance
Regional	
Development Plan	
Places for Everyone Joint Development Plan, 2024	Greater Manchester Joint Waste Development Plan, 2012
Local	
Development Plan	
Manchester Core Strategy, 2012 (updated by PfE in 2024)	Saved Unitary Development Plan Policies, 1995
Material Considerations	
Guide to Development in Manchester, 2007	Guide to Development in Manchester, 2007
Manchester Housing Strategy (2022-2032)	Manchester's Green and Blue Infrastructure Strategy, 2018 updated in 2022
Supplementary Planning Guidance and Frameworks	
Design for Access, 2003	Manchester Residential Quality Guidance, 2017

5.3. MCC is currently bringing forward a new Local Plan that will set out how the city will meet the need for new development over the next 15 years. It will identify where new development will happen, which green spaces and other aspects of the environment will be protected or enhanced, and how transport and other infrastructure will be improved.

5.4. Following its initial Regulation 18 'Issues and Options' consultation in 2020, the draft Local Plan has now progressed to the Regulation 19 stage. This current phase typically involves presenting the Council's preferred policy options and detailed proposals for further public engagement and feedback, building upon the insights gathered previously.

5.5. As an emerging document, policies within the draft Local Plan are a material consideration in planning decisions. The weight afforded to these policies will increase as the plan progresses through its statutory stages, meaning they should be considered for this application in conjunction with the adopted development plan, reflecting their current stage of preparation.

5.6. The updated Local Plan is developed in close alignment with the overarching 'Our Manchester Strategy' (2025 to 2035) priorities. By integrating its objectives, the Local Plan directly contributes to:

- Our People: Fostering improved housing, health outcomes, and opportunities for all residents.
- Our Neighbourhoods: Enhancing local infrastructure and protecting vital green spaces.
- Our City: Managing growth responsibly, addressing environmental challenges, and ensuring a vibrant, sustainable future for Manchester

5.7. The Proposed Development is assessed with reference to these documents, as detailed below. The remainder of this chapter is structured under the following sub-headings:

a. Principle of Development
b. Design and Appearance
c. Environmental Considerations
d. Other Considerations

Principle Of Development

Relevant Policies

5.8. The policies relevant to the principle of development are:

PfE (2024)

- JP-S2: City Centre
- JP-S1 Sustainable Development
- JP-J1: Supporting Long-Term Economic Growth
- JP-H1: Scale, Distribution and Phasing of New Housing Development
- JP-H4: Density of New Housing
- JP-P2: Heritage

Core Strategy (2012)

- Policy SP1: Spatial Principles

- Policy CC3: Housing
- Policy CC6: City Centre High Density Development
- Policy CC7: Mixed Use Development
- Policy CC8: Change and Renewal
- Policy CC10: A Place for Everyone
- Policy H1: Overall Housing Provision
- Policy EC3: The Regional Centre
- Policy EN3: Heritage
- Policy H8: Affordable Housing
- Policy PA1: Developer Contributions

Material Considerations

- NPPF (2026)
- Manchester Residential Quality Guidance (2017)
- Manchester Housing Strategy (2022-2032)

Residential Development

5.9. Core Strategy Policy SP1 identifies the Regional Centre as the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living, while Policy EC3 confirms that housing is an appropriate use within the Regional Centre, subject to complementing its wider economic function.

5.10. The Proposed Development is residential-led and seeks to deliver 592 new homes on a long-standing vacant brownfield site within the City Centre and Regional Centre. The Site represents one of the last remaining regeneration opportunities within this part of Castlefield and Cornbrook and currently comprises a cleared and underutilised parcel of land that makes a limited contribution to the character, appearance or vitality of the surrounding area.

5.11. The redevelopment of the Site would transform this prominent gap site into a productive and active use, completing the regeneration of the wider St George's neighbourhood and supporting the continued growth of Manchester's Regional Centre. The proposals therefore align strongly with the spatial strategy of the Development Plan, which directs the most intensive housing growth to the City Centre, Regional Centre and other highly accessible locations.

5.12. Core Strategy Policy CC3 identifies the City Centre as the location for the most intensive development of housing in Manchester and states that residential development in the City Centre will comprise apartment schemes. The Proposed Development directly responds to this policy approach by delivering a substantial number of new apartments within a highly sustainable location, close to Cornbrook Metrolink Station, bus services, local amenities and the wider City Centre.

5.13. The Site sits within an established residential neighbourhood that has evolved significantly over the last two decades through the regeneration of former industrial land and is now characterised by a series of completed apartment-led developments. As one of the final undeveloped plots within this wider regeneration area, the Site represents a logical and appropriate location for further residential growth. The proposals would therefore reinforce Manchester's established strategy of concentrating housing growth in accessible urban locations whilst completing the regeneration of a prominent vacant site within an already successful and established residential community.

5.14. In addition to the Development Plan position, the Site is located within the Manchester urban area and therefore constitutes development within a settlement for the purposes of Policy S4 of the NPPF. The Proposed Development would redevelop a vacant brownfield site within a highly sustainable location and deliver substantial housing, regeneration and environmental benefits. As set out elsewhere in this Statement, the technical evidence does not identify adverse effects that would substantially outweigh those benefits when assessed against the national decision-making policies. The principle of development is therefore strongly supported by Policies S3 and S4 of the NPPF.

5.15. Although residential-led, the scheme also incorporates a ground-floor café and a range of high-quality resident amenity spaces, which would help animate Ellesmere Street and create a more active and welcoming public realm. The inclusion of the café responds directly to feedback received during the consultation process and will introduce an active frontage where none currently exists. This approach is consistent with Core Strategy Policies CC7, CC8 and CC10, which seek to support the vitality, diversity and inclusivity of the City Centre.

5.16. The proposals would increase activity, footfall and natural surveillance, support local businesses and services, and enhance the overall quality of the local environment. In doing so, the development would replace a vacant and visually unattractive site with an active mixed-use frontage that positively contributes to the character and vibrancy of the surrounding neighbourhood.

5.17. The principle of residential development on the Site is therefore strongly supported by Manchester's Development Plan. The Proposed Development would deliver much-needed new homes in a location expressly identified for high-density city living, whilst regenerating one of the final remaining vacant brownfield sites within the wider St George's neighbourhood. The scheme would bring a long-standing cleared and underutilised site back into beneficial use, remove a prominent gap in the urban fabric and deliver significant environmental, economic and social benefits.

5.18. Importantly, as the final development plot within the wider regeneration area to come forward, the proposals represent the completion of an established regeneration initiative rather than the opening of a new development frontier. The development would therefore provide a fitting conclusion to the transformation of this part of Castlefield and Cornbrook, completing a sustainable and well-established residential neighbourhood whilst securing the redevelopment of a site that currently detracts from the quality and appearance of the area.

Density

5.19. Manchester's PfE Policy JP-H4 (Density of New Housing) establishes location-specific density requirements. Developments within 400m of the City Centre and within 400 metres of Metrolink stops must meet a minimum residential density of 120 dwellings per hectare, with no maximum density set. With a density of 822 dwellings per hectare, the Proposed Development surpasses this requirement, aligning with MCC's objective of promoting efficient land use, particularly in the City Centre.

5.20. Manchester's Residential Quality Guidance highlights how crucial suitable density is for the city's growth. The document supports higher densities in locations with strong public transport, a range of amenities, and good access to recreation, all contributing to sustainable urban development. The Site benefits from excellent accessibility, offering transport connections across Manchester.

5.21. The density of the Proposed Development is consistent with the requirements and recommendations outlined in the planning framework. The proposals are designed to increase residential density to meet current and future housing needs within Manchester City Centre. Additionally, the Site's accessibility and close proximity to public transport provide further rationale for pursuing a high-density, residential-led scheme.

5.22. The Proposed Development is also consistent with Policy L3 of the NPPF, which supports the efficient use of land and increased residential density in highly accessible locations. The Site's proximity to Cornbrook Metrolink Stop and wider public transport network provides strong justification for the proposed density.

Contribution towards housing delivery

5.23. The Proposed Development aligns with national and local planning policy by supporting sustainable urban growth and regeneration. The NPPF seeks to support a substantial increase in the supply of homes and confirms that substantial weight should be given to the benefits of providing homes which contribute towards evidenced accommodation needs. It also promotes sustainable patterns of development within settlements and the effective use of previously developed and underutilised land, particularly where this can help deliver new homes in accessible locations.

5.24. The Proposed Development directly addresses these objectives by prioritising the redevelopment of a suitable, unused brownfield site to deliver a substantial quantum of new homes within the Regional Centre.

5.25. Compared to most residential developments within the City Centre, there is a slightly different typology through duplex apartments comprising four bedrooms each. This would naturally be more appealing to larger family households, with play equipment proposed within the shared amenity space for children to play on. Each of these duplex units on the roof also have private terraces for an enhanced amenity offering.

5.26. The increased residential population will also boost economic and social activity within the Regional Centre, creating a more vibrant and sustainable urban environment in accordance with the 2026 NPPF's support for sustainable growth, housing delivery and healthy, inclusive places.

Affordable Housing

5.27. Policy HO8 supports the delivery of affordable housing but recognises that viability evidence may be relevant in determining the appropriate level of provision. The submitted Financial Viability Assessment has therefore been prepared having regard to both local and national policy requirements. It concludes that a policy-compliant affordable housing and planning obligations scenario would not be viable and supports the alternative position advanced by the Applicant, together with an appropriate viability review mechanism.

5.28. In accordance with the Core Strategy policy approach, the submitted Financial Viability Assessment prepared by Roger Hannah tests both a policy-compliant scenario incorporating 20% affordable housing and the Applicant's proposed scenario. This enables the affordable housing position to be considered in the precise terms anticipated by Policy H8, which expressly allows for a lower proportion of affordable housing, or an alternative financial contribution, where a financial viability assessment demonstrates that the full policy target cannot viably be delivered.

5.29. The Viability Assessment confirms that a policy-compliant appraisal, including 20% affordable housing, would generate a blended scheme profit of -0.23% on GDV. On that basis, the submitted viability evidence demonstrates that the Proposed Development cannot presently support the full Policy H8 affordable housing requirement without prejudicing even a positive level of developer return. Put simply, the inclusion of 20% affordable housing would move the scheme into a negative profit position and would therefore undermine its deliverability.

5.30. The Viability Assessment adopts a benchmark profit level of 12.48% on Gross Development Value, informed by comparable acceptable levels of developer profit agreed on other schemes within Manchester. This is itself below the range commonly referenced in national planning practice, which recognises that developer return will vary depending on site-specific factors, scheme complexity and risk. The use of this benchmark therefore provides a proportionate and locally informed basis for assessing whether the Proposed Development can support affordable housing at this stage.

5.31. By contrast, the Applicant's proposed 100% private rented and market sale scenario, with no affordable housing or Section 106 contributions, would generate a profit margin of 4.44% on GDV. This remains materially below the benchmark developer return identified in the Viability Assessment, and below the target level that would ordinarily be expected for a scheme of this nature. However, unlike the policy-compliant scenario, it retains a positive level of return and therefore enables the Proposed Development to remain capable of being funded and delivered.

5.32. The affordable housing position therefore involves an important distinction. The scheme cannot currently support the delivery of affordable housing on site, or an equivalent obligation, without falling below a viable and positive profit position. In the absence of affordable housing, the scheme would still deliver a reduced return when compared with the benchmark target, but it would remain deliverable. This is the balance contemplated by Policy H8, which allows the affordable housing requirement to be adjusted where the financial impact of affordable housing and other planning obligations would affect scheme viability.

5.33. Given that viability appraisals necessarily represent a point-in-time assessment of costs, values, finance and market conditions, the Applicant is committed to a transparent review process. The viability position will be independently tested on behalf of the Council and secured through the Section 106 Agreement, including an appropriate review mechanism. This will ensure that, should market conditions, development values or costs improve during the implementation period, any viability surplus above the agreed benchmark developer return can be captured and shared on a 50:50 basis between the Applicant and the Council, providing a robust route for additional affordable housing and/or financial contributions to be secured if the scheme performs better than presently forecast.

5.34. Separate to the planning balance, there will be an opportunity for the Applicant to explore grant funding or other public funding routes that could support the delivery of affordable housing on site. Such funding cannot be assumed for the purposes of the Viability Assessment, and the availability of grant is not advanced as a material consideration in favour of the application. However, in practical terms, it could operate in a similar way to the viability review mechanism by creating a further opportunity for affordable housing to be delivered if an additional funding source becomes available at the appropriate stage.

5.35. If grant funding or equivalent support is secured and is sufficient to enable a policy-compliant level of affordable housing to be delivered on site, then the need for any off-site affordable housing contribution would fall away and the scheme would become fully compliant with Policy H8 in affordable housing terms. Subject to planning permission being granted, the Applicant will therefore continue to explore all reasonable avenues for securing such funding, while the Section 106 review mechanism will ensure that any future improvement in viability is also appropriately captured. On this basis, the proposed approach is considered to be justified having regard to Policy H8, the submitted viability evidence and the wider planning balance, with the final affordable housing and planning obligations position to be secured through the Section 106 process following the Council's review of the Viability Assessment.

Design and Appearance

Relevant Policies

5.36. The policies relevant to design and appearance are:

Core Strategy (2012)

- Policy EN1: Design Principles and Strategic Character Areas
- Policy CC6: City Centre High Density Development
- Policy CC9: Design and Heritage
- Policy DM1: Development Management
- Policy CC10: A Place for Everyone
- Policy EN3: Heritage
- Policy EN19: Waste
- Policy EN9: Green Infrastructure

Saved Unitary Development Plan (1995)

- Saved UDP Policy DC18.1: Conservation Areas
- Saved UDP Policy DC19.1: Listed Buildings

PfE (2024)

- Policy JP-P2: Heritage

Material considerations

- Manchester Residential Quality Guidance (2017)
- Design for Access 2 (2003)
- Waste and Storage Collection Guidance Note (GD04)
- NPPF (2026)
- National Planning Practice Guidance
- Building Safety Act (2022)

Architectural Quality and Inclusive Design

5.37. Core Strategy Policy EN1 (Design Principles and Strategic Character Areas) emphasises the importance of respecting the character and context of the surrounding area. New developments should complement, not clash with, the existing urban fabric and contribute to a sense of place.

5.38. Additionally, Core Strategy Policy CC9 (Design and Heritage) explicitly calls for "the highest standard in terms of appearance and function" for new buildings in the City Centre. This signifies a commitment to architectural excellence and a desire to create a visually appealing and well-designed urban environment.

5.39. Core Strategy Policy DM1 (Development Management) states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale, and appearance.

5.40. The NPPF places importance on achieving high quality, healthy, inclusive and sustainable places. Policy DP3 states that development proposals should respond to their context, including the history, character and features of the Site and its setting, so that they integrate with and enhance their surroundings. It also confirms that this should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with the NPPF's effective use of land policies. Policy DP3 further requires proposals, where relevant, to reflect principles relating to:

- **Liveability:** supporting healthy, mixed and integrated communities.
- **Climate:** responding to climate change and supporting the transition to net zero.
- **Nature:** incorporating green infrastructure, trees and sustainable drainage where appropriate.
- **Movement:** prioritising walking, wheeling, cycling and public transport.
- **Built form:** optimising the Site's potential and defining streets and spaces.
- **Public space:** creating safe, inclusive and accessible spaces.
- **Identity:** delivering visually attractive, distinctive and characterful development.

5.41. In addition, the Guide to Development in Manchester Supplementary Planning Document (2007) and further Technical Guidance (2015), along with the Residential Quality Guide to Development in Manchester SPD, provide a comprehensive framework of design guidance for residential developments. These documents establish a series of design criteria intended to ensure high-quality residential environments that contribute positively to the city's character and amenity.

5.42. The Design for Access 2 document also offers a practical and clear set of best practice standards for promoting equal access to facilities within buildings, outlining specific measures to enhance accessibility and inclusivity within development schemes.

5.43. The Proposed Development responds positively to this policy framework through a design-led approach shaped by pre-application engagement, technical testing and the experience of Denton Corker Marshall and the wider consultant team. The layout, scale, massing and material strategy have been developed to optimise a sustainable brownfield site, deliver 592 homes and create a high-quality residential environment that is legible, inclusive and contextually responsive.

5.44. The two-building composition provides a clear townscape rationale. Block B forms a lower, masonry-led frontage to Ellesmere Street, reflecting the scale, rhythm and brick character of nearby historic and former industrial buildings. Block A is positioned to the west as a slender contemporary tower associated with the railway corridor, Cornbrook Metrolink and the emerging cluster of taller buildings on the city centre fringe. This allows the scheme to respect the immediate heritage-influenced streetscape while contributing positively to Manchester's evolving skyline.

5.45. The detailed architectural treatment reinforces this distinction. Block B uses brick, articulated bays and red perforated anodised aluminium panels to provide depth, texture and a contemporary interpretation of the surrounding townscape, with rooftop duplexes adding variety through pitched and flat roof forms, deep-set balconies and contrasting black metalwork. Block A is expressed through full-height glazing, back-painted glass and pale umber anodised aluminium panels, creating a lighter and more vertical appearance.

5.46. Together, the buildings read as a complementary pair, helping to manage perceived scale and establish a clear hierarchy between the street frontage and taller landmark element.

5.47. The layout also supports place-making and community benefit. Active frontages, the principal entrance on Ellesmere Street, a ground-floor café, resident amenity space, a shared landscaped garden, public realm improvements and new hard and soft landscaping would repair the currently vacant and visually poor site condition. These measures would increase street-level activity, improve natural surveillance and create a safer, more welcoming residential neighbourhood around Ellesmere Street, Trentham Street and the route to Cornbrook Metrolink Station.

5.48. Inclusive and functional design has been embedded throughout the proposals. Residential layouts meet the Manchester Residential Quality Guidance space standards as a minimum, while level thresholds, step-free access, lift access, accessible routes, appropriately sized corridors and apartment entrance arrangements support ease of use for residents with different mobility needs. Secure access, managed amenity spaces, cycle and refuse storage, servicing routes and 24/7 residential management provide a clear framework for resident safety, long-term stewardship and effective operation.

5.49. The scheme would also deliver environmental benefits. Its location close to Cornbrook Metrolink Station, bus services and walking and cycling routes supports a low-car lifestyle, reinforced by limited car parking, secure cycle provision, EV charging and Travel Plan measures. A fabric-first, all-electric energy strategy, incorporating enhanced building fabric, efficient services and solar photovoltaic panels, would reduce operational carbon emissions. Landscaping, rain gardens, tree planting and biodiversity measures would improve ecological value, support biodiversity net gain, assist surface water management and contribute to climate resilience.

5.50. Overall, the Proposed Development would deliver a high-quality, accessible and well-managed residential environment that makes efficient use of a sustainable city centre fringe site. It would provide new homes, improve public realm, support regeneration, respond positively to local character and deliver community and environmental benefits through street-level activation, sustainable travel, low-carbon design, urban greening, biodiversity enhancement and climate-resilient drainage.

5.51. It is therefore considered to accord with the relevant national and local design policies and guidance, including the NPPF, Core Strategy Policies EN1, CC9 and DM1, the Guide to Development in Manchester, Design for Access 2 and the Manchester Residential Quality Guidance.

Waste and Servicing

5.52. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set in the Waste Management Plan for England, strongly encouraging, and promoting elevated levels of quality recycling.

5.53. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- An estimated storage area for waste produced by the development
- Details of internal and external stores for both waste and recycling; and
- Location of the proposed collection point and details of the route the collection will take.

5.54. This planning application demonstrably adheres to Core Strategy Policy EN19 (Waste), which mandates that all development proposals align with the principles of the waste hierarchy. Waste management details are included in the Design and Access Statement prepared by DCM and Waste Pro-Forma, prepared by Rappor.

Crime and Security

5.55. In accordance with Core Strategy Policy DM1, the Proposed Development has been designed to support community safety, crime prevention and the creation of safe and welcoming public realm. Greater Manchester Police has prepared a Crime Impact Statement for the scheme, and the design team has reviewed the proposals in response to the comments received.

5.56. The design response is embedded within the external façade, access and landscape strategy. Two elevations of the Proposed Development include residential units facing directly onto the public realm, and the privacy and security of these homes has been considered through the detailed design of the building edge.

5.57. Along Trentham Street, full-height, high-security fixed windows to ground floor apartments will overlook the pavement, supported by a planted defensible margin to enhance privacy, discourage physical contact with the façade and contribute positively to the street environment.

5.58. The Ellesmere Street frontage includes two-storey townhouses with direct street access through high-security front doors. These entrances are set back from the main pavement by approximately 600 mm to provide defensible space in accordance with Building Regulations. Given the defined façade line and limited pavement depth on the northern side of Ellesmere Street, a continuous planted buffer was not considered suitable in this location, as it would interrupt the established building line and street rhythm.

5.59. To mitigate the absence of a planted margin along Ellesmere Street, the ground floor windows are full-height, high-security, fixed and slightly recessed from the main façade line, providing a degree of defensible space while maintaining an active frontage.

5.60. High-efficacy lighting adjacent to front doors will provide additional safety and security, and the frontage will benefit from natural surveillance from the upper storeys of the Proposed Development and existing residential buildings opposite.

5.61. The scheme will also benefit from resident-controlled access arrangements, secure residential entrances, controlled access to cycle stores and back-of-house areas, and a managed residential environment. The Applicant anticipates that any permission can be secured by an appropriately worded condition requiring the development to achieve Secured by Design accreditation or to submit final crime prevention details for approval, as necessary.

Heritage

5.62. Locally, PfE Policy JP-P2 (Heritage) and Core Strategy Policies CC9 and EN3 (Heritage), along with retained UDP Policies DC18.1 (Conservation Areas and DC19.1 (Listed Buildings), echo the NPPF's approach to conserving and enhancing the historic environment. These policies necessitate a thorough understanding of heritage asset significance, informed by heritage assessments, to ensure development proposals are sensitive to their inherent values, and any potential impacts are demonstrably justified.

5.63. It is also important to consider the relevant statutory duties. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving a listed building or its setting. Section 72 applies where development affects the character or appearance of a conservation area; where effects arise only through changes to the setting of a conservation area, those effects remain material considerations to be assessed under the Development Plan and national policy.

5.64. This planning application has been assessed against this robust framework, ensuring a comprehensive and balanced approach to heritage considerations, in adherence to the national and local framework detailed above. A Heritage Statement has been submitted alongside this planning application, summarising the main points in relation to heritage assets and the potential impacts of the Proposed Development.

5.65. The Heritage Assessment concludes that the Site itself contains no designated heritage assets, is not within a conservation area and has no built heritage significance. The Proposed Development would not directly affect any designated heritage asset. The principal heritage effects would arise from changes to the setting of nearby assets, including the Railway Bridge over the Canal, Former Turville Public House, Former Albert Mill, Church of St George, Talbot Mill, Cornbrook Bridge and the Castlefield and Empress Conservation Areas. The Environmental Statement assesses those effects as minor adverse or negligible and not significant in EIA terms; that conclusion is distinct from the assessment of effects on heritage significance required by the 1990 Act and national policy.

5.66. These effects are assessed in the ES as minor adverse or negligible, and not significant in EIA terms. The assessment also confirms that construction effects would be temporary and managed through construction controls, while operational effects would be moderated by the embedded design response, including the high-quality architecture, the red brick mid-rise element responding to the immediate industrial context, and the more contemporary tower form acting as a gateway building.

Fire Safety

5.67. A Gateway One fire statement was conducted by BB7 and has been submitted alongside this application.

5.68. The fire statement enforces the integration of fire safety considerations throughout the design process of tall residential buildings, as mandated by Section 156 of the Building Safety Act (2022). The Fire Statement also responds to the NPPF's requirement for development to create safe, healthy and inclusive places, including through Policy DP3 and Policy P5, which require safety and public protection considerations to be addressed through the design and assessment of development proposals.

5.69. The Fire Statement showcases the Applicant's commitment to *"promoting high levels of fire safety",* an aim, highlighted within PfE, Paragraph 9.36. The strategies to ensure the health and safety of residents in the incident of a fire, have been clearly laid out and well-designed to reduce both risk and impact created by such an event. Separate to the planning application process, the applicant will ensure dialogue with Building Control and Health and Safety Executive to seek the necessary formal approvals in due course.

Environmental Considerations

Relevant Policies

5.70. The policies relevant to environmental considerations are:

Core Strategy (2012)

- Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5: Strategic Aras for low and zero carbon decentralised energy infrastructure
- Policy EN6: Target Framework for CO2 reductions from low to zero carbon energy supplies
- Policy EN8: Adaption to Climate Change
- Policy EN7: Energy Infrastructure Opportunities
- Policy EN9: Green Infrastructure
- Policy EN14: Flood Risk
- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN17: Water Quality
- Policy EN18: Contaminated Land and Ground Stability
- Policy T1: Sustainable Transport
- Policy T2: Accessible Areas of Opportunity and Needs
- Policy CC5 (Transport)

PfE (2024)

- Policy JP-S5: Clean Air
- Policy JP-S2: Carbon and Energy
- Policy JP-S1: Sustainable Development
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment
- Policy DC26.5: Development and Noise

Material Considerations

- NPPF (2026)
- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- Acoustic, Ventilation and Overheating (AVO) Residential Guide (2020)
- Guide to Development in Manchester (2007)

Climate Change and Energy

5.71. MCC's Climate Emergency declaration, the Manchester Climate Change Framework and updated Building Regulations are material considerations for the Proposed Development. Core Strategy Policies EN4 and EN6 and PfE Policies JP-S1 (Sustainable Development), JP-S2 (Carbon and Energy) and JP-S3 (Heat and Energy Networks) require development to reduce energy demand, minimise carbon emissions and incorporate low or zero carbon technologies where practicable.

5.72. The Environmental Standards Statement prepared by CWC, submitted in support of the application, confirms that the Proposed Development follows the energy hierarchy through a fabric-first, low-energy and all-electric strategy. This includes enhanced building fabric, efficient electric heating and hot water systems, renewable energy generation, EV charging and measures to reduce operational carbon emissions.

5.73. The assessment confirms that the residential blocks are designed to achieve a minimum of 80% Energy Performance Certificate (EPC) rating B across all dwellings, with the Standard Assessment Procedure (SAP) assessment identifying around a 50% betterment over Part L 2021. Solar photovoltaic panels, low-energy lighting, efficient controls and low-flow appliances are also proposed.

5.74. Overheating and whole-life carbon have also been considered, with dynamic thermal modelling undertaken in accordance with Approved Document O. The strategy identifies further opportunities to reduce embodied and operational carbon through detailed design, procurement, construction and end-of-life reuse and recycling measures.

5.75. The Proposed Development therefore responds positively to Core Strategy Policies EN4 and EN6 and PfE Policies JP-S1, JP-S2 and JP-S3 by reducing energy demand, adopting efficient all-electric building services, incorporating renewable energy generation and demonstrating a clear route towards low-carbon, operationally efficient residential development.

Traffic and Transport

5.76. Core Strategy Policies T1, T2 and CC5, together with PfE Policy JP-C8, seek to prioritise sustainable transport, accessibility and safe access arrangements. A Transport Statement and Framework Travel Plan prepared by Rappor have been submitted in support of the application.

5.77. The Transport Statement confirms that the Site is highly accessible, with pedestrian access to nearby neighbourhoods and city centre destinations, cycle connections via the Bridgewater Canal corridor, Chester Road and National Cycle Network Routes 55 and 6, and public transport access via bus, Metrolink and nearby rail stations.

5.78. The Proposed Development provides 40 car parking spaces, including 4 accessible spaces, equating to approximately 6.7% provision. This intentionally limited parking level, together with secure cycle parking and Travel Plan measures, supports reduced car dependency and promotes walking, cycling and public transport use. 20% of parking space will include EV charging, with the option to increase capacity following completion.

5.79. The level of car parking is an intentional part of the transport strategy and reflects the Site's highly accessible location, approximately 100 metres from Cornbrook Metrolink Stop, close to bus routes and within walking and cycling distance of the City Centre.

5.80. Parking will be actively managed through the residential management regime, with controlled access to on-site spaces and measures to discourage informal overspill parking. Construction vehicle routing, delivery booking, supplier instructions, monitoring and construction staff travel arrangements will be secured through the Construction Traffic Management Plan, ensuring that construction activity is managed in a controlled and enforceable manner.

5.81. Vehicular access will be provided via a new gated entrance from Ellesmere Street. Swept path analysis demonstrates that access, egress and internal manoeuvring can be safely accommodated for relevant vehicles, including refuse and emergency vehicles. Further detail is provided in the submitted Transport Statement.

5.82. The Transport Statement predicts up to 6 two-way vehicle trips in the weekday morning peak and 5 two-way vehicle trips in the weekday evening peak, which is not expected to materially affect the operation or safety of the surrounding highway network.

5.83. An additional matter raised during the process of public consultation was in relation to the quality and safety of the route through to the Cornbrook Metrolink stop. At present, due to the lack of development on key routes such as the Site and former land uses, the pedestrian routes through are of a poor quality. The Proposed Development will contribute toward addressing that by providing a new frontage to both Ellesmere Street and Trentham Street, with the key entrance to the 46 storey building positioned to face down Dinton Street.

5.84. New lighting, landscaping, planters and CCTV will be provided by the Proposed Development to help improve this route and links in directly with the proposed improvements to be delivered by No.1 Cornbrook and the Pomona Island development, which has been set out in Section 3 of this Statement. In combination and on their own, the developments will markedly improve the quality and safety of the existing pedestrian routes to Cornbrook. This will in turn improve access to Cornbrook, which is a critical and key public transport route providing connections across the conurbation.

5.85. On this basis, the Proposed Development accords with relevant transport policy by locating high-density residential development in a sustainable location, limiting car parking and providing safe access and servicing arrangements.

Holcroft Moss SPD

5.86. The Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD) provides guidance on the assessment of development-related traffic effects on Holcroft Moss, which forms part of the Manchester Mosses Special Area of Conservation. The SPD identifies project-level thresholds where a development would increase traffic flows on the M62 past Holcroft Moss by more than 100 vehicle movements per day or more than 20 HGV movements per day. Where either threshold is exceeded, scheme-specific mitigation and a financial contribution may be required.

5.87. A Holcroft Moss Transport Technical Note prepared by Rappor has been submitted in support of the application. The note assesses both operational and construction traffic associated with the Proposed Development. Operational traffic has been derived from the final TRICS person-trip assessment in the Transport Statement, applying the daily person-trip rate to 592 dwellings, the identified 31% car-driver mode share and the parking constraint represented by 40 car parking spaces. On this basis, the Proposed Development is forecast to generate approximately 52 two-way operational vehicle movements per day.

5.88. The assessment adopts a precautionary routing assumption that 34% of development traffic requiring access to the Strategic Road Network would travel via the M602/M60/M62 interchange and pass Holcroft Moss. Applying this assumption to the operational forecast results in approximately 18 operational vehicle movements per day on the M62 past Holcroft Moss. This is well below the SPD threshold of more than 100 vehicle movements per day.

5.89. For the construction phase, the Technical Note adopts a robust peak weekday construction scenario of 80 two-way vehicle movements per day, comprising 50 HGV movements and 30 LGV movements. These assumptions have been informed by the scale and nature of the Proposed Development, comparable major city-centre construction programmes and the specific characteristics of the Site, including its high-rise form, basement and substructure works, constrained urban setting, limited on-site storage and the fact that the Site has already been substantially cleared.

5.90. Applying the same 34% routing assumption to the construction traffic forecast results in approximately 27 construction vehicle movements per day past Holcroft Moss, including approximately 17 HGV movements per day. These figures remain below both relevant SPD thresholds, namely more than 100 total vehicle movements per day and more than 20 HGV movements per day.

5.91. Construction traffic would also be managed through a Construction Traffic Management Plan secured by planning condition. This would include approved construction routes, delivery booking and scheduling procedures, supplier routing instructions, construction staff travel arrangements, monitoring of vehicle movements and traffic management measures necessary to safely accommodate construction activity.

5.92. The submitted assessment therefore demonstrates that neither the operational nor construction phase of the Proposed Development would exceed the Holcroft Moss SPD traffic thresholds. Accordingly, scheme-specific mitigation or a financial contribution in relation to Holcroft Moss is not considered necessary.

Flood Risk and Drainage

5.93. Core Strategy Policy EN14 and PfE Policy JP-S4 require development to manage flood risk, protect the water environment and avoid increasing flood risk elsewhere. A Flood Risk Assessment and Outline Drainage Strategy prepared by DeSimone has been submitted in support of the application. The assessment confirms that the Site lies wholly within Flood Zone 1 and is therefore at low probability of fluvial and tidal flooding.

5.94. The principal drainage considerations relate to the Site's location within a Critical Drainage Area, its predominantly impermeable brownfield condition and the inclusion of a basement under the tower element.

5.95. The submitted drainage strategy has tested the surface water drainage hierarchy. Infiltration has been discounted due to the Site's historic industrial use, made ground and the risk that infiltration could mobilise contaminants into groundwater. Discharge to the adjacent Bridgewater Canal has also been discounted due to level constraints, the height difference between the Site and canal towpath and limitations associated with achieving a feasible gravity connection.

5.96. A connection to the nearest surface water sewer has also been considered, but this asset is located approximately 120 metres from the Site and a gravity connection at a suitable level is not considered feasible, with a pumped solution adding operational complexity, maintenance requirements and long-term reliability risks.

5.97. On this basis, controlled discharge to the United Utilities combined sewer within Ellesmere Street is the appropriate and most robust drainage solution. United Utilities has accepted this approach in principle, with surface water discharging to the combined sewer at the same point of connection as foul drainage following confirmation that alternative options had been exhausted. The Proposed Development will reduce the effective impermeable area from approximately 0.72 ha to 0.59 ha and restrict surface water runoff to 5.0 l/s before discharge, reducing pressure on the downstream sewer network within the Critical Drainage Area.

5.98. Attenuation will be provided through SuDS and engineered storage features, including permeable paving, soft landscaping, bioretention areas and below-ground geocellular attenuation.

5.99. The drainage strategy is designed to accommodate the 1 in 100-year storm event plus a 45% climate change allowance, with preliminary modelling identifying an attenuation requirement of between approximately 424 m^3 and 644 m^3. The final attenuation volume will be confirmed through detailed drainage design. Basement flood resilience measures, including waterproofing, pumped drainage and backflow protection, are proposed to manage residual risk.

5.100. The submitted assessment therefore demonstrates policy compliance by locating development in Flood Zone 1, following and evidencing the drainage hierarchy, reducing effective impermeable area, restricting surface water discharge, incorporating SuDS where practicable and ensuring the Site remains safe for its lifetime without increasing flood risk elsewhere.

Ecology

5.101. In accordance with Core Strategy Policies EN9 (Green Infrastructure), and EN15 (Biodiversity and Geological Conservation), PfE Policies JP-G2 (Green Infrastructure Network) and JP-G8 (A Net Enhancement of Biodiversity and Geodiversity), the NPPF Policies N2 (Improving the natural environment) and N6 (Areas of particular importance for biodiversity and geodiversity) and the Environment Act 2021, a Preliminary Ecological Appraisal and Baseline Biodiversity Net Gain Assessment has been prepared by Rachel Hacking Ecology. The assessment confirms that the Site is not subject to any statutory or non-statutory ecological designation and that no impacts to designated sites are anticipated due to the absence of impact pathways and the distances involved.

5.102. The assessment identifies the Site as having a low level of ecological interest, comprising mainly developed land, sealed surface, mixed scrub, ruderal/ephemeral vegetation and one individual tree. No further ecological surveys are required. The Site is not classified as Open Mosaic Habitat, and no irreplaceable habitats, hedgerows or watercourses are present.

5.103. The assessment confirms a baseline value of 2.84 habitat units, with a minimum of 3.13 habitat units required to achieve the mandatory 10% Biodiversity Net Gain if all existing habitats are removed. The requirement will be achieved through a combination of on-site habitat creation and enhancement, including native mixed scrub, wildflower grassland and individual tree planting, and the purchase of off-site biodiversity units to address the remaining deficit.

5.104. Together, these measures will support biodiversity and climate resilience, assist surface water management and improve the overall quality of the public realm along Ellesmere Street and Trentham Street. The landscape strategy will be secured through the detailed design process and supported by long-term management and maintenance arrangements to ensure its successful establishment and ongoing stewardship.

5.105. However, notwithstanding the proposed on-site habitat creation and enhancement measures, the Proposed Development would result in a net biodiversity loss, with a residual deficit of 1.43 habitat units. There is no additional land available within the same ownership to deliver further on-site or blue-line off-site compensation. Accordingly, the residual shortfall will need to be addressed through the purchase of off-site biodiversity units from an appropriate habitat unit provider, secured through the planning condition and Section 106 agreement as necessary to ensure the mandatory biodiversity net gain requirement is met.

5.106. Potential construction-phase effects on nesting birds, Hedgehog and other small mammals can be managed through standard mitigation, including timing vegetation clearance outside the nesting bird season where practicable, pre-commencement nesting bird checks if required, and measures secured through a Construction Environmental Management Plan. Operational biodiversity measures would be secured through a Habitat Management and Monitoring Plan, alongside opportunities for bat bricks and species-specific bird boxes.

5.107. Accordingly, the Proposed Development aligns with Core Strategy Policies EN9 and EN15, PfE Policies JP-G2 and JP-G8, the NPPF and the Environment Act 2021 by avoiding impacts on designated sites, identifying and managing limited ecological constraints, securing the mandatory biodiversity net gain requirement and incorporating opportunities for urban biodiversity enhancement within the landscape strategy.

Ground Conditions

5.108. In accordance with Core Strategy Policy EN18 (Contaminated Land and Ground Stability) and the NPPF, a Phase I Geoenvironmental Site Assessment has been prepared by E3P.

5.109. The assessment reviews the Site's historic industrial uses, including former mills, Cornbrook Brewery, tanks, works buildings and an electricity substation, and identifies the potential for Made Ground, relict foundations, obstructions and localised contamination associated with these former uses.

5.110. The assessment concludes that the Site presents a moderate risk to human health, a low risk to controlled waters, a moderate ground gas risk and a moderate risk to potable water infrastructure, with coal mining, brine workings and radon risk not identified as significant constraints. It recommends further intrusive ground investigation to confirm ground conditions, inform detailed foundation design, assess contamination and monitor ground gas, and determine any required remediation or protection measures.

5.111. The Proposed Development will be designed and constructed in accordance with the recommendations of the geoenvironmental assessment and any subsequent intrusive investigations. The detailed intrusive ground investigation, ground gas monitoring, contamination testing, remediation strategy and verification requirements are capable of being appropriately secured by pre-commencement planning condition.

5.112. Subject to the discharge and implementation of that condition, the assessment demonstrates that ground conditions can be appropriately managed and that the development aligns with the Development Plan by ensuring the Site is suitable for its proposed residential use, protects human health and controlled waters, and addresses ground stability and contamination risks through the detailed design and construction process.

Noise and Vibration

5.113. Saved UDP Policy DC26 (Development and Noise), Core Strategy Policy DM1 and the NPPF Policy P3 (Living conditions and pollution) require development to avoid unacceptable noise impacts, protect residential amenity and ensure that new noise-sensitive development is appropriately designed for its acoustic context. Relevant guidance also includes the Planning Practice Guidance on noise, the Noise Policy Statement for England, BS 8233:2014, BS 4142:2014, Approved Document O and the AVO Residential Design Guide.

5.114. A Noise Impact Assessment has been prepared by AEC in support of the application. The assessment confirms that the main noise sources affecting the Site are road traffic, rail and Metrolink movements, with some daytime noise from the Bennet Bros scrapyard to the west. Baseline noise and vibration surveys were undertaken between April and June 2026 to inform the acoustic design of the scheme.

5.115. The assessment identifies appropriate façade, glazing and ventilation requirements to achieve acceptable internal noise levels in habitable rooms, having regard to BS 8233 and Manchester City Council requirements. Enhanced acoustic glazing is recommended for façades closest to the railway corridor and Chester Road, while standard to good acoustic glazing is expected to be suitable for other façades.

5.116. The relationship between noise, ventilation and overheating has also been considered in accordance with Approved Document O and AVO guidance.

5.117. The assessment confirms that the use of opening windows for overheating mitigation will depend on the detailed CIBSE TM59 assessment, and that acoustically attenuated ventilation or mechanical ventilation can be used where simple openings would not maintain acceptable internal noise levels.

5.118. The BS 4142 assessment of the scrapyard identifies an observed adverse effect; however, when the acoustic context is considered, including its daytime-only nature, the existing urban noise climate and the presence of comparable nearby residential development, the effect is not considered likely to result in significant adverse impacts on future residents. Vibration levels associated with the nearby railway are also below the thresholds where adverse comment would be expected.

5.119. The assessment also establishes plant noise limits of 45 dB LAeq,T during the daytime and 40 dB LAeq,T during the night-time at the nearest residential window, set 5 dB below representative background levels in accordance with Manchester City Council requirements. Subject to the recommended acoustic design measures and any appropriate planning conditions, environmental noise is not considered to represent a constraint to development.

5.120. Accordingly, the Proposed Development is considered to accord with Saved UDP Policy DC26, Core Strategy Policy DM1, the NPPF and relevant acoustic guidance by ensuring that future residents would experience an acceptable acoustic environment, plant noise can be controlled, vibration risk is low and the design appropriately responds to existing transport and commercial noise sources.

5.121. Noise and vibration effects during construction would be temporary and managed through the submitted Framework Construction Management Plan and any further measures required by MCC, including agreed working hours and good practice construction controls. Subject to these measures being secured and implemented, construction noise and vibration would be reduced as far as practicable and are not expected to result in unacceptable adverse effects.

Overheating and Ventilation

5.122. The AVO Residential Design Guide (2020) recognises the relationship between acoustics, ventilation and overheating in new residential development. It advises that ventilation and purge strategies should be considered alongside internal noise levels, particularly where opening windows may be relied upon to manage overheating.

5.123. A Ventilation Statement has been prepared by CWC in support of the application. The statement confirms that the ventilation strategy has been developed to meet Building Regulations, including Approved Document F, Approved Document L and Approved Document O, while also responding to the findings of the acoustic, air quality and fire strategy work.

5.124. For the residential apartments and townhouses, general ventilation will be provided through individual Mechanical Ventilation with Heat Recovery (MVHR) systems, supported by opening windows for purge ventilation and overheating mitigation. Where windows are non-openable due to external constraints, enhanced MVHR ventilation rates will be used to maintain indoor air quality and thermal comfort.

5.125. The Ventilation Statement confirms that the overheating assessment demonstrates compliance with the relevant Approved Document O criteria, with all modelled bedrooms and kitchen spaces achieving acceptable results based on the proposed ventilation strategy, glazing specification and internal gains.

5.126. The strategy provides a clear technical basis for managing overheating risk without compromising air quality or resident comfort. The strategy also sets out appropriate ventilation solutions for communal and ancillary areas, including mechanically ventilated residential corridors and stairwells linked to the smoke ventilation strategy, mechanical ventilation to basement plant areas, supplementary mechanical extract for refuse stores, natural ventilation to cycle stores and local MVHR units to amenity lounges.

5.127. The assessment demonstrates that the Proposed Development aligns with the relevant Development Plan and material considerations by providing a coordinated ventilation strategy that supports indoor air quality, overheating mitigation, energy efficiency, fire safety and residential amenity.

Air Quality

5.128. In accordance with Core Strategy Policy EN16 (Air Quality), PfE Policy JP-S5 (Clean Air), Core Strategy Policy DM1 and MCC's Air Quality and Planning Technical Guidance, an Air Quality Assessment has been prepared by Redmore Environmental.

5.129. The Site is partially located within the Greater Manchester Air Quality Management Area, and the assessment therefore considers construction dust, operational road traffic emissions and future resident exposure to existing air quality conditions.

5.130. For the construction phase, the assessment has been undertaken in accordance with the Institute of Air Quality Management guidance on dust from demolition and construction, as required by PfE Policy JP-S5. It identifies site-specific mitigation measures to control dust from earthworks and construction, including dust management, monitoring, site management, vehicle controls and good construction practice. Subject to these measures being secured through the Framework Construction Environmental Management Plan and any planning condition, residual construction dust effects are predicted to be not significant.

5.131. For the operational phase, dispersion modelling of nitrogen dioxide (NO2), particulate matter (PM10) and fine particulate matter (PM2.5) was undertaken for the 2031 opening year, comparing the Do-Minimum and Do-Something scenarios and verifying results against local monitoring data.

5.132. The assessment concludes that development-related impacts on NO2, PM10 and PM2.5 would be negligible at all assessed receptors, with predicted concentrations remaining below the relevant Air Quality Objectives and PM2.5 Concentration Target across the Site. Future residents are therefore not predicted to be exposed to unacceptable air quality conditions, and no operational air quality mitigation is required.

5.133. The assessment also demonstrates compliance with MCC's Air Quality and Planning Technical Guidance and the PM2.5 interim planning guidance by identifying the key pollution sources and confirming that the scheme incorporates measures which support lower-emission travel, including limited car parking, EV charging, secure cycle storage and Travel Plan measures. The assessment also confirms that the proposals would not conflict with the Council's Air Quality Action Plan and would not introduce gas-fired plant.

5.134. The Air Quality Assessment demonstrates that the Proposed Development accords with Core Strategy Policy EN16, Policy DM1 and PfE Policy JP-S5 by ensuring construction impacts can be appropriately controlled, operational air quality effects are negligible, future residents would experience acceptable air quality, and the scheme supports sustainable travel behaviours.

Daylight and Sunlight

5.135. NPPF Policy L3 (Achieving appropriate densities) requires development proposals to make efficient use of land, considering the identified need for housing and other development, local market conditions, infrastructure capacity, connectivity and the importance of securing well-designed, attractive and healthy places. This is particularly relevant in city centre and edge-of-centre locations, where development typically occurs within a denser urban form. In this context, daylight and sunlight effects should be assessed having regard to the Site's urban setting, while ensuring acceptable living standards are achieved for existing and future occupiers.

5.136. A Daylight and Sunlight Assessment has been prepared by Proximity in accordance with the BRE Guidance, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022). The assessment considers the effects of the Proposed Development on neighbouring residential receptors, including Castlefield Locks, The Trilogy Apartments, Vox, Excelsior Works, Pomona Wharf, No.1 Cornbrook, 252 Chester Road / 33 Ellesmere Street, Nos. 303-309 Chester Road and 5 Kelso Place.

5.137. The assessment has been undertaken in the context of the Site's City Centre and Regional Centre location, where the Development Plan supports high-density development, the regeneration of brownfield land and the optimisation of sustainable sites. Consistent with the NPPF and BRE Guidance, the findings have been considered with regard to the characteristics of a dense urban environment.

5.138. The assessment concludes that daylight effects at Pomona Wharf, No.1 Cornbrook, 5 Kelso Place, Excelsior Works, The Trilogy Apartments and Nos. 303-309 Chester Road would be negligible to minor adverse and not significant. Acceptable daylight conditions would therefore be maintained for the majority of surrounding receptors in accordance with Core Strategy Policy DM1 and the Manchester Residential Quality Guidance.

5.139. More noticeable daylight effects are identified at Castlefield Locks, Vox and 252 Chester Road / 33 Ellesmere Street. These findings should be viewed in the context of the Site's current cleared condition, which provides an unusually open outlook across the Site. The assessment also notes that daylight levels at Castlefield Locks are already influenced by its recessed façade arrangement and the presence of Vox, and that retained VSC levels would generally be higher than those associated with the extant consented scheme.

5.140. In relation to sunlight, effects at 252 Chester Road / 33 Ellesmere Street, No.1 Cornbrook, Vox, Pomona Wharf, 5 Kelso Place and Excelsior Works would not be significant. Whilst some localised daylight and sunlight effects are identified at Castlefield Locks, Vox and 252 Chester Road / 33 Ellesmere Street, these receptors have been carefully considered throughout the design process.

5.141. Castlefield Locks would experience greater sunlight effects to a limited number of rooms and some ground-floor amenity areas. However, upper-level terraces would be subject to negligible to minor adverse effects and would remain acceptable.

5.142. Cumulative effects have also been assessed, including the influence of Waterways Avenue in Old Trafford. The assessment concludes that committed developments would not materially alter the significance of effects, either because they are sufficiently distant from sensitive receptors or screened by existing buildings. No additional mitigation is proposed, as the identified effects arise primarily from the scale and form of the development in relation to its surroundings.

5.143. The scheme has nevertheless been designed to respond to neighbouring amenity through the positioning of Blocks A and B, appropriate separation distances, the reduction of lower-rise massing compared with the extant consent, and the concentration of height within the part of the Site most capable of accommodating a taller building.

5.144. The scheme has sought to reduce lower-level massing, concentrate height in the part of the Site best able to accommodate it, maintain separation between buildings and limit direct overlooking through the arrangement of façades and windows.

5.145. In this context, the identified effects are considered acceptable having regard to the Site’s City Centre and Regional Centre location, the existing cleared condition of the Site, the extant consented massing and the wider public benefits of the Proposed Development.

5.146. The assessment demonstrates that the Proposed Development has been appropriately tested against BRE Guidance and relevant local planning policy. Whilst some significant technical effects are identified, these are localised and must be balanced against the Site's urban context, policy support for high-density development and the substantial benefits arising from the regeneration of a vacant brownfield site. The proposals are therefore considered compliant with Core Strategy Policy DM1, the Manchester Residential Quality Guidance and the NPPF.

Archaeology

5.147. In accordance with the NPPF, PfE Policy JP-P2 (Heritage), Core Strategy Policies CC9 and EN3, and the retained UDP policies relating to the historic environment, an Archaeological Desk-Based Assessment has been prepared for the Site. The assessment confirms that the Site remained largely agricultural until the later 19th century, before being developed as Cornbrook Brewery, which remained in use until the 1970s and was subsequently replaced by later commercial buildings.

5.148. The assessment identifies a low potential for prehistoric, Roman and medieval archaeology, reflecting the Site's distance from the core areas of known Roman activity and the extent of later development. However, it identifies a high potential for industrial archaeological remains associated with the former brewery, particularly foundations, cellars and other below-ground structures in areas not previously disturbed by later buildings.

5.149. The assessment recommends trial trenching in areas where brewery remains are most likely to survive, including the former fermenting room and cellar areas, to confirm the presence, condition and significance of any archaeological deposits. This can be appropriately secured by planning condition requiring the submission and approval of a written scheme of investigation, followed by implementation of the agreed archaeological works, recording and reporting before or during relevant development works.

5.150. In policy terms, the Archaeological Desk-Based Assessment demonstrates that the Proposed Development aligns with relevant heritage and archaeological requirements by identifying the Site's archaeological potential, distinguishing between low potential earlier remains and higher potential industrial remains, and setting out a proportionate mitigation strategy. Subject to a suitably worded archaeological condition, any surviving archaeological interest can be appropriately investigated, recorded and reported during the development process.

Wind Microclimate

5.151. Core Strategy Policy EN2 (Tall Buildings) requires tall buildings to be of excellent design quality and to consider their effect on the local environment and microclimate, including the creation of an attractive and pedestrian-friendly local environment. Core Strategy Policy DM1 also requires development to protect amenity and ensure that proposals are appropriate in relation to their surroundings.

5.152. Wind microclimate was scoped into the Environmental Impact Assessment (EIA) and has been assessed through a wind tunnel-based study prepared by ArcAero. The assessment tested the existing baseline, the Proposed Development within existing surrounds, the Proposed Development within cumulative surrounds, and the Proposed Development with mitigation.

5.153. Pedestrian safety and comfort were assessed within the Site and surrounding area using the Lawson LDDC criteria. The baseline assessment confirms that existing wind conditions within and around the Site satisfy the pedestrian safety criteria, with some pre-existing off-site comfort exceedances identified. With the Proposed Development in place, the assessment identified areas where wind mitigation was required, including at ground level, building entrances, the courtyard, outdoor seating areas and elevated amenity terraces.

5.154. In response to the assessment findings, mitigation has been incorporated into the design. This includes evergreen tree planting, additional tree planting, amended canopy treatment, porous screens within the courtyard and around entrances, and porous screens to elevated terrace and podium areas. These measures are embedded within the Proposed Development and form part of the overall landscape, public realm and amenity strategy.

5.155. The Wind Microclimate Assessment demonstrates that the Proposed Development has been appropriately tested and designed to ensure a safe and acceptable pedestrian environment. Subject to the proposed mitigation being delivered as part of the scheme, the development would not give rise to unacceptable wind conditions and is considered to accord with Core Strategy Policy EN2, Core Strategy Policy DM1 and the relevant design and amenity objectives of the NPPF.

Solar Glare

5.156. A Solar Glare assessment has been prepared by Proximity as part of the Environmental Statement. The assessment considers the potential for reflected sunlight from the Proposed Development to affect nearby highway, railway and Metrolink receptors, including signal locations and driver viewpoints. The assessment has been undertaken on a worst-case basis, assuming cloudless sky conditions and reflective façade surfaces.

5.157. Twelve assessment positions were tested, comprising Metro, railway and highway receptors. The assessment identifies no baseline instances of solar glare, reflecting the Site's current cleared condition. In the operational phase, reflected sunlight effects would occur at some tested locations; however, most effects would be experienced for limited periods, typically outside central vision or for short durations.

5.158. For the highway receptors, effects at Bridgewater Way and Chester Road are assessed as minor adverse or negligible and not significant, with glare occurring in the peripheral or outer peripheral field of vision and for limited daily durations.

5.159. For the Metrolink receptors, the assessment identifies no glare at some positions and minor to moderate adverse effects at others; however, these are also considered not significant having regard to their limited duration and position within the driver's field of view.

5.160. The most notable effect is identified at Position 9 on the rail line, where glare could be experienced in the near peripheral and outer paracentral field of vision for limited afternoon periods during parts of the year. This is assessed as major adverse in the technical chapter, although the daily duration is generally less than 30 minutes and the assessment concludes that the effect is not significant when duration is taken into account. Effects at other rail positions are assessed as minor, moderate or negligible and not significant.

5.161. The assessment also considers cumulative effects and concludes that nearby cumulative massing, including Vivere Residence and Apart Hotel, is unlikely to generate a cumulative glare impact on the receptors assessed.

5.162. No additional mitigation is proposed during construction or operation. Overall, the Solar Glare assessment demonstrates that the Proposed Development has been appropriately tested and would not give rise to significant residual solar glare effects on highway, rail or Metrolink receptors.

Other Considerations

Relevant Policies

5.163. The policies relevant to the other considerations are:

Core Strategy (2012)

- Policy DM1: Development Management
- Policy SP1: Spatial Principles
- Policy CC1: Primary Development Focus: City Centre and Fringe
- Policy CC5: Transport
- Policy C10: A Place for Everyone
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN19: Waste
- Policy EN20: Minerals
- Policy EN17: Water Quality
- Policy EN15: Biodiversity and Geological Conservation

PfE (2024)

- Policy JP-S5: Clean Air
- Policy JP-C8: Transport Requirements of New Development

Saved UDP Policies (1995)

- Saved UDP Policy DC26: Development and Noise

Material Considerations

- Manchester Residential Quality Guidance (2017)
- Data ducting infrastructure for new homes (2008)

Construction Management

5.164. A Framework Construction Management Plan (CMP) has been submitted with the planning application, in alignment with core policies laid out in the Core Strategy and PfE. Based on the above, it is considered that the development proposals are in accordance with Core Strategy Policies EN19 (Waste), EN20 (Minerals), DM1 (Development Management), EN17 (Water Quality), and EN15 (Biodiversity and Geological Conservation). Additionally, the CMP adheres to PfE policies JP-S5 (Clean Air) and Policy JP-C8 (Transport Requirements of New Development), which requires CMPs to be published and submitted in support of new developments, *"to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries."*

Operational Management

5.165. The Manchester Residential Quality Guidance (2017) emphasises the importance of effective operational management in maintaining high-quality residential accommodation and ensuring the long-term enjoyment of development by residents. This is also relevant to Core Strategy Policies DM1, CC10 and EN1, which seek safe, inclusive, well-managed and high-quality residential environments.

5.166. A Residential Management Strategy has been prepared by Centrick Consultancy in support of the application. It confirms that the development will operate as a single-ownership Build to Rent community, managed by an appointed professional operator with a dedicated on-site team responsible for resident services, front-of-house, facilities management, cleaning, security, maintenance coordination, contractor control and compliance.

5.167. The Strategy identifies an indicative staffing model of approximately 19–20 full-time equivalent staff, including a General Manager, Assistant Manager, resident experience/front-of-house staff, security, maintenance and cleaning teams. A 24/7 hospitality-led front-of-house model will operate from the Block B reception and resident experience suite, with day, evening and overnight staffing to provide resident support, visitor management, parcel handling, security monitoring and emergency response.

5.168. Access will be managed through fob and mobile-enabled entry systems, secure lift controls, CCTV monitoring and digital visitor check-in. Resident amenity spaces will be controlled through secure access and booking systems, with operational hours monitored and typically restricted during late evening and overnight periods to minimise noise and nuisance impacts.

5.169. Deliveries and parcels will be managed through a centralised parcel facility in Block B, including secure digital lockers accessible to residents 24/7. Move-in and move-out activity will be pre-booked and coordinated by the on-site team, with larger deliveries using designated loading areas on Trentham Street and Ellesmere Street and the goods/service lift, helping to minimise disruption to residents, neighbours and the highway network.

5.170. Waste, recycling, cycle storage, car parking, servicing and public realm areas will be actively managed by the operator. This will include bin rotation and collection coordination, secure cycle access, permit-controlled car parking, contractor management, public realm inspections, litter removal landscape maintenance and regular cleaning of communal and external areas.

5.171. The Residential Management Strategy demonstrates that the Proposed Development aligns with the Manchester Residential Quality Guidance and Core Strategy Policies DM1, CC10 and EN1 by providing a clear framework for safe, secure and professionally managed residential occupation, with 24/7 operational coverage, managed access, controlled servicing, resident communication, amenity management and long-term stewardship.

TV and Broadband Connectivity

5.172. NPPF Policy CO1 (Proposals for telecommunications infrastructure) supports the expansion and upgrading of electronic telecommunications networks, including gigabit-capable broadband connections and supporting infrastructure. PfE Policy JP-C2 requires new development to provide full fibre to premises connections unless this is technically infeasible or unviable. MCC validation guidance also requires new build residential schemes to demonstrate how digital connectivity will be facilitated.

5.173. A Broadband Connectivity Assessment prepared by GTech Surveys confirms that existing broadband infrastructure and good connectivity are available in the study area, with fibre infrastructure present along roads and public highways adjacent to the Site and into the Site itself. The assessment identifies BT Openreach as well placed to provide a full fibre connection and confirms that the Applicant will follow Approved Document R Volume 1 to enable robust, gigabit-ready connectivity for future residents.

5.174. NPPF Policy P4 (Impact of development on existing activities) requires new development to be capable of being integrated effectively with existing activities and infrastructure, including electronic communications networks.

5.175. In response, GTech Surveys has prepared a Television and Radio Reception Impact Assessment. The assessment confirms that widespread interference to digital terrestrial television is not expected, VHF(FM) radio reception is unlikely to be affected, and any localised effects on Freeview or satellite television reception can be addressed through standard, practical mitigation such as antenna betterment, satellite dish repositioning or use of TV over fibre, broadband or cable services.

5.176. Collectively, the submitted assessments demonstrate that the Proposed Development aligns with NPPF policies C01 and P4, PfE Policy JP-C2, Core Strategy Policy EN2 and MCC validation requirements by enabling high-quality digital connectivity for future residents, prioritising full fibre infrastructure, and identifying proportionate mitigation should any localised broadcast reception effects arise.

5.177. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence, including the preparation of technical reports.

5.178. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

Crime and Security

5.179. Crime and security matters are addressed above under Design and Appearance, with reference to the Crime Impact Statement, the design response and the anticipated planning condition.

5.180. GMP have prepared a comprehensive Crime Impact Statement, submitted alongside this planning application, identifying specific design features that will contribute positively to the prevention of crime and the reduction of fear of crime within and around the development. The project team have subsequently revised the design to address concerns. The one element that has not been amended is in relation to the defensible boundary included on the townhouses fronting Ellesmere Street, which are considered to be carefully designed to avoid the need for a defensible boundary. A full response to this request is contained within the Design and Access Statement.

5.181. This collaborative approach ensures that the project incorporates best practices in crime prevention and aligns with the Council's commitment to creating safe and secure environments for all residents and visitors.

5.182. It is anticipated that a condition will be attached to any subsequent planning permission requiring secure by design accreditation.

6. Tall Building Statement

This section comprises a Tall Building Statement, considering the Proposed Development against the criteria and guidance within Historic England's Guidance on Tall Buildings (2022) and Core Strategy Policy EN2.

Policy EN2/HE Tall Building Guidance criteria		Assessment
Proposals for tall buildings will be supported where it can be demonstrated that they:		
	**Are of excellent design quality (CS Policy EN2)** **HE Tall Building Guidance:** • **Responds to local context.** • **Architectural Quality and functional design.**	The Proposed Development has undergone extensive design evolution to ensure a high-quality architectural response that reflects both its immediate surroundings and wider Regional Centre context, as set out in the Design and Access Statement and this Tall Building Statement. Designed by Denton Corker Marshall, architects with a proven track record of delivering high-quality residential-led developments within Manchester and Salford, the scheme combines strong architectural expression with functional and efficient residential design. The design responds directly to the character of the Site and its surrounding townscape. Block A, comprising 46 storeys including the ground floor, is positioned within the western part of the Site adjacent to the Metrolink and railway corridor, where greater height can be accommodated and contributes positively to the emerging cluster of taller buildings around Cornbrook and the south-western gateway to the City Centre. In contrast, Block B provides a contextual street frontage to Chester Road, responding to the scale of surrounding development and mediating between the tower and neighbouring buildings. The proposed material palette reinforces this contextual approach. The deep-red brick façade of Block B references the area's industrial and heritage character, while contemporary detailing and metalwork create a distinctive yet complementary identity. Together, the buildings form a cohesive composition that enhances the skyline, responds positively to local context and contributes to the continued regeneration of the area.

Policy EN2/HE Tall Building Guidance criteria		Assessment
		Further detail on the design evolution and architectural approach is provided within the Design and Access Statement and Section 4 of this Statement.
	**CS Policy EN2: Are appropriately located.**	The Site is located within a highly sustainable and accessible location on the south-western edge of Manchester City Centre, within the Regional Centre. It benefits from exceptional public transport accessibility, including Cornbrook Metrolink Interchange approximately 100 metres away, providing direct connections across Greater Manchester. Deansgate Station is also within c.1km walking distance, alongside frequent bus services along Chester Road and Hulme Hall Road. The Site is not located within a Conservation Area, although it lies approximately 150m from the Castlefield Conservation Area boundary, and 200m from the Empress Conservation Area. The Proposed Development has been designed as a high-quality contemporary addition to the townscape, with Block A positioned adjacent to the transport corridor where greater height can be accommodated and Block B providing a contextual frontage to Ellesmere Street. This approach responds positively to the surrounding townscape, heritage setting and emerging character of the area. The location therefore accords with Policy EN2, which supports tall buildings in accessible locations outside sensitive heritage designations. The Heritage Assessment concludes that the proposals would give rise to a low level of less than substantial harm to the significance of a limited number of designated heritage assets through changes to their setting. The identified effects are assessed as minor adverse and sit towards the lower end of the less than substantial harm spectrum. The Site itself contains no designated heritage assets, lies outside any conservation area, and the significance, appreciation and legibility of the affected assets would remain intact. The Proposed Development therefore accords with Policy EN2 and the HE Tall Building Guidance.

Policy EN2/HE Tall Building Guidance criteria		Assessment
	**Policy EN2: Contribute positively to sustainability.** **HE Tall Building Guidance: Sustainable Design and Construction.**	The Proposed Development incorporates sustainability principles throughout its design and construction strategy. The scheme adopts a fabric-first, all-electric approach consistent with the energy hierarchy and Manchester's ambition to become a zero-carbon city. As set out within the Environmental Standards Statement, the development incorporates enhanced building fabric performance, electric space heating, air-to-water heat pumps for domestic hot water, low-energy lighting, rooftop photovoltaic panels and electric vehicle charging infrastructure. The scheme is also targeting at least 80% EPC B-rated dwellings alongside an estimated 50% improvement over Part L 2021 requirements. The Site's highly sustainable location, immediately adjacent to Cornbrook Metrolink Interchange and within walking and cycling distance of Manchester City Centre, further supports sustainable travel behaviours. Secure cycle parking, limited car parking provision and EV charging infrastructure will help reduce reliance on private vehicles. Whole-life carbon, overheating resilience and climate adaptation have also informed the design process. Collectively, these measures demonstrate that sustainability has been embedded throughout the development and accords with Policy EN2 and the HE Tall Building Guidance.
	**Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.** **HE Tall Building Guidance: A well designed inclusive environment.**	The Proposed Development site forms part of the arrival sequence of new development approaching Manchester City Centre from the south-west. Positioned adjacent to Cornbrook Metrolink Interchange, Block A will act as a landmark building and provide a strong visual marker for those entering the Regional Centre via public transport and the surrounding transport corridors. The tower has been deliberately located within the western part of the Site, where it can reinforce the emerging cluster of taller buildings associated with Cornbrook and St George's Island, while Block B provides an active and contextual frontage along Chester Road. This composition creates a distinctive sense of place and strengthens the transition between the transport corridor and the City Centre.

Policy EN2/HE Tall Building Guidance criteria		Assessment
		The Proposed Development also delivers meaningful public realm improvements through high-quality landscaping, tree planting, rain gardens, enhanced pedestrian routes and active frontages. These interventions will improve connectivity, legibility and the overall quality of the public realm whilst creating an inclusive environment for residents, visitors and the wider community. The scheme therefore makes a positive contribution to place-making by reinforcing the gateway function of the Site, enhancing townscape quality and improving the experience of moving through this part of the City.
	**Policy EN2: Will bring significant regeneration benefits.**	The Proposed Development delivers substantial regeneration and social value benefits. These include the delivery of 592 new homes on a long-standing vacant brownfield site within a highly accessible location adjacent to Cornbrook Metrolink Interchange, helping to address Manchester's acute housing need and supporting the continued growth of the Regional Centre. The development will generate significant economic and social value during construction and occupation. The ES identifies the creation of approximately 240 FTE jobs per annum during the construction phase, alongside opportunities for apprenticeships, training, local labour and supply chain participation. Through engagement with contractors and local stakeholders, the Applicant will seek to maximise opportunities for local residents and businesses to benefit from investment associated with the scheme. The scheme will also deliver wider community benefits through the regeneration of a cleared and underutilised site, the introduction of active frontages and a ground-floor café, significant public realm and landscape enhancements, improved natural surveillance and enhanced pedestrian connections to Cornbrook Metrolink Station. Collectively, these measures will create a safer, more attractive and more welcoming neighbourhood environment for existing and future residents. The development will further support Manchester's inclusive growth objectives by providing homes within walking distance of employment, education, leisure and public transport opportunities, helping residents access the social and economic benefits associated with living in a highly connected urban

Policy EN2/HE Tall Building Guidance criteria		Assessment
		location. Long-term stewardship will be provided through the Build to Rent management model, ensuring continued investment in the quality, maintenance and management of the development and its public-facing environment. Taken together, these housing, employment, skills, placemaking, connectivity and public realm benefits amount to significant regeneration and social value benefits which weigh strongly in favour of the Proposed Development.
	**Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment.** **HE Tall Building Guidance: Impact on the local environment.**	The Proposed Development would regenerate a cleared brownfield site and introduce active frontages, new landscaping, rain gardens and tree planting to improve the pedestrian environment and support sustainable drainage. A Daylight, Sunlight and Overshadowing assessment has been prepared in accordance with BRE guidance. It confirms that overshadowing effects are negligible and that most neighbouring receptors would experience negligible or minor adverse daylight and sunlight effects. Where more noticeable effects are identified, these are limited to specific receptors and reflect the Site's dense city centre context, existing constrained baseline conditions and the BRE guidance's flexible approach to daylight and sunlight in urban locations. Solar glare and wind have also been assessed. Low-reflectivity glazing is proposed where required, and the Wind Assessment confirms negligible or minor beneficial impacts on pedestrian comfort.

Policy EN2/HE Tall Building Guidance criteria		Assessment
	**Policy EN2: That the proposals for a tall building are viable and deliverable.**	The Proposed Development represents the final phase of the wider St George's regeneration area and has been developed through a robust and comprehensive design process informed by technical assessment, stakeholder engagement and commercial considerations. The scheme has been prepared by an experienced multidisciplinary team with a strong track record of delivering major residential-led developments within Manchester and the Regional Centre. This includes specialist expertise in architecture, planning, engineering, viability, sustainability and tall building design. The Applicant has also engaged with potential development partners experienced in delivering large-scale residential and tall building schemes across Manchester. This engagement has informed the development strategy and ensured that the proposals remain deliverable from both a technical and commercial perspective. The delivery of 592 homes on a highly accessible brownfield site will support Manchester's housing objectives, reinforce the regeneration of the Cornbrook area and generate significant economic benefits during both construction and occupation. The Proposed Development is therefore considered viable, deliverable and capable of making a long-term positive contribution to the continued growth and regeneration of the Regional Centre.

7. Public Benefits

Table 7.1: Public Benefits of Proposed Development

Public Benefit		Assessment
Economic		
	**A viable use of an unused brownfield site**	This planning application proposes the redevelopment of a vacant brownfield site, aligning with national, regional, and local priorities for urban regeneration. The Proposed Development optimises the Site's potential by balancing high-density residential development with complementary commercial uses, creating a vibrant and sustainable addition to the City Centre. Bringing the Site back into use will restore the historic grain and improve the area by creating active frontages. The residential and commercial uses will also provide natural surveillance improving the safety and security of the area from its current state. This approach is consistent with the Development Plan and relevant guidance, ensuring the efficient use of previously developed land while encouraging further investment in the area.
	**Support employment opportunities**	The Proposed Development represents a significant opportunity to create both short-term and long-term employment opportunities for the local community. During the construction phase, the project will generate a range of jobs across various trades. The Applicant is committed to collaborating with contractors to establish a Local Labour Agreement that prioritises local hiring, skills development, and the provision of apprenticeships and internships for residents. The project's strategic location, with close proximity and excellent connectivity to the City Centre, enhances its potential to stimulate economic activity and provide sustainable employment pathways for local residents.
	**Support economic growth**	Manchester's projected economic growth anticipates a concentration of employment opportunities within the City Centre, underscoring the need for suitable housing to support these jobs and retain valuable skill sets. The Proposed Development will attract a mix of residents, from young professionals, to retirees, fostering a vibrant and sustainable community within the City Centre. The influx of residents will, in turn, stimulate economic growth by increasing local expenditure and supporting local businesses.

Public Benefit		Assessment
Environmental		
	**Sustainable Development**	The Proposed Development will support sustainable living through its accessible location, limited car parking and secure cycle provision, helping to reduce reliance on private vehicles. The Environmental Standards Statement confirms a fabric-first, all-electric approach, with enhanced building fabric, low-energy systems, EV charging and solar PV contributing to reduced operational carbon emissions.
Social		
	**Provision of significant homes to support Residential Demand**	The Proposed Development, with its residential character, directly addresses the acknowledged need for housing within the centre of Manchester. It aligns with the strategic objectives 1 and 2 of the PfE spatial framework, which prioritises the delivery of a new, and diverse mix of housing within Greater Manchester, with priority being given to: • the use of brownfield land; • land within 800m of public transport hubs; and • land within the Core Growth Area and the town centres. Providing a mixture of 1-4 bed apartments, townhouses and duplexes within the City Centre, and directly adjacent to one of Manchester's Metrolink stops, will assist MCC in achieving this key housing target. The Site is demonstrably suitable for residential development, as supported by the Development Plan and relevant material guidance. The scheme maximises the Site's potential by delivering 592 dwellings and a mixture of tenure types.
	**Improved Vitality**	The Site's prominent location within the City Centre demands high-quality architecture that will create a sense of place, attract people, and enhance the area's identity. Consistent and distinctive architectural design is crucial to achieving this goal. The Proposed Development achieves this by seamlessly integrating with the existing heritage assets, respecting the area's historic character while introducing a contemporary design that brings new life and vitality to the vacant site. As a cleared brownfield site, the Proposed Development fills a gap in the urban fabric. The current site is vacant and unutilised, thus, by adding in the Proposed Development which complements the current urban fabric, this gap would be adequately occupied. It will also have benefit for security and crime reduction, by creating active frontages and natural surveillance.

8. Conclusion

8.1. This Statement has demonstrated that the Proposed Development represents a well-considered, deliverable and policy-compliant opportunity to bring a vacant brownfield site at One Castlefield back into productive use. The scheme would deliver 592 new homes in a highly sustainable city centre fringe location, directly supporting Manchester's strategic housing, regeneration and economic objectives while making efficient use of previously developed land close to Cornbrook Metrolink Station, bus services, walking and cycling routes, and the wider City Centre.

8.2. The proposals have evolved through extensive pre-application engagement, design development and technical assessment. The resulting two-building composition provides a clear and robust urban design response: Block B creates a contextual, masonry-led street frontage to Ellesmere Street that reflects the scale, rhythm and material character of the surrounding historic and former industrial townscape, while Block A is positioned to the west as a slender contemporary tower associated with Cornbrook, the railway corridor and the emerging cluster of taller buildings on the city centre fringe. Together, the buildings would form a complementary pair that respects the immediate streetscape while contributing positively to Manchester's evolving skyline.

8.3. The scheme would deliver substantial public benefits. It would repair a cleared and visually poor site condition, provide a mix of apartments, townhouses and duplex homes, introduce active frontages and a ground-floor café, improve public realm and landscaping, enhance natural surveillance and support a safer and more animated residential neighbourhood. The Build to Rent management model would provide long-term stewardship, with professional on-site management, controlled access, managed amenity space, servicing coordination and resident support embedded into the operational strategy.

8.4. The Proposed Development also responds positively to Manchester's climate, transport and environmental objectives. Its accessible location, limited car parking, secure cycle provision, EV charging and Travel Plan measures would support sustainable travel choices and reduce car dependency. The fabric-first, all-electric energy strategy, enhanced building fabric, efficient services and solar photovoltaic panels would reduce operational carbon emissions, while SuDS, rain gardens, tree planting, soft landscaping and biodiversity measures would improve ecological value, support biodiversity net gain, manage surface water and contribute to climate resilience.

8.5. The technical assessments submitted with the application demonstrate that the scheme can be delivered without unacceptable impacts. Matters including transport, access, servicing, waste, fire safety, flood risk and drainage, ecology, ground conditions, noise, vibration, ventilation, overheating, air quality, archaeology, daylight and sunlight, digital connectivity and operational management have been considered in detail. Where mitigation or further controls are required, these can be appropriately secured through planning conditions, management plans or the detailed design process.

8.6. Overall, the Proposed Development is considered to accord with the Development Plan when read as a whole and is strongly supported by the national decision-making policies contained within the 2026 NPPF. The scheme would redevelop a vacant brownfield site within a settlement, deliver substantial housing benefits, make efficient use of land in a highly accessible location and contribute to sustainable growth. Applying Policy S4(1), the identified adverse effects do not substantially outweigh those benefits when assessed against the national decision-making policies, and no national decision-making policy directs refusal. The planning balance therefore weighs firmly in favour of the grant of planning permission.

Appendix A: Site Location Plan



Appendix B: Green and Blue Infrastructure Statement

Table B.1 outlines how the Proposed Development responds to the visions and objectives detailed in the Manchester Green and Blue Infrastructure Strategy (GBI Strategy), 2015 as updated in 2022, as well as Policies EN9 (Green Infrastructure) and EN15 (Biodiversity and Geological Conservation) in the Core Strategy. This appendix should be read in conjunction with the Design and Access Statement.

Table B.1: Assessment of Proposed Green and Blue Infrastructure

Objective No.	Applicant's Response
Objective 1: Improving the quality and function of green and blue infrastructure	The Proposed Development would improve the quality and function of green and blue infrastructure by bringing a cleared, predominantly hardstanding brownfield site back into active use with new soft landscaping, tree planting, rain gardens, permeable paving, bioretention areas and landscaped resident amenity space. The proposals detailed in the Planning Statement would collectively replace the Site's current poor-quality condition with a more attractive, multifunctional landscape that supports amenity, biodiversity, surface water management and climate resilience.
Objective 2: Using appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhood and support the city's growth	Green and blue infrastructure has been embedded as a key component of the Proposed Development from the outset, forming part of the landscape, drainage, ecology and public realm strategies. The scheme includes a shared landscaped garden, new hard and soft landscaping, tree planting, rain gardens, permeable paving, bioretention areas and SuDS features, all of which support the creation of a high-quality residential environment. By integrating these measures into the design, the Proposed Development uses green and blue infrastructure to support successful neighbourhood growth, improve resident amenity, assist surface water management, contribute to biodiversity enhancement and create a more attractive setting for new homes. This approach aligns with Objective 2 by ensuring that green and blue infrastructure is not treated as an add-on, but as an integral part of the Proposed Development's placemaking and environmental strategy.
Objective 3: Improving access and connectivity for people and wildlife	The Proposed Development supports improved access and connectivity by locating 592 homes on a highly accessible brownfield site, approximately 100m from Cornbrook Metrolink Station and close to bus routes, walking routes, cycling connections and local amenities. The scheme provides limited car parking, secure cycle parking and Travel

Objective No.	Applicant's Response
	Plan measures, encouraging residents to access nearby green and blue infrastructure by sustainable modes of transport. The Site also benefits from proximity to existing green and blue infrastructure, including the Bridgewater Canal to the north and nearby open spaces such as St George's Park and Hulme Park to the south. By improving the quality of the Site's internal landscape and increasing residential activity, the Proposed Development would help strengthen connections to these assets and encourage their use and appreciation by future residents. For wildlife, the proposals would replace a predominantly hardstanding site of low ecological value with new soft landscaping, tree planting, rain gardens, bioretention areas, native mixed scrub, wildflower grassland and biodiversity enhancements. These measures would improve habitat value within the Site and contribute to wider ecological connectivity within the urban area, in accordance with Objective 3 of the GBI Strategy.
Objective 4: Increasing green and blue infrastructure understanding and awareness raising	The Proposed Development would help increase awareness and appreciation of green and blue infrastructure by introducing new landscaping, tree planting, rain gardens, sustainable drainage systems and resident amenity space on a cleared, vacant brownfield site. These features would be visible, usable and integrated into the day-to-day experience of residents, helping to demonstrate the role that green and blue infrastructure can play in creating attractive, climate-resilient urban neighbourhoods. The Site is also located close to existing green and blue infrastructure assets, including the Bridgewater Canal and nearby open spaces such as St George's Park and Hulme Park. The introduction of 592 new homes in this accessible location would increase use and appreciation of these nearby assets, while the scheme's sustainable transport strategy would encourage access by walking, cycling and public transport. The submitted ecological assessment confirms that the Site is not subject to any statutory or non-statutory ecological designation and that no impacts to designated sites are anticipated. Through on-site habitat creation, biodiversity net gain measures and long-term landscape management, the Proposed Development would support greater understanding of how new development can respond positively to biodiversity, climate resilience and the wider green and blue infrastructure network.

The G&BI Strategy

Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 was adopted by MCC in July 2015 and subsequently updated in 2022, highlighting approaches, challenges and projects that will help bring the Strategy to life over the coming years.

MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

The overarching vision for the Strategy remains as follows:

> *"By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester's growth."*

Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue infrastructure;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and,
- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides for residents, the economy and the local environment.

Section 3 of the updated G&BI Strategy outlines the progress to date and noted that the G&BI Strategy has acted as catalysts for some of the most groundbreaking environmental projects in Manchester. The Strategy has encouraged collaboration, bringing together organisations in order to deliver bold, innovative action that will benefit Manchester for many years to come.

Section 3.4 of the G&BI Strategy recognises that Manchester is a growing city, with plans for significant growth and development over the coming decade. High quality, green and open space that is appropriate to its location, well designed and well maintained will be an important and integral part of creating successful developments and supporting the city's growth.

The G&BI Strategy provides initial guidance on how developers can achieve this and recognises that different approaches will be required for different types of development and that different solutions, appropriate to the location, will be needed on each scheme. By considering green infrastructure from the beginning of the design process, developers will be able to understand the surrounding landscape, opportunities to enhance and link to it, and the types of green and open space that could be incorporated within and add value to the development itself.

Assessment of the Proposed Development

This section outlines the vision and objectives of the Manchester Green and Blue Infrastructure Strategy 2022 and response from the Proposed Development.

Green and Blue Infrastructure Objectives

As set out above, the G&BI Strategy establishes four objectives to enable the vision to be achieved. Table B.1 below considers the Proposed Development (as described in Section 1) against these objectives.

Relevant Local Development Plan Policies

Manchester Core Strategy (2012)

Policy EN9 Green Infrastructure

Core Strategy Policy EN9 sets out that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current G&BI Strategy, the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN15 Biodiversity and Geological Conservation

Core Strategy Policy EN15 states the Council will seek to maintain or enhance sites of biodiversity throughout the City and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Places for Everyone Plan (2024)

Policy JP-G2 – Green Infrastructure Network

Policy JP-G2 states “a strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation.” Where it is deemed feasible, new and existing green infrastructure should be integrated into new development so as to protect, enhance, and expand the green infrastructure network.

Policy JP-G3 – River Valleys and Waterways

Policy JP-G3 states “river valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.”

Policy JP-G6 – Urban Green Space

Policy JP-G6 stipulates that existing urban green space will be protected whilst new urban green space is encouraged to be delivered. Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

Policy JP-G7 – Trees and Woodland

Policy JP-G7 references there should be a considerable increase in provision of street trees within urban areas, and public access to trees should be enhanced particularly by sustainable travel models.

Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Policy JP-G8 promotes biodiversity enhancement through various initiatives and put strong emphasis on nature conservation, access to nature, and habitats enhancement.

Applicant's Response to Relevant Planning Policy

The Applicant has considered the Proposed Development against the objectives of Manchester's Green and Blue Infrastructure Strategy and relevant Development Plan policies, including Core Strategy Policies EN9 and EN15 and PfE Policies JP-G2, JP-G3, JP-G6, JP-G7 and JP-G8. The proposals would bring a cleared, primarily hardstanding brownfield site back into active use and introduce new soft landscaping, tree planting, rain gardens, permeable paving, bioretention areas and landscaped resident amenity space. These measures would improve the quality, function and visibility of green and blue infrastructure within the Site, while also supporting surface water management, biodiversity enhancement, climate resilience and residential amenity.

The Site is not subject to any statutory or non-statutory ecological designation, and the submitted ecological assessment confirms that no impacts to designated sites are anticipated. The Proposed Development would instead create opportunities for ecological enhancement through new habitat creation, biodiversity net gain measures and long-term landscape management. In doing so, the scheme responds positively to the policy requirement to maintain and enhance biodiversity and to integrate green infrastructure as part of new development.

The Applicant also recognises the importance of nearby green and blue infrastructure assets, including the Bridgewater Canal and local open spaces such as St George's Park and Hulme Park. The introduction of 592 new homes in a highly accessible location, supported by limited car parking, secure cycle parking and Travel Plan measures, would encourage residents to access these assets by walking, cycling and public transport. This would help increase everyday use, appreciation and awareness of Manchester's green and blue infrastructure network.

Biodiversity Net Gain

The Environment Act 2021 mandates a minimum 10% biodiversity net gain (BNG) for most new developments, calculated using a standard metric. This involves assessing pre-development habitats and planned enhancements, aiming to balance development needs with environmental protection. Developers must either create new habitat or offset losses elsewhere, while still adhering to the established mitigation hierarchy. Exemptions apply to developments with minimal habitat impact (less than 25 square metres) or where the biodiversity value is already zero.

The Proposed Development has been subject to a Biodiversity Net Gain Assessment undertaken by Rachel Hacking Ecology, ensuring compliance with national biodiversity standards. The latest assessment identifies a deficit of 1.43 habitat units, which will be secured through the purchase of off-site biodiversity units to achieve the required biodiversity net gain.

This report has been prepared for Kirindolam 8 Ltd and on the understanding that it will be made publicly available.

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