

TRAFFORD COUNCIL

Report to: Planning Development Control Committee
Date: 11th December 2014
Report for: Decision
Report of: Head of Planning Services

Report Title

Cornbrook Hub Strategic Regeneration Framework

Summary

This report seeks the adoption for development control purposes of a Strategic Regeneration Framework (SRF) for the Cornbrook Hub area of Old Trafford. The SRF would provide the context for future development at the site and allow its full economic, social and environmental potential to be achieved.

Recommendation(s)

That Committee is recommended to:

1. Consider the outcomes of the consultation exercise undertaken on the draft Cornbrook Hub Regeneration Framework; and
2. Adopt for development control purposes, the revised Strategic Regeneration Framework for the Cornbrook Hub area;

Contact person for access to background papers and further information:

Name: Rob Haslam
Extension: 4788

Background Papers:

Cornbrook Hub Strategic Regeneration Framework – September 2014 (Manchester Ship Canal Developments / 5plus Architects). Due to the size of this colour document it has been included within the electronic agenda only.

Relationship to Corporate Priorities	Economic Growth and Development; Safe Place to Live - Fighting Crime;
Financial	None directly from this report.
Legal Implications	None directly from this report.
Equality/Diversity Implications	None directly from this report.
Sustainability Implications	None directly from this report.
Staffing/E-Government/Asset Management Implications	None directly from this report.
Risk Management Implications	None directly from this report.
Health and Safety Implications	None directly from this report.

1.0 Background

- 1.1 The Cornbrook and St Georges area is situated on the fringe of the city centre and is part of a ribbon of development around the Bridgewater Canal and railway lines that links the city centre with other parts of the regional centre within Salford and Trafford. Whilst the Cornbrook/St Georges area has many attributes including the presence of a Metrolink station, and has benefited from some development within Manchester, principally residentially led, it is unlikely that significant and comprehensive change can or will take place here in the absence of a coordinated approach to its regeneration.
- 1.2 Manchester Ship Canal Developments (MSCD) which is owned by Peel (51%) and Manchester Mortgage Company (49%) has a significant land holding in this area, within both Manchester and Trafford, and they propose to develop large scale residential schemes on the Pomona site within Trafford. As part of their broader strategy, they have identified the area around the Cornbrook Metrolink station as a place where early activity and intervention could act as a catalyst to redevelopment within the broader area.
- 1.3 A report on a draft version of the Cornbrook Hub Strategic Regeneration Framework (SRF) was considered at the Council's Planning Development Control Committee on 13th February 2014. At that meeting, the Committee approved a draft version for public consultation. A 6-week consultation on the proposed Cornbrook Hub SRF was held between Monday 17 March 2014 and Monday 28 April 2014. The outcome of the consultation is set out in Section 4.0 below.
- 1.4 As the proposed SRF also covers land within the City of Manchester, an additional consultation was undertaken by Manchester City Council during December 2013 and January 2014 and included residents and businesses in the area, including those within the SRF area, statutory consultees and statutory undertakers. On 3rd September 2014, Manchester City Council's Executive Committee approved the SRF and requested that it is taken into consideration by the Planning and Highways Committee when determining planning applications relating to this area.

2.0 Proposals

2.1 The redevelopment would need to be of sufficient scale to transform and regenerate the area and deliver the step change required to ensure that Cornbrook becomes a place where people choose to live, work and invest and complements regeneration in the broader area. The SRF explains that a regenerated site could deliver:

- a new gateway to the city centre and an enhanced Cornbrook Metrolink Station;
- high density of commercial mixed use development and distinctive architecture;
- new uses that would add vitality to the area including residential, office space, retail, hotel, and community facilities; a high quality environment with the highest possible standards of urban design reflecting local distinctiveness with well-designed and integrated public space;
- around 1,750 new jobs during construction and upon occupation;
- enhanced public realm around Cornbrook Metrolink station, to drive increased patronage and create investor and occupier confidence;
- an area that is integrated and well connected with its surroundings;
- the replacement of incompatible land uses with high quality buildings within a much higher quality environment; and
- the reuse of the railway arches; improved permeability through the site providing improved access to the Metrolink Station, the Bridgewater Canal and Irwell River Park and associated pedestrian / cycling routes and the provision of local amenities for the community.

2.2 The land within Trafford has been identified as being suitable primarily for the provision of office and business suites. The SRF identifies approximately 19,00sqm of B1 office floorspace being developed on the land within Trafford across 4 buildings either side of Cornbrook Road.

3.0 Delivery Strategy

3.1 It would be necessary to manage the relocation of the existing uses on the site and to ensure that more sustainable and appropriate accommodation is identified for those seeking to relocate. Subsequently, preparation works would then need to be undertaken across the whole site including any necessary remediation and the provision of infrastructure. Development would be brought forward alongside a strategy for interim uses on residual land. It is envisaged that the area in Manchester would be developed as the first phase.

4.0 Consultation

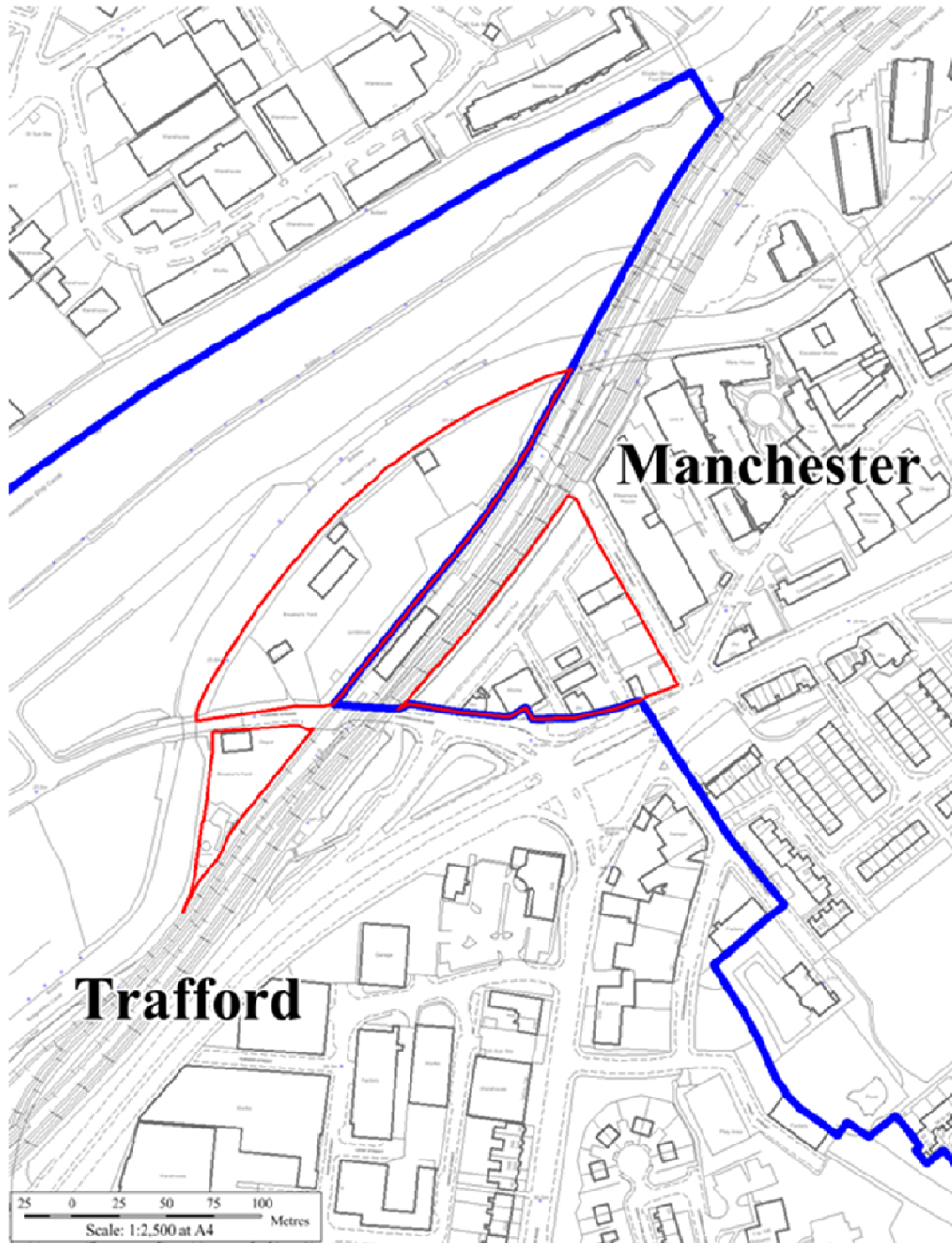
4.1 Consultation took place during March and April 2014 and included businesses in the area, statutory consultees such as TfGM and English Heritage and Salford City Council. The consultation was publicised by way of a press release, and copies of the draft SRF were available to view on the Council's website and at Old Trafford, Trafford Town Hall and Sale Waterside libraries.

- 4.2 One objection was received from an existing local business which would be directly affected and responses were also received from Salford City Council, TfGM, Network Rail and United Utilities.
- 4.3 The affected business was concerned that existing businesses had not been involved in the production of the draft SRF and their involvement was essential in order to ensure the proposed regeneration would be successful. As set out in Appendix A below, one of the early actions would be to work with existing businesses and occupiers in order to address their future requirements and aspirations.
- 4.4 Salford City Council were supportive of the proposals although they would like to see additional and direct links across the ship canal from the area around the Soapworks to Pomona and then onto Cornbrook. As set out in Appendix A below, the developer and the local authorities are committed to working with existing businesses and other interested parties through the planning process to ensure the accessibility of the area is improved.
- 4.5 TfGM are supportive of the SRF they wish to bring some fundamental issues to the Council's attention. Firstly, they point out that permeability is constrained through the arches by the earth embankment associated with the Network Rail viaduct. Therefore, permeability through the railway infrastructure would require the support of Network Rail. Secondly, the increased use of the Metrolink stop may require increased investment in infrastructure and they believe that some of this cost should be met from the increase in land value.
- 4.6 Operational capacity may have to be increased here in the longer term so TfGM seek to reserve a strip of land on the western side of the viaduct (within Trafford) in order to be able to increase the number of tracks in the future. The framework does not indicate how an interchange facility could incorporate buses and wider pedestrian and cycle routes could usefully be shown. There is currently no funding or a firm proposal for expansion of the system so it would not be reasonable at this stage to reserve a line for expansion. However, the issue will be kept under review as detailed proposals emerge and TfGM will be fully involved in the emerging plans. with the partnership to ensure that Metrolink requirements are fully incorporated in the area.
- 4.7 United Utilities support growth and sustainable development and wish to build partnerships with Local Authorities. They stress the importance of water and wastewater services, and the importance of ensuring that infrastructure capacity is available. Any water mains/sewers etc that need to be diverted/protected as part of the development would have to be funded by the developer.
- 4.8 It will be important to ensure that all of the issues raised by the respondents are taken into account as the development of the area moves forward. Appropriate working arrangements would be put in place to ensure that this would happen through a partnership approach as it moves forward.

5.0 Conclusion

- 5.1 The full regeneration benefits of the development of the Cornbrook Hub can only be achieved if there is certainty about the delivery of a comprehensive scheme that can secure the satisfactory development of the site. The SRF provides a vision of how the area could be developed in order to create a new place and provide significant regeneration benefits within both Manchester and Trafford.
- 5.2 New development must be of the highest quality and the initial phase, which would almost certainly be within Manchester, must create a critical mass of economic activity to act as a catalyst to promote and encourage investment and growth opportunities within the broader area.
- 5.3 The sustainability and long-term success of this site will depend upon its full integration into the physical and economic fabric of the area. It will also be important to ensure that the area is properly connected to adjacent communities in Old Trafford, Salford and Hulme so that residents can benefit from the job opportunities that will be created.
- 5.4 As such, it is considered that the vision and principles set out in the revised Cornbrook Hub Strategic Regeneration Framework are appropriate to guide the development and can be used as a material consideration in relation to planning applications within the area.

Appendix A - Site Plan



Appendix B - Cornbrook Hub Regeneration Framework – Summary of Responses to Trafford Council

Representor	Summary	Response
Adrian Moakes	5 Plus did not consult any business tenants or owners in the area in the drawing up of the document and some aspects of the study are either factually incorrect or highly unrealistic. This is not the best way to carry out the regeneration of the area.	Comments noted. The indicative proposals produced by 5Plus set out a clear aspiration for the Manchester Ship Canal Developments with regard to delivering a landmark and quality development. Information contained with the Regeneration Framework is based on factual information. However more work is required in terms of detailed technical studies & investigations. This additional work will be undertaken once the framework has been adopted and in support of future planning applications. The developer will also consult further with all interested parties before submitting a planning application.
Adrian Moakes	If a distinctive and original landmark scheme that truly regenerates the area is to be produced, which involves and is fully supported by the local community, the experience and talent of local people should be used.	Comments noted. See above response.
The Coal Authority	No specific comments.	None
English Heritage	No comments	None
Salford City Council	The proposals set out in the document are generally supported and there are no significant objections to what is being proposed. The scale of development looks suitable for the area and could complement the vision in the Ordsall Riverside Planning Guidance.	Support noted
Salford City Council	The City Council would like to see additional and direct links across the ship canal from the area around the Soapworks to Pomona. The Cornbrook Hub SRF supports the Irwell City Park Planning Guidance with	Comments noted. To be discussed and developed further when developing/producing planning application

	its commitment to improve levels of integration between the site, surrounding areas and the water front of the River Irwell.	
Salford City Council	On page 46 of the document, the Metrolink line does not show the route through to Media City UK.	The plan within the latest version of the Strategic Framework has been updated to show this route.
Salford City Council	In Appendix 3 of the document, Ordsall Riverside the Soapworks scheme could be described as 2 phases. The first phase which is office floor space is due to complete this year 2014. The 2 nd phase, which is hotel and residential has outline permission only.	Comments noted.
Salford City Council	In Appendix 3 of the document, Mediacity UK future phases depend on growing the highway infrastructure. The planning application referred to for phase 2 was submitted some while ago.	Comments noted.
Salford City Council	In Appendix 3 of the document, Greengate Framework, sites are being developed e.g. the Renaker scheme for residential development.	Comments noted.
Salford City Council	In Appendix 3 of the document, Middlewood Locks the site was acquired by the Scarborough Group in 2012 and an application to renew the extant outline was approved in April 2014. They are working with the City Council on a revised masterplan to inform an outline planning application for the remainder of the site.	Comments noted.
TfGM	TfGM are supportive of the SRF as it proposes a range of developments more appropriate to the strategic transport hub. Regeneration could stimulate greater activity in the broader area and encourage greater use of the Cornbrook Metrolink stop.	Support noted.
TfGM	Permeability is constrained through the arches by the earth embankment associated with the Network Rail viaduct. Therefore, permeability through the railway	Comments noted. Network Rail will be fully involved in the emerging plans with the partnership to ensure that their requirements are fully incorporated in the

	infrastructure requires the support of Network Rail.	area.
TfGM	The increased use of the Metrolink stop may require increased investment in infrastructure and they believe that some of this cost should be met from the increase in land value.	Comments noted. Development within Trafford may be liable for CIL which would help to fund any required elements of strategic infrastructure.
TfGM	Operational capacity may have to be increased here in the longer term so TfGM seek to reserve a strip of land on the western side of the viaduct (within Trafford) in order to be able to increase the number of tracks in the future.	Comments noted. There is currently no funding or a firm proposal for expansion of the system so it would not be reasonable at this stage to reserve a line for expansion. However, the issue will be kept under review as detailed proposals emerge and TfGM will be fully involved in the emerging plans with the partnership to ensure that Metrolink requirements are fully incorporated in the area.
TfGM	The framework does not indicate how an interchange facility could incorporate buses and wider pedestrian and cycle routes including a new link over the Bridgewater Canal to the north of the area could usefully be shown.	Comments noted. The developers and Trafford and Manchester councils will continue to work with TfGM to ensure that any interchange facility around Cornbrook Metrolink station will be accessible to the wider community.
TfGM	The suggested retail pods located in the arches of the Metrolink viaduct will need to accommodate future inspection and maintenance requirements for the Victorian structures. Similarly, the masterplan access arrangements should facilitate occasional access to the railways by larger/heavy vehicles.	Comments noted. The developers and Trafford and Manchester councils will continue to work with TfGM and Network Rail to ensure that through the planning process, access to the arches for maintenance purposes will be maintained.
United Utilities	Any water and wastewater infrastructure assets [water mains, sewers] that fall within the development will need to be diverted or protected at the cost of the developer, and if water network reinforcement is required as a result of the development this will also be at the cost of the developer.	Comments noted. This is a matter to be considered at the planning application stage