

Application Number	Date of Appln	Committee Date	Ward
115107/FO/2017	6th Mar 2017	27th Jul 2017	City Centre Ward

Proposal Construction of a mixed use development comprising two podiums of three storeys and five residential (Class C3) towers of 26, 26, 37, 41 and 67 storeys (including podium heights) connected by a new pedestrian bridge. Retail, commercial, leisure (gym and boat club) and community uses (community gallery and events space)(Use Classes A1, A2, A3, A4 or D2), workspace facilities (Class B1) and an educational facility (Class D1) within the lower floors and podium level together with new riverside walkway, public realm and landscaping (including podium level parks). Two levels of parking for 581 cars and 2,532 bicycles and 200 cycle spaces within the public realm areas.

Location Land Bounded By The River Irwell To The North & West, Water Street To The East And The A6402 & A57 To The South, Manchester

Applicant Allied London , Manchester Quays Ltd, C/o Agent

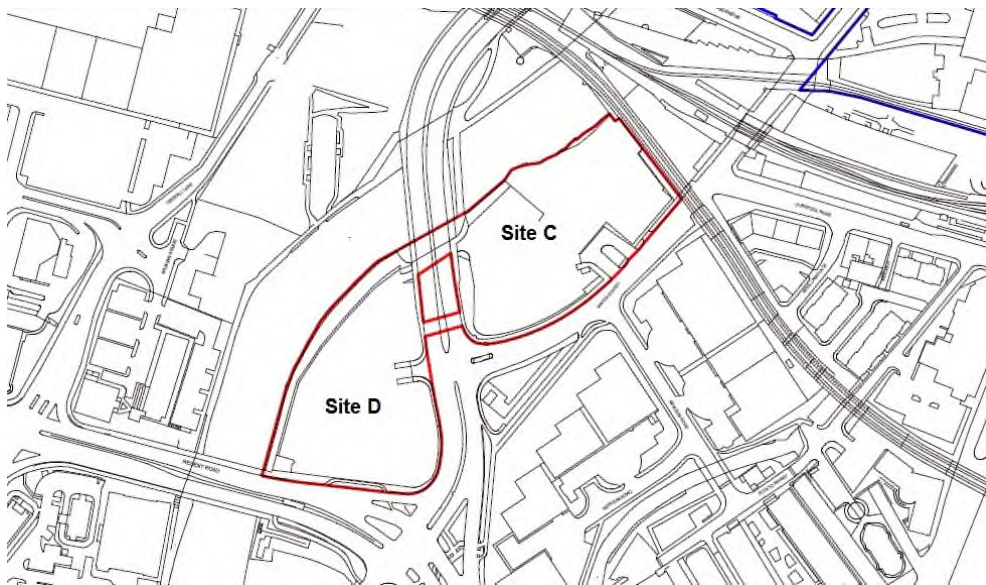
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Site Description

The application site is 1.79 hectares in size and is located at Water Street in the south- west of Manchester city centre. It is bisected by the Inner Ring Road which creates two distinct development plots which the applicants have called Sites C and D (see plan below). The application site is bounded by Water Street, Trinity Way, the A57 Regent Road, the River Irwell and the Castlefield Viaduct.

Located in the Castlefield Conservation Area, the application site forms part of a wider Masterplan and Strategic Regeneration Framework for the St John's area. There are no listed structures on site, but there are several nearby including: the group of Grade I and Grade II listed railway viaducts to the north of the site; and the Grade I listed Liverpool Road railway station complex to the north east.

The site is currently used in connection with the construction of the Ordsall Chord railway. They were previously used as surface level car parks for ITV Granada Studios.



Application Red Line Boundary



***The application site looking north eastwards from Salford
(before current use as a construction compound)***

To the east of the site is the Castlefield Industrial Estate, for which there is the endorsed Water Street Strategic Regeneration Framework in place. Beyond this is the wider area of Castlefield, an established residential district with leisure, retail and heritage attractions including Grade I and II Listed Building and structures associated with the Liverpool Road Station and railway.

South of the site, there are six town houses and 301 apartments rising to 26 storeys under construction at One Regent, Water Street. Beyond this is the Vie Building (207

units). On the opposite of the river in Salford (to the west) is a hotel, the Regent Road Retail Park (including Sainsbury's and other large format retail units) and Wilburn Basin, where a mixed-use residential-led scheme of circa 490 apartments including a tall building of up to 21 storeys is nearing completion.

To the north is a Grade II listed railway viaduct and the new Ordsall Chord rail link under construction. Beyond that is the main area of St John's and buildings and structures associated with the Museum of Science and Industry.

The Trinity Islands site occupies a prominent position at the heart of a number of key regeneration areas, some of which are long-established and others subject to emerging proposals. There are an estimated 7,000 residential units, proposed and existing, within five minutes' walk of the site.

The Proposed Scheme

The application proposes the construction of a mixed use development comprising two podiums of three storeys and five residential (Class C3) towers of 26, 26, 37, 41 and 67 storeys (including podium heights) connected by a new pedestrian bridge. The applicant states that their vision is to create a new neighbourhood which promotes enterprise, entrepreneurship and innovation through its design, layered mix of uses and target occupiers.

The applicant has called the five Towers V, W, X, Y and Z (see plan below). There would be 1390 apartments of one and two bedrooms in a mix of tenures. The current proposal is for 53% of units to be for sale. These would be in Towers X and Y. Approx. 47% of the apartments would be for private rental sector (PRS) housed in Towers V, W and Z. 458 would be one-bed apartments (33%) and 932 would be two-bed apartments (66%). It is estimated that 2,500 to 3,000 people would live at Trinity Islands.

A total of 12,163 sq. m (GIA) of commercial floorspace (Use Classes A1, A2, A3, A4, B1, D1, and D2) would be provided including retail (6,850 sq. m), educational (1,950 sq. m) and workspaces (2,400 sq. m). The scheme also includes a new riverside walkway, public realm and landscaping including parks on top of the podium.

The commercial offering for Site C includes a number of uses which are intended to help to establish Trinity Islands as a destination in the local area. This includes:

- A boat club facility for the University of Manchester;
- A community art / gallery space;
- A food market operation, covering an area of 1,266 sq. m., which would provide space for small independent food retailers who would serve the local community; and
- An educational facility of 1,950 sq. m across three floors of the podium. This facility could accommodate a variety of end users and would be determined at a later date in conjunction with the City Council.

The Two Sites ('C' and 'D')

The applicant has called the sites on either side of the Inner Ring Road /Trinity Way Sites C and D. Each site would have a third floor podium level, connected by a bridge over Trinity Way, and residential towers above. The ground floors would have retail and leisure units facing onto a new River Irwell walkway, onto two central courtyards and onto Water Street. The commercial offer would be focused on attracting independent operators and include a wide range of uses. This would be the hub of the residential community and provide most of the amenity spaces. It would be publically accessible and would include some workspace units.

At the top of each building is a double storey Winter Garden /'light box'. This includes roof terrace space and private residential amenity facilities such as a dining area.

Site C is the northern site bounded by the Castlefield Railway Viaduct, Water Street and Trinity Way. It would have two towers called Tower V and Tower W.

- Tower V would be 26 storeys (AOD 111m at highest point). It would have 175 apartments for private rent.
- Tower W would be 41 storeys (AOD 157m at highest point) with 309 apartments for private rent.

The podium would include the following uses:

Basement

- Plant, refuse stores and 1,146 cycle parking spaces.

Ground Floor

- Residential entrances
- Proposed A1, A3, A4 uses
- Workspaces
- Food market hall (1265m²)
- Boat club
- Educational Facility
- Community event space/gallery (181m²)
- Substation
- Bike Store with 100 parking spaces

First and Second Floors

- Educational Facility
- Boat Club
- 191 storage units
- Parking spaces with storage, including motorcycle and disabled spaces

Third Floor Podium Level.

- 7 Workspace units
- Two cafes
- Events/Pavilion/Community Hub
- Sports Pitches and Changing Facilities

Site D is the southern site bounded by the Castlefield Railway Viaduct, Water Street and Trinity Way. It would have three towers called Towers X, Y and Z with 905 apartments.

- Tower X would be 67 storeys (AOD 237m at highest point) with 465 apartments for sale.
- Tower Y would be 37 storeys (AOD 145m at highest point) with 274 apartments for sale.
- Tower Z would be 26 storeys (AOD 111m at highest point) with 175 apartments for private rent.

Basement

- Plant, refuse stores and cycle parking spaces.

Ground Floor

- Residential entrances
- 3 A1 units , A3 and A4 uses
- Gym, dance and spinning studios and swimming pool.

First and Second Floors

- Parking spaces with storage, including motorcycle and disabled spaces
- Circa 133 storage cages

Third Floor Podium Level

- 13 Workspace units
- One cafe
- Residents Gym/Spa/Indoor and Outdoor Pool
- Events/Pavilion/Community Hub
- Pedestrian Bridge over Trinity Way linking Sites C and D

Tower X would have a publicly accessible, rooftop observation deck and restaurant facility at the top of the building.



Locations and Names of the Proposed Towers

Access for pedestrians would be from Regent Road, Water Street and Trinity Way with the main pedestrian accesses from the riverside which leads to the main pedestrian accesses into the buildings. The secondary access would be from Water Street.

The scheme would accommodate at grade pedestrian access and there would be access to a set of lifts from all entrances that lead to either the car parking levels for visitors or to the towers for residents.

Cars would access the parking levels by vehicle ramps on the east side entrances off Water Street (for Site C) and Trinity Way (for Site D). They would then follow a two-way perimeter access road that leads to all areas.

2,532 secure cycle spaces would be provided with 1,344 spaces at Site C and 1,188 at site D at basement floor and ground floor levels. Access would be from secure, designated entrances at ground floor level. 200 'Sheffield' stands would be available within the public realm and located to minimise the threat of anti-social behaviour and increase natural surveillance.

There would be 581 car parking spaces within the first and second floors of the podiums, with 258 at Site C and 323 at D. This equates to 42% car parking provision. The majority would be for residents of Trinity Islands with a small proportion for employees of the educational facility. 58 motorcycle parking spaces would be provided, (20 in Site C and 38 in Site D).

A drop-on, drop off facility is proposed for the educational facility via a vehicle access between Site C and the railway viaduct. This access could be used by other vehicles for drop off if required. Drop-offs at Site D would use the general car park.

Servicing would take place on the eastern frontage directly off Water Street and Trinity Way. For Site C, the servicing bay is located within Tower W and within Site D, the bay would be located within Tower X.

Services such as loading, parking and refuse collection have been located within the building envelope to reduce blank frontages, minimise the crossing of cars and pedestrians and to give as much of the building frontage as possible over to active uses.

For Site C vehicular access is achieved from Water Street and to the south of this is the loading bay for Site C. This loading bay has been designed so that drivers will be able to manoeuvre within the loading bay so that they can drive in and out in a forward gear. Adjacent to the loading bay is a refuse/plant/service area.

For Site D vehicular access is achieved from Trinity Way. At this location, access is made for both cars and delivery vehicles. Internally car drivers would be directed to the car park ramp while HGVs would manoeuvre to the loading bay. The access is designed to prevent right turners from Trinity Way.

Built Form

The proposed buildings aim to create an urban village as set out in the St John's Strategic Regeneration Framework. It has a lower element consisting of two, three storey podiums. On top of the podiums are five towers; two on Site C and three on Site D.

The podiums would have horizontal, curvilinear forms with the towers rising out of them. Similar materials would be used for the podium and the towers, but they would be different architecturally to reinforce the vertical towers growing out of the podium.

The towers are rhombus shaped and arranged on the site to maximise daylight and sunlight, avoid overlooking between apartments and provide a separated view from key heritage assets in the area. At the top of each building would be a 'light box' with a Winter Garden. This space would also include roof-terrace space and private residential amenity facilities e.g.; a private dining area.

The podium elevations would be finned screens that envelopes the car park levels, breaking down the horizontal linearity and providing additional animation along the streetscape. The podiums would use different materials and finishes:

- green planting screens that envelope the car park levels;
- horizontal floor slabs would have protruding planters; and
- timber feature elements, which would intersperse the frontages to break down the linearity and provide additional animation along the streetscape.



View of the proposed scheme from Bridgewater Canal, Castlefield

At ground floor / street level, the shops, restaurants, leisure frontages and entrances would be unified by glazing. This approach would also offer flexibility for future tenants and maximise the amount of active frontage along the building perimeter.

The tower elements would be clad in a highly reflective skin of glass and glass-fronted panels. The use of clear glass would be maximised, within the confines of the scheme's sustainability principles, to maximise views. The tower façades would consist of a white grid with inset powder-coated metal rain-screen panels with coloured reveals. The reveals would be given a different accent colour depending on the facade and direction of the reveal. This would allow for the colour of the tower to appear to shift and transform as you move around the building.

The façade colouring would be reinforced with a significantly increased surface area of coloured panelling. The intention is to ensure that the colour is visible when viewed at an angle, leaving it more neutral when viewed square-on. This would give an animated effect as the viewer moves between and around the buildings. The plan form of the towers means that they would always be viewed where some buildings are at an angle and some are perpendicular.

The light boxes would appear as lightweight structures with glazed sides and roofs, allowing the massing to read as five distinct towers. This would help to ensure that each of the five towers would have a different identity and be read both separately and as a family of towers.

The towers would include the following:

- corridor lengths minimised by central core locations;

- a residential wing and communal lobby design that would create a community and promote a sense of neighbourhood;
- all apartment layouts are stacked so that rooms above and below align to reduce the potential for noise nuisance between units;
- sustainability as a key driver for the design to create internal environments that are comfortable and energy efficient;
- all kitchens would receive natural daylight and ventilation; and
- all apartment would be easily accessible and 10% are fully DDA compliant.

Open Space

The materials palette is designed in accordance with the St John's Masterplan and comprises three distinct elements:

Waterfront Riverside Public Realm

The proposals would deliver a major publicly accessible riverside space (a key part of the St John's masterplan). It would create a legible and attractive route between Regent's Road and the Castlefield Viaduct, with potential to be extended north towards St John's and the proposed Factory arts venue at a later date.

Podium Level Park

The park would be a series of areas defined by planting and function. It includes a woodland belt to create shelter and improve the micro climate, footpaths, a water feature/SUDS create entrance feature to the park, community pod pavilions, areas for all-weather games, sedum and wild flower meadow planting providing ecological value, undercroft market squares potentially for outdoor cinema, temporary, markets, mini events, cafe space and seating.

Green Link – Podium Bridge

The proposed bridge to connect the two sites at podium level would include wildflower/perennial planting and green wall elements that frame the semi-enclosed pedestrian route.

Servicing and Waste Management

Servicing

Access for servicing for both buildings on sites C and D will take place on the eastern frontage directly off the main highways of Water Street and Trinity Way. Services such as loading, parking and refuse collection have been located within the building to reduce blank frontages, minimise the crossing of cars and pedestrians and to give as much of the building frontage as possible over to animated uses.

Delivery to the ground floor retail units is via an internal service zone accessed from the loading bays on the east side of each building, and vehicles will be able to enter into this service space and park-up while loading/unloading takes place. All deliveries will be scheduled and controlled by the building management to ensure no more than the permitted number of vehicles occupy this space at any one time, and that these do not overlap with the refuse collection which is also served from here.

Refuse collection follows the same principle as the delivery strategy with the collection car fully entering the internal service zone. All refuse and recycling stores can be directly accessed from the internal service zone eliminating the need for any on street collection.

Deliveries to the residential units that occur during the day will be received by the concierge and stored in a secure storage unit at ground floor level.

Other deliveries by vehicles smaller than refuse trucks or articulated lorries can be routed to the first floor car parking level, where there is sufficient head height to accept refrigerated vans (for example supermarket home delivery vans).

Waste

The strategy for the treatment of waste is to take advantage of the benefits of scale and utilise a centralised system of waste storage for both residential and commercial waste on site. This ensures that the system is as efficient as possible in terms of space usage and minimising disruption caused by sorting and collection. The provision and management is in line with Manchester City Council's waste guidelines.

Residential refuse and recycling will be managed using a site-wide centralised system. The kitchens in all apartments have been designed to provide sufficient space for refuse and recycling storage to enable all occupants to separately collect refuse, kitchen waste and recycling materials in line with planning policy.

Residents will then take waste to the central cores themselves and place it in the designated chute, identifying it as refuse or recycling, with automatic valves then directing the waste to the appropriate store in the basement.

Commercial and retail waste is to be kept within each apartment and taken to commercial waste stores immediately prior to collections. Non-residential waste estimates are as follows:

- Retail 16,460 litres week Site C +1,240 per week Site D;
- Restaurant 42,075 litres per week Site C + 64,725 litres per week Site D;
- Education 2,000 litres per week Site C; and
- Workspace 4,550 litres per week Site C + 10,550 litres per week Site D.

Collections

There will be a managed collection of waste and recycling for both sites, in line with the Council's guidelines subject to a managed strategy proposed by Vectos. The

refuse storage areas are located directly adjacent to the loading bays, which are in turn accessed directly from the highways, as shown in the detailed plan diagrams below. It is anticipated that daily collection of 18 Eurobins (Site C) and 28 Eurobins (Site D) would cope with this level of waste generation including an allowance for peak demand.

The waste collection would be overseen by the management company for Trinity Islands and they would appoint a licenced waste carrier to remove the waste. The management company would have responsibility to ensure the internal and external areas are kept clean and to move the bins in coordination with the occupiers.

Benefits of the Proposed Scheme

The proposed scheme would deliver a number of key benefits:

Economic Benefits

- Forecast employment from construction is approximately 1,152 full-time equivalent (FTE) workers over the 3 years.
- It is estimated that £2,971,365 would be spent on food and drink during lunch breaks during this period.
- 1,390 high quality and sustainably located apartments would be provided at the heart of the City Centre, providing accommodation for future workers within Manchester and the wider region. The provision of this high quality and sustainable accommodation is pivotal for the future economic growth of the city.
- It is estimated that around 3,197 people would live in Trinity Islands who would benefit the local and wider economy through the use of facilities and services.
- Deliver 12,163 sq. m of commercial floorspace targeted at independent operators.
- 540 additional FTE jobs resulting from the operational aspects of the proposal.
- The commercial floorspace could act as an anchor for surrounding areas, boosting the daytime and evening economy in this part of the City Centre and filling a gap in the market. It is estimated that there are 7,000 residential units existing or proposed within five minutes' walk of Trinity Islands. The ambition for Trinity Islands is that it would act as 'the local High Street and Town Square' for residents.

Social Benefits

- The provision of 2.5 acres of amenity space in the form of landscaped parkland on top of both podiums including facilities for outdoor play, walking, and areas for meeting.

- A public riverside walkway that would help to improve connections between Castlefield and the wider St John's area. The proposals would be supported by commercial activity.
- The proposals would bring back into active use a vacant and underutilised site that detracts from the site's location in the Castlefield Conservation Area.
- The proposals would improve connections within the wider area and would allow better connections across Trinity Way through the implementation of podium-level bridge links and a landscaped underpass.
- An educational facility is proposed, although the end user is to be confirmed. These would provide a facility within the City Centre which has the potential to tie in with the cultural and creative aspirations of the wider St John's masterplan.
- A boat club facility is proposed. The application states that this would be provided for the University of Manchester.

Land Interest

The City Council has a land interest in the site as the land edged red includes areas over a highway and public footways. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Environmental Impact Assessment (EIA)

This development constitutes EIA development and an Environmental Statement has been submitted. An EIA Scoping Report was prepared and submitted to Manchester City Council. The City Council formally confirmed that an Environmental Impact Assessment was required and confirmed that the scope of the EIA as set out within the EIA Scoping Report was appropriate, subject to addressing any detailed comments raised by statutory consultees.

The application is supported by the following documents:

- Planning application form, certificate and notices by Deloitte
- Proposed plans, sections and elevations by Child Graddon Lewis (CGL)
- Design and Access Statement and Design Progress Report by CGL
- Statement of Consultation by Deloitte
- Archaeological Desktop Report and Written Scheme of Investigation by Salford Archaeology
- Phase 1 Desktop Study by RoC
- Environmental Standards Statement by WSP
- Energy Statement by WSP
- BREEAM Assessment by Crookes Walker Consulting
- Ecological Assessment by ERAP
- Crime Impact Statement by Greater Manchester Police

- Framework Travel Plan by Vectos
- Waste and Servicing Strategy by Vectos
- TV Reception Survey by G-Tech
- Ventilation Strategy by WSP
- Residential Management Strategy by JLL
- Environmental Impact Assessment by Various

Consultations

Publicity - The development was advertised in the Manchester Evening News as a major development, as affecting the setting of a conservation area, as affecting the setting of a listed building, as an Environmental Impact Assessment development and as affecting the public interest. Site notices were placed next to the site boundary and neighbour notifications were made.

Three individual letters have been received, raising the following issues:

- Fully support (the scheme). Trinity Islands is exactly what Manchester needs.
- The planning proposal should make provision for the canal bridge under Water Street to be restored to navigable condition. Section 106 monies should be allocated to this and a winding hole and temporary mooring area for boats be created.
- Should be a good addition. Shame that the architecture isn't closer to the original concept. Glad complaints over height are being ignored.
- This is an epic proposal for a truly international city. I will have a very clear view of this development from my apartment and fully support. Trinity Islands is exactly what Manchester needs.

Highway Services - No objections. A number of comments have been raised, including observations from TfGM, in relation to Trip Generation, Junction Capacity, Parking, Drop off / Pick up, Vehicular Access, Pedestrian and Cycle routes, Cycle Parking, Travel Plan, Sustainable Travel, Public Realm, Servicing and Refuse Collection, Construction, Highway Works and On-Street Parking / Loading Bays.

Environmental Health - No objection. Site investigation condition recommended. Recommended conditions in relation to storage and disposal of refuse, external equipment insulation, acoustic insulation and control of entertainment noise, insulation of residential accommodation, contaminated land and remediation strategy, deliveries, Construction Management, construction hours, opening hours outdoor pitch quality, external lighting and fumes.

Greater Manchester Police - No objection. The proposed development should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement.

Historic England (North West) - No objection to the application on heritage grounds. While the application sites have limited heritage significance, the development would impact on the setting of the Grade 1 listed station complex. Considers that this impact would cause harm at a relatively low level, given that the

important view from the station platform to the west would not be affected, while also avoiding harmful cumulative effects with nearby development. Due its edge of city centre location, Manchester's most important civic buildings would be unaffected.

Environment Agency - No objections. Recommended conditions relating to a biodiversity scheme, riparian boundary scheme, method statement for removal of Giant Hogweed and Indian Balsam, ground remediation, Verification Report, contamination and piling/ground investigations.

Greater Manchester Archaeological Advisory Service - No objection. Recommends a condition for archaeological works.

United Utilities Water PLC - Recommended conditions regarding foul and surface water drainage, and Sustainable Urban drainage Systems.

Canal & River Trust - No objection. The design and location of any proposed outfall in to the River should not impact navigation into and out of the Manchester Bolton and Bury Canal.

Georgian Group - Objects to the scheme. Has concerns about the impact of the proposed cluster of tall buildings upon Castlefield Canal Basin and Liverpool Road areas of Castlefield Conservation Area. The proposals have the potential to affect a number of highly significant structures which fall within the Georgian Group's date remit. The Heritage Assessment underestimates the harm that would be caused. It would cause substantial harm to the setting of several listed buildings. The applicants have failed to provide a robust justification for causing substantial harm. The scheme should be withdrawn

Victorian Society - Objects to the scheme. It would seriously erode the character and integrity of the Castlefields (sic) Conservation Area and the setting of the nearby cluster of nationally significant historic buildings. The site is not appropriate for tall buildings.

The gargantuan scale of the towers would trivialise the streetscape and drama of Castlefields (sic). It would conflict with the prevailing character and defining aspects of the area. The towers have very few redeeming features and no real urban or architectural quality to speak of. Without a tall buildings policy, it is difficult to assess any proposal for tall buildings.

Greater Manchester Ecology Unit - No objections. Recommends Informatives covering bats and bird protection.

Salford City Council - Acknowledgement of an Article 16 Consultation. No further comments.

Manchester Airport Safeguarding Officer - No objection. Recommends conditions on height of development, obstacle lighting, crane operations during construction and technical /radar safeguarding.

Network Rail - No objections. Raises concern about a pedestrian route through its arches to the north of the site. Welcomes active frontage on north edge of the site.

Requests more detail on the proposed access road next to the viaduct. Requires 5 metre maintenance strip from the viaduct. Requires a Basic Asset Protection Agreement.

National Air Traffic Safety (NATS) – Recommends conditions covering en-route infrastructure safeguarding.

Transport For Greater Manchester - No objections. Consider reducing the level of parking and/or future proofing reassigned car parking spaces. UTC seeks further information on pedestrian provision, Trinity Way/Water Street junction analysis/mitigation and junction modelling.

Flood Risk Management – Recommended conditions in relation to Sustainable Urban Drainage Systems.

Parks Leisure and Events – no comments received.

Neighbourhoods Team - no comments received.

Refuse and Sustainability – no comments received.

Travel Change Team – no comments received.

Strategic Development – no comments received.

City Centre Neighbourhood Team – no comments received.

Housing Strategy – no comments received.

City Centre Regeneration – no comments received.

Ancient Monuments Society – no comments received.

Twentieth Century Society – no comments received.

Society for the Protection of Ancient Buildings – no comments received.

Council for British Archaeology – no comments received.

Greater Manchester Pedestrian Society – no comments received.

Manchester Airport Planning Team – no comments received.

Castlefield Forum – no comments received.

The Historic Buildings and Conservation Areas Panel - the Panel felt that the scale of the proposed development would have a negative impact on the setting of existing listed buildings and the Castlefield Conservation Area, which are of international status.

They noted that a number of recent tall buildings had been constructed in red brick which has lessens their impact and felt that large scale colourful buildings detract from the area and the ability to study existing buildings. They believe that the proposals had been diluted through the many revisions has resulted in a compromise and a standardised treatment of the tower blocks.

The Panel observed that podium towers could end up looking like 1960's development in that the streets are not as permeable and end up as barriers. They also felt that the fairly uniform towers had an awkward relationship with the freeform base. They also felt that the two storeys of car parking and ground floor bears little relationship with the street and has no relationship with the viaduct.

National Planning Casework Unit – no comments received.

Civil Aviation Authority – no comments received.

ISSUES

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development".

This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposal would develop underutilised, previously developed land with a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre, in a location which would reduce the need to travel. This would create employment during construction and permanent employment in the live/work units and the building management on completion and would help to build a strong economy.

It would complement well-established nearby communities in St John's and Castlefield and residents would use local facilities and services and support the local economy. The development would enhance the built and natural environment and help to create a neighbourhood that is well designed where people would choose to live and work which has good access to sustainable transport facilities.

Section 2 Ensuring the Vitality of Town Centres - One of the key spatial principles is to focus economic and commercial development, leisure and cultural activity in the Regional Centre, alongside high quality city living.

The proposal is located in Manchester city centre, but is more than 300m from the Primary Shopping Area. It is therefore classed in the NPPF (using the Sequential Test) as out of centre. The assessment of the proposal is in accordance with the Development Plan is covered below in this report.

Section 4 Promoting Sustainable Transport - The proposal is in a highly accessible location in close proximity to rail, Metrolink and bus connections. The development would be sustainable and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

Section 6 Delivering a wide choice of high quality homes - Manchester is a growing quickly and has one of the highest population growth rates in the UK and a growing economy. Significant investment is required in housing in suitable locations the draft Residential Growth Prospectus identifies the need for high quality homes for sale and rent to meet future demand. The City Centre is the biggest source of jobs in the region and schemes that service its needs in terms of providing suitable accommodation should be supported.

16,500 new homes will be provided in the City Centre between 2010-2027 and this scheme would contribute to meeting housing targets identified for the City Centre within the Core Strategy. The objection is to ensure that 90% of new housing is on brownfield sites such as this.

Section 7 Requiring Good Design - The building would be high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre. The towers, podium and public realm would be of a high quality and would significantly contribute to the high quality of design in the area. The development would improve connections with local communities and be integrated into the natural and built environment.

Section 8 Promoting healthy communities - The new residents would add to social interaction in the area and help to create a healthy, inclusive community. The new residents would provide increased levels of natural surveillance within the areas.

Section 10 Meeting the challenge of climate change, flooding and coastal change - The site is in a highly sustainable location. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The proposals would incorporate energy saving strategies to limit the use of energy. The development would accord with a wide range of principles intended to promote the responsible development of an energy efficient building integrating sustainable technologies from conception, through feasibility, design and build stages and also in

operation. The proposals include a dedicated Combined Heat and Power for Trinity Islands.

Section 11 Conserving and enhancing the natural environment - Information submitted has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution.

Section 12 - Conserving and Enhancing the Historic Environment - The proposals would have some minor and moderate adverse impacts, as well as some beneficial impact on the conservation area. This is discussed later in the report.

In the NPPF, Paragraph 128 advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including Grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

A Heritage Statement submitted with the application identifies key views and assesses the impact of the proposed development upon these through a Visual Impact Assessment. It also evaluates the building in terms of its relationship to its site context. These impacts are discussed in more detail below.

The site is in the Castlefield Conservation Area and close to number of Grade I and Grade II listed buildings. The application submission also includes a Planning Statement that includes a Justification Statement in relation to policies within the NPPF.

The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any significant harm to the setting of surrounding listed buildings and demonstrates that the proposal would preserve the character and

significance of the Conservation Area and have a beneficial impact on the visual appearance of the surrounding area, thus ensuring compliance with local and national policies. It is also noted that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets.

National Planning Practice Guidance (NPPG) (2014)

The NPPG stresses the importance of good design and that planning should drive up standards. Plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations. The NPPG sets out that well-designed housing should be functional, attractive and sustainable.

Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Parking should be given consideration and could include on-street parking, in-curtilage parking and basement parking.

Viability

The NPPG sets out guidance on viability and references the Paragraph 173 of the NPPF, which deals with viability and decision making. The NPPG states that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth.

Where the viability of a development is in question, Local Planning Authorities should look to be flexible in applying policy requirements wherever possible. The NPPG sets out three underlying principles for understanding viability in planning.

1. Evidence based judgement: assessing viability requires judgements which are informed by the relevant available facts. Additionally, understanding past performance in relation to build rates and the scale of historic planning obligations can be a start point.
2. Collaboration: a collaborative approach involving the local planning authority, business community, developers, landowners and other interested parties will improve understanding of deliverability and viability.
3. A consistent approach: local planning authorities are encouraged to ensure that their evidence base for housing, economic and retail policy is fully supported by a comprehensive and consistent understanding of viability across their areas.

In terms of viability and decision taking, the NPPG sets out a number of sections detailing guidance for applicants and Councils. It states that decision-taking on individual applications does not normally require consideration of viability.

Where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This matter is considered further in relation to the Council's specific policy requirements in relation to Planning Obligations.

With particular reference to brownfield sites, the NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment.

To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use.
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

The Site is a brownfield site, which was previously used for car parking as part of ITV Granada Studios. It is currently being used as construction compounds for the Ordsall Chord project. Following the relocation of ITV to MediaCity:UK, the residential-led mixed-use proposals offer a viable future use of the site – as demonstrated in the submitted viability appraisal – and supports the wider overarching vision for the St John's masterplan area.

The issue of the viability of the proposed development is considered in detail later in this report.

Relevant Local Policies

Greater Manchester Spatial Framework (2016)

The Greater Manchester Spatial Framework: Issues and Options document, prepared by the Greater Manchester Combined Authority (GMCA), was consulted on between November 2015 and January 2016. More recently, a Draft version of the Greater Manchester Spatial Framework was released for consultation, which closed on 23 December 2016. The GMCA are currently considering comments from this process.

Specific to this application is Policy SL1 – Strategic Locations. It states that over the period 2015-2035, around 1,250,000 sq. m of new office floor space and around 40,000 net additional dwellings will be provided in Manchester City Centre, recognising its position as the economic hub of the region. This growth will be focused in strategic locations including St John's.

Manchester Core Strategy (2012)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. The Core strategy identifies Manchester City Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality living.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

S01. Spatial Principles - The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

S02. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing - The scheme provides 1390 apartments for sale and private rent in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport - The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment - The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should *"make a positive*

contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless ofdisability; and, protect and enhance the built and natural environment”

The proposed scheme would be highly sustainable and deliver high quality City Centre homes alongside economic and commercial development within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City’s transport infrastructure and make a positive contribution to neighbourhoods of choice by: enhancing the built and natural environment; creating a well-designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

Policy CC2 Retail - Policy CC2 of the Core Strategy provides the assessment for retail provision – both comparison and convenience.

The Proposal includes a mix of retail (use class A1 / A3 and A4) to cater for different demands. The exact quantum of comparison / convenience retail within use class A1 has not yet been determined. However, the size of the units has been varied to cater for the different needs of operators. This is based on conversations with a number of potential operators to date. These conversations have taken place to demonstrate reasonable steps have been taken to ensure the units are occupied (a requirement of Policy CC2 for mixed use developments).

Policy CC2 sets out that across the City Centre retail will be supported where it would serve a local community or contribute to the area’s character. This is the rationale behind the provision of supporting uses within this residential-led scheme. The primary focus is to serve the new residential community and complement the mixed use nature of the regeneration of the wider St John’s area. It will create a vibrant, active and improved waterfront area.

The proposed retail and food and drink facilities would cater for those living and working in Trinity Islands, as well as surrounding communities. It is estimated that there are circa 7,000 residential units existing and proposed within 500 metres of Trinity Islands, alongside the 1,390 apartments proposed as part of the development.

The Trinity Islands offering is local; complementing rather than competing with the Primary Shopping Area. It is anticipated that this would comprise convenience stores for goods, restaurants and coffee shops etc.

The larger floorplates are proposed to be occupied for convenience goods and restaurant uses. The convenience element of the scheme is proposed to be a food market concept rather than a traditional food store. This could include a greengrocer, butcher and a bakery.

The retail proposed has been designed to provide a supporting role for the new residents both within the Proposal and within the wider regeneration area and existing communities in close proximity. It provides a local offer rather than trying to compete with the extensive provision within the City Centre. The size and number of units proposed is considered to be on a scale suitable for a new neighbourhood.

Policy CC3 Housing - It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and would contribute 1,390 units to meeting the overall housing targets identified for the City Centre.

Policy CC5 – Transport - The proposed development, due to its location, would contribute to improving air quality by being accessible by a variety of modes of sustainable transport including five towers, public spaces and private amenity facilities.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land. City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. The proposals would provide a high density residential accommodation including five new towers alongside quality public space.

Policy CC8 Change and Renewal - Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character.

The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester. Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy. The proposal complies with the endorsed St John's Strategic Development Framework.

Policy CC9 – Design and Heritage - A full Heritage Statement has been prepared and submitted as part of the planning application. This provides an assessment of significance of the site and provides an impact assessment of the effect of the proposals on the setting of adjacent listed buildings, as well as the character of the Conservation Area as a whole.

The proposed development would have a high standard of design and materials appropriate to its context and the character of the area.

Policy CC10 – A Place for Everyone - The units would be a mix of one and two bedroom apartments which could appeal to a wide range of people from single professionals and young families to older singles and couples. The building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs.

The proposals include provision for a riverside walkway, this will improve connectivity in the local area and open up a part of the city has typically not be easily accessible by the general public.

The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.

The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.

Policy H1. Overall Housing Provision – Approximately 60,000 new homes are to be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester.

Within the City Centre there will be a presumption towards high density housing development developments (over 75 units per hectare) within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. This scheme would contribute 1,390 units towards the housing target.

Policy H8 - Affordable Housing – Affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options.

The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of the existing housing mix;

- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; and
- There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of the proposed development to contribute towards affordable housing within the city. The Appraisal demonstrates that the proposed scheme is viable, capable of being delivered and it would be appropriate to make a financial contribution towards off-site provision via a commuted sum. A Section 106 Agreement is recommended to secure this should planning permission be granted.

Policy EC3 - The Regional Centre - Proposals for other town centre uses will be assessed in accordance with policies CC1 and CC9, unless included in an allocation or the uses are ancillary to the main employment use.

Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal has been assessed against policies CC1 – CC9 and the proposed retail provision is appropriate to allow the development to act as a destination for immediate residents of Trinity Islands and those in the immediate local community. Housing is proposed as part of a mixed use development as part of a high density proposal.

Policy T1 - Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives and by redeveloping this redundant site this would improve key pedestrian routes.

Policy T2 - Accessible Areas of Opportunity and Need - The application is supported by a Transport Assessment and Travel Plan Framework, which concludes that development will not adversely affect the operation of the highway and St. John's Place. The site is extremely accessible by a range of sustainable public transport modes, including the free City Centre Metroshuttle bus service whose three routes all pass the site, which connects it to major rail stations. The site is also within easy walking distance of the Metrolink light rail system, which has a stop at Deansgate Castlefield.

Policy EN1- Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area and the overall image of Manchester. The design responds

positively at street level and would create a significant landmark building at a prominent gateway location into Manchester, St John's and Castlefield.

Policy EN2 – Tall Buildings - Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:

- are of excellent design quality;
- are appropriately located;
- contribute positively to sustainability;
- contribute positively to placemaking, for example as a landmark, by terminating a view, or by signposting a facility of significance; and
- will bring significant regeneration benefits

A fundamental design objective is to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including its skyline and approach views. Suitable locations include sites within and immediately adjacent, to the City Centre, with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Policy EN3 Heritage - This policy states that throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas of acknowledged importance.

The submitted Heritage Statement concludes that the exceptional quality of the proposed development mitigates against any impact on heritage assets. The Heritage Statement identifies that there is much capacity for change within the site, and that the proposals will maximise the opportunity to enhance the architectural and urban qualities around the site.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – All development must follow the principle of the Energy Hierarchy to reduce the need for energy through design features that provide passive heating, natural lighting and cooling, that use efficient features such as improved insulation and glazing and meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development

Policy EN14 Flood Risk - In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

Policy EN 16 - Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17- Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which considers ground contamination issues has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy PA1 Developer Contributions - Where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Viability Assessment.

Policy DM1 Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Policy DM2 Aerodrome Safeguarding – Appropriate measures shall be carried out in relation to the development to ensure that it would not affect the operational integrity or safety of Manchester Airport or Manchester Radar. Where necessary, a condition requiring this should be attached to any permission.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

Policy DC7.1 New Housing Development - The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. The proposals will be accessible for disabled people and provide a wide mix of 1 and 2 bedroom apartments.

Policy DC10.1 Food and Drink Use - In determining planning applications for food and drink uses, the Council will have regard to the general location of the proposed development, the effect on the amenity of neighbouring residents, the availability of safe and convenient arrangements for car parking and servicing, ease of access for all, including disabled people, and, the storage and collection of refuse and litter.

Policy DC17.1. Telecommunications – This places restrictions on telecommunications equipment

Policy DC18.1. Conservation Areas. - The development is within the Castlefield Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst there are no listed buildings within the application site, the development is also close to and would affect the setting of a number of listed buildings.

Policy DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

Policy DC26.1 Development and Noise - This details how the development control process will be used to reduce the impact of noise on people living and working in the City and which states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity, and the implications of new development being exposed to existing noise sources.

Policy DC26.2 Development and Noise – New noise-sensitive developments including large-scale buildings, such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can be realistically reduced.

Policy DC26.4 Development and Noise – Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

Policy DC26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

Relevant National Policy

Other Relevant Guidance

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

It goes on to state that developments that remain flexible and allow for new users and functions to take over will be supported. Internal space within buildings should be designed such that it retains a long-term flexibility for adaptation for use by future users. The conversion of existing buildings for a range of new uses is encouraged, ensuring that proposals are fully accessible for disabled people.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

The proposed uses, and the design of the proposed scheme, would ensure flexibility in providing differing activities would be fully compatible with The Guide to development.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential.

It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Residential Quality Guidance (December 2016)

This document was endorsed by the City Council in December 2016. It seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the city.

The Guide seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city. It does, though, provide the minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development. Manchester City Council's position on Space Standards is set out within the endorsed Residential Quality Guidance (December 2016). This sets out within the 'Make it a Home' section that 'the approach should be to achieve and exceed the National Described Space Standards'.

All apartments have been designed to meet the Manchester Residential Quality Guidance with regards to space standards. Additionally, all units would be complemented by shared residential amenity facilities on the podium level that are available for use by all residents of the building and benefit from the availability of additional secure storage within the car parking levels. The proposed unit mix and apartment sizes would provide high quality accommodation.

The proposal is considered to be compliant with the components of residential quality in the endorsed Guidance.

Manchester Green and Blue Infrastructure Strategy (2015)

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to growth and development objectives. The overall St John's masterplan involves the transformation of a significant area including a new riverside walk and public realm. The River Irwell is identified as a major asset of St John's and the proposed scheme would open up access to it as a major resource.

The proposed scheme would be highly accessible by all forms of public transport. It would reduce reliance on cars and minimise emissions from traffic generated by the development.

The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

City Centre Strategic Plan (2015-2018)

The draft City Centre Strategic Plan was presented to Manchester City Council's Executive Committee on 29 July 2015 and was recommended for a final round of consultation before being brought back to the Executive Committee to endorse the final version. The report provides an update to the earlier City Centre Strategic Plan 2009-2012.

Within the draft report, St John's is recognised as an area that has the potential to deliver a neighbourhood that epitomises Manchester's character, culture and heritage. It outlines how St John's will be a new unique city centre neighbourhood, a community of creativity, culture and innovation where people can live, work and experience the best of the city.

It is highlighted that St John's will also be the catalyst for significant redevelopment of Manchester's cultural infrastructure. The area will be the home of Factory Manchester, a nationally unique, flexible arts venue.

Within the document, Manchester City Council have outlined their key priorities for St. John's to 2019:

- Begin delivery of the early phases of the St. John's development, including the refurbishment of the historic Bonded Warehouse, Manchester Grande 'event hotel', Village Phase 1 and initial residential schemes.
- Enhancing and creating new linkages to Spinningfields and Castlefield neighbourhoods.
- Design and start on-site with The Factory Manchester.
- Manage the impact of the Ordsall Chord works.

Trinity Islands represents the delivery of a significant proportion of residential development in the context of the wider St John's neighbourhood area. It is therefore key to ensuring that the regeneration initiatives, as outlined in the City Centre Strategic Plan, are met.

St John's Strategic Regeneration Framework (2017)

Working in conjunction with a range of stakeholders and the local community, Manchester Quays Ltd and the St. John's team developed a Masterplan and supporting Strategic Regeneration Framework (SRF) for the former ITV Quay Street site, which was adopted by Manchester City Council's Executive Committee in February 2015. The Site falls entirely within the SRF area.

An update to the St John's Strategic Regeneration Framework was presented to Manchester City Council's Executive Committee in July 2016 and was endorsed for public consultation. The updated St John's SRF was endorsed by Manchester City Council's Executive in January 2017.

The SRF area offers a remarkable and immediate opportunity to lead the next phases of regeneration of Manchester City Centre and deliver "best in class" residential-led mixed use development. At approximately 13 acres, and vested in the

control of Manchester Quays Ltd (MQL), it presents a critical mass of land readily available to deliver comprehensive redevelopment.

The SRF provides a positive and appropriate response to its context. It sets out a vision for the regeneration of the site, based on the concept of the “Village” and the “Sky”, together with a series of development principles, which are sufficiently flexible to be able to respond to opportunities in the market place as they arise.

The Masterplan proposals will ultimately guide the delivery of a new residential-led mixed-use, sustainable City Centre neighbourhood which is accessible, has a distinctive sense of place and offers life and vitality at all times through the year, day and night.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations').

The proposed scheme is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 1.79 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. A formal EIA scoping request was submitted to Manchester City Council in October 2015.

The EIA has been carried out on the basis that the proposed scheme has the potential to give rise to significant effects on the environment.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposed scheme comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposed scheme is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposed scheme's possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

CONSERVATION AREA DECLARATION

Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them.

This policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

ISSUES

Principle of the Proposed Use and the Scheme' Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, Manchester Central, the Northern Quarter, the Civic Quarter and Castlefield. This is an on-going process and much remains to be done if the City Centre is to remain competitive. Manchester City Centre is the primary economic driver in the City Region and crucial to its longer term economic success. It is essential therefore that the City Centre continues to grow and provide new homes and new commercial accommodation in order to deliver regeneration.

Manchester's population is expected to increase by 100,000 by 2030 and sixty thousand new homes are required in the City over the next 20 years (3,000 per annum). A significant proportion of the new housing will be developed in the City Centre which would inevitably result in higher densities and larger buildings.

The proposed scheme would contribute to this need and provide 1,390 apartments in a part of the City Centre that has been identified as a suitable location for further residential development. This would be consistent with a number of the Greater Manchester Strategy's key growth priorities and would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth.

It would regenerate two brownfield sites and would be in keeping with the aspirations of the emerging Residential Growth Prospectus. It would deliver good quality apartments, intended for the owner occupier and private rental sector markets. It would complement the new developments around Water Street, St John's and across the river in Salford.

Trinity Islands would provide a new neighbourhood centre (with 12,163 sq. m. of commercial floorspace) for around 7,000 residential units being built and planned within five minute walk. It would also provide an education facility, a boat club and a riverside walk. It is estimated that the scheme would provide 1,152 full time equivalent jobs during a three year construction period and 540 full time equivalent jobs during operation.

The proposal would transform this important gateway into Manchester and improve the perception and image of the area and act as a catalyst for further regeneration. A high quality development would deliver significant benefits and would continue the regeneration process.

It would create an urban environment which is attractive to all those who want to live, work in and visit it. It would help to ensure that the City Centre is competitive, would strengthen the retail and business sectors and promote investment opportunities. It

would be accessible to all users, enhance the City's distinctive architectural and historic fabric; create jobs; and, therefore, help to continue the successful regeneration of the city centre and its economy.

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis.

Of relevance to this application could be provision of affordable housing, community facilities and the provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation.

In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination.

There is a city-wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate

The criteria that might qualify developments for exemptions that are of relevance in this instance include:

- That inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; and
- It would financially undermine significant development proposals critical to economic growth within the City; The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

The City Council's 'Housing Affordability in Manchester' report acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

The applicant has provided an Appraisal which demonstrates that the scheme is viable and capable of being delivered. It is not considered that affordable housing should be provided on-site as part of this proposal. However, it would be appropriate to make a financial contribution towards off-site provision via a commuted sum, should this be viable. The appraisal demonstrates that such a contribution would be appropriate in this instance and a Section 106 agreement is recommended to secure this should planning permission be granted.

Given the above the proposal is in accordance with the Councils approved guidance in relation to affordable housing policies H8 and PA1.

Public Benefits

The proposal would deliver a number of public benefits. It would help to create an attractive environment for all those who live in, work in, and visit, St John's and Castlefield, ensuring Manchester stays competitive. It would be accessible to all users offering a safe and accessible environment, and would add to the diversity of vital functions and activities.

The proposals would provide a high quality development, demonstrating confidence in the local area and the city centre and create major economic benefits in terms of job creation and investment. It would also bring forward significant environmental improvements alongside the River Irwell, including the introduction of the new river walkway and amenity area. The mix of uses, the food market with independent traders, educational facility together with the public realm proposals, would bring a wide range of economic, social and environmental benefits to the area.

Design Issues / Impact on Townscape - Historic England Guidance on Tall Buildings

The Manchester Guide to Development SPD states that “it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings” and the City Council “would require any such proposals to be presented in context of the joint guidance produced by CABE and English Heritage (now Historic England) for assessing tall buildings”. With five towers ranging from 26 to 67 storeys in height, the proposed scheme needs to be appraised against the Historic England guidance.

In 2015, Historic England published Advice Note 4: *Tall Buildings*. This was an update to the CABE and English Heritage Guidance from 2007. It responded to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings. The evaluation of the proposed scheme below is therefore using the 2015 guidance. The application is also assessed against Core Strategy Policy EN2 on Tall Buildings.

The proposed scheme has been developed through a comprehensive engagement process. The heritage assets potentially affected and the resulting key viewpoints to assess any potential effects were discussed and agreed with Historic England. The scheme has also been the subject of a Places Matter! Design Review.

The following sections consider the proposed scheme against the Historic England guidance as follows:

- Assessment of context.
- Heritage Assessment.
- Architectural quality.
- Sustainable design and construction of the proposal.
- Credibility of the design.
- Contribution to public space and facilities.
- Effect on the local environment.
- The provision of a well-designed, inclusive environment.

The proposal is in the Castlefield Conservation Area, located near to a number of Listed Buildings and has a physical interface to the Grade II Listed Colonnaded Railway Viaduct. As such, the scheme has been developed to ensure that the relationship to these assets is an acceptable one. The application is supported by a Heritage Statement and Visual Impact Assessment.

Assessment of Context

The effect of the proposed scheme in terms of scale, height, urban grain, streetscape and built form, important views and effects on the skyline are important considerations.

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site.

The application site is located in the Castlefield Conservation Area. It is cleared and has no interest in terms of built heritage and is a negative element within the Castlefield Conservation Area. There are 18 listed buildings and one Scheduled

Ancient Monument within a 250 metre radius of the site.

A Townscape and Visual Impact Assessment has examined the impact that the proposal would have on its context. It explores the effect there would be on the established Townscape Character Zones, significant Heritage Assets and views using established methodologies and practices. The impact of the proposed scheme is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

A computer modelling process has provided an accurate series of rendered images and wireline which illustrate the impact of the proposal on the townscape from a series of agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

The proposed scheme would also have a dramatic and largely beneficial effect on views and the people who live, work in and visit Manchester. It would become a new landmark and gateway development into Manchester from the southwest, clearly seen on major roads and trains and trams that run into the city centre.

In the context of other consented or committed development or development coming forward in the area, the effect of the proposed scheme is noticeably less. For example, there are the three towers approved in St John's to the north (St John's Place and Tower 1 and 2 (Nickle and Dime)), developments under construction at Water Street, Owen Street and Middlewood Locks developments.

Historic Environment

Effect on the Historic Context

Section 66 of the Listed Buildings Act 1990 requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

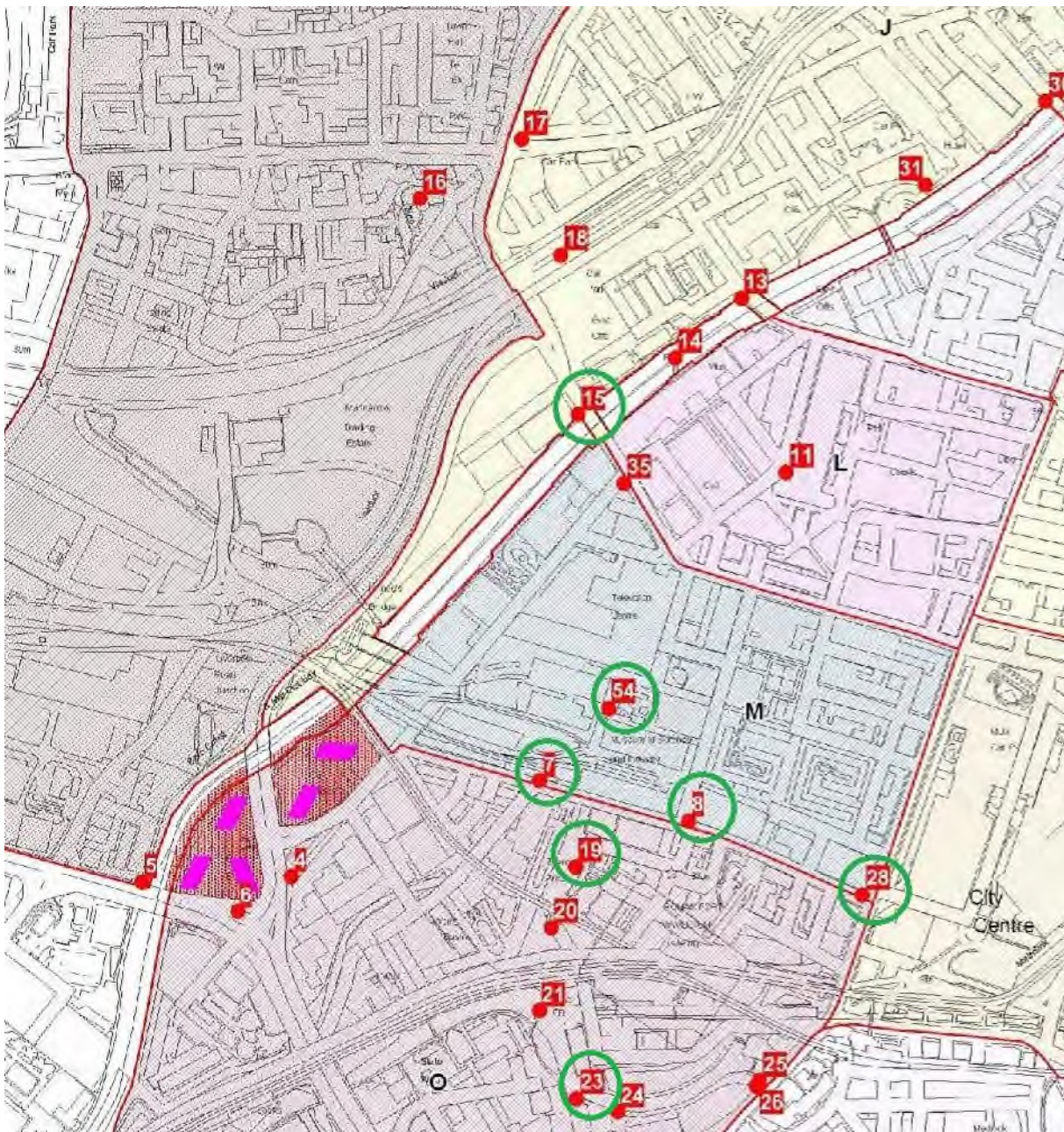
Section 72 of the Listed Buildings Act 1990 requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it.

Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

A Visual Impact Assessment (VIA) has assessed where the proposed development could be visible from, its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings i.e.; the designated heritage assets. The assessment utilises the guidance and evaluation criteria set out in Historic England's "*Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*" (2015) and adapts the methodology outlined in their document,

“Seeing the History in the View: A Method for Assessing Heritage Significance within Views” (May 2011).

Key viewpoints have been identified as part of the wider Townscape Visual Impact Assessment for the St Johns scheme. Seven views were agreed with Historic England and the City Council for the assessment of visual impact, in heritage terms, of the Trinity Islands scheme. These are 7, 8, 15, 19, 23, 28 and 54, circled in green below.

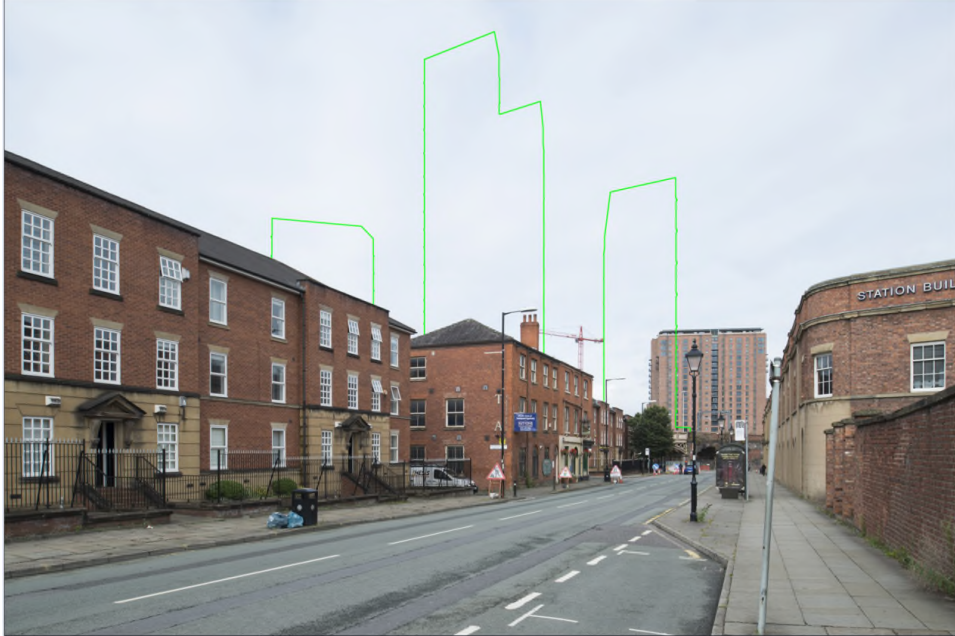


Views agreed with Historic England for Visual Impact Assessment

The potential effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area. The Assessment provides a comparison from key viewpoints of the potential visual impact on the conservation area and the setting of listed buildings to evaluate the baseline

impact and the comparative visual impact that would result from the proposal, focusing on the identified heritage assets.

Viewpoint 7 looks north-west from the north side of Liverpool Road at the junction with Potato Wharf.



Viewpoint 7

Some of the proposed scheme would be visible from this viewpoint, extending above the established roofline. Due to the robust nature of the enclosed streetscape, it is considered that the proposed scheme would be understood and appreciated. As a new landmark feature to the wider townscape, it would introduce variety and dynamism to the skyline.

The proposed scheme would erode to a minor extent the ability to appreciate the heritage values of the view as a whole. Consequently, the overall impact of the proposed scheme would be moderate adverse.

Viewpoint 8 looks north-west from the north side of Liverpool Road at the junction with Lower Byrom Street.

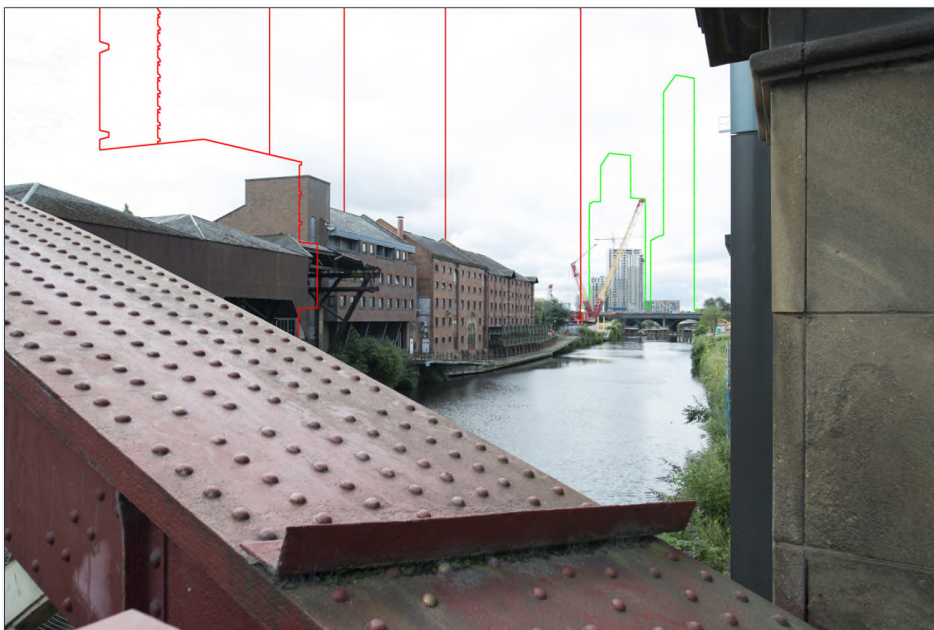


Viewpoint 8

The proposed scheme would be visible to the left hand side of this view, rising above the established roofline. Two of the towers would be visible and the vertical forms of the towers would be seen as a counterbalance to the dominant horizontal, enclosed streetscape. The proposed scheme would be understood and appreciated as being located within the distance, signalling the continuation of the city beyond. It would introduce variety and dynamism to the skyline by providing a landmark feature.

The overall impact of the proposed scheme would be negligible.

Viewpoint 15 looks south-east from the Irwell Street Bridge.



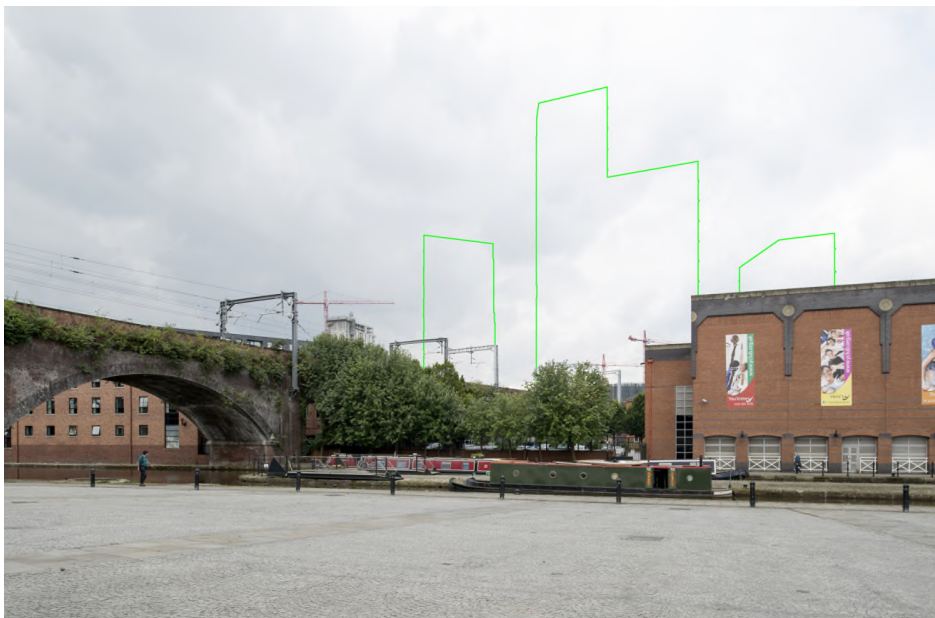
Viewpoint 15

It is considered that the heritage values of the Grade II listed Victoria and Albert Hotel would still be understood and appreciated and that the proposed development would not affected the character or appearance of the Castlefield Conservation Area, as a whole.

The proposed scheme would be highly visible within this view and would create a distinct landmark to this gateway site. The view presents the tallest tower (X) in the composition and demonstrates the dramatic stepping down to the lower southern tower. This would create a varied skyline and dynamic which is complemented by the elevations which are articulated by varied planes.

The overall cumulative impact of the proposed scheme would be minor adverse.

Viewpoint 19 looks north-west from the Castlefield Events Arena.



Viewpoint 19

The proposed scheme would be highly visible from this viewpoint and seen rising above the horizontal form of the Grade II MSJ&AR railway viaduct. It would be understood and appreciated as being located within the distance, signalling the continuation of Manchester beyond. As a new landmark feature to the wider townscape, it would introduce variety and dynamism to the skyline.

The overall impact of the proposed scheme would be negligible.

Viewpoint 23 looks northwest from the Bridgewater Canal in Castlefield. All five towers of the proposed scheme would be visible within this view. As a new landmark feature to the wider townscape, it would introduce variety and dynamism to the skyline as a juxtaposition to the horizontal, open and linear forms within the viewpoint.



Viewpoint 23

Although rising above the modern residential development, this development is part of the established roofline to the area and view as a whole. Consequently, the proposed development would erode, to a minor extent, the ability to appreciate the heritage values of the view as a whole, rather than the heritage values of the individual heritage assets.

The overall impact of the proposed scheme would be minor adverse.

Viewpoint 28: looks south west from the junction of Deansgate and Liverpool Road. The proposed scheme would be only glimpsed from this viewpoint and consequently would have a negligible impact overall.



Viewpoint 28

Viewpoint 53 looks south-west from the Museum of Science and Industry (MSI) at the upper level of the former goods yard. Beyond the MSI site, new development and cranes punctuate the skyline, reflecting the continuation of the city and Salford beyond.



Viewpoint 53

The proposed scheme would be highly visible with all five towers being legible. As a new landmark feature to the wider townscape, it would introduce a new skyline to this

part of the city. It would contrast to the largely horizontal, open and linear forms within the view.

The proposed scheme would provide a clear termination to the view. It would be understood as a contemporary backdrop to the established roofline of the buildings within the MSI. Kinetic views moving west from this viewpoint across the site would diminish the visual impact of the proposed scheme.

While the proposed scheme would not affect the ability to understand and appreciate the heritage values of heritage assets within this view individually, a key element to their significance is their group value. The proposed scheme would erode the ability to appreciate the values of the view as a whole to minor extent. Consequently the overall impact would be moderate adverse.

Summary

The Heritage Statement concludes that out of the seven viewpoints assessed, the proposed scheme would result in:

- three instances of negligible impact;
- two instances of minor adverse impact; and
- two instances of moderate adverse impact.

When assessed cumulatively, there would one view (Viewpoint 15 from the Irwell Street bridge) that is considered to have an instance of minor adverse impact where individually it was negligible.

It is considered that the impact of the proposed scheme would not adversely impact, or to cause harm to the setting of highly graded listed buildings from key views. It would maintain the character and appearance of the Castlefield Conservation Area.

The proposed scheme would introduce a new feature to the city skyline signifying presence and activity at a key gateway site. It would create a point of interest and encourage movement through the surrounding area which would help to revitalise the area and act as a catalyst for further development.

Subject to high quality materials, finishes and execution (and a condition is proposed to deal with this), it would have the potential to enhance this part of the conservation area by opening it up to the public and being a cultural focal point which would bring more visitors in to the area to experience the important historic environment in this part of Manchester.

The proposal would result in some instances of “less than substantial harm.” However, is considered that its high quality design, the enhancement to the surrounding townscape and the substantial public benefits would mitigate against any instances of adverse harm and would sustain the heritage values of the identified heritage assets.

The proposed scheme, on balance, preserves the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies

with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

For the reasons set out above, it is considered that notwithstanding the considerable weight that must be given to preserving the character and appearance of the nearby listed buildings and the character of the Castlefield Conservation Area, it is considered that the proposed scheme has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Architectural Quality.

The proposal reflects the concept of creating a 'vertical village' 'set out in the St John's Strategic Regeneration Framework. It has a lower element consisting of two, three storey podiums. On top of the podiums are amenity space and facilities and five towers.



Image of the Proposed Scheme seen from Museum of Science and Industry

The podiums would have horizontal, curvilinear forms and the towers would rise from these. Similar materials are proposed for the podium and the towers, but they would be architecturally distinct to reinforce the reading of the buildings as vertical towers growing out of the podiums.

The towers are rhombus shaped and arranged on the site to:

- maximise daylight and sunlight and minimise north facing apartments; and
- avoid overlooking between apartments and provide a separated view from key heritage assets in the area.

At the top of each building would be a double height 'light box' with a Winter Garden. This space would also include roof-terrace space and private residential amenity facilities e.g.; a private dining area. On Floor 67 of Tower X there would be a publicly accessible observation deck and restaurant.

The podium elevations would be finned screens that envelope the car park levels, breaking down the horizontal linearity and providing additional animation along the streetscape. The podiums would use different materials and finishes:

- green planting screens that envelope the car park levels;
- horizontal floor slabs would have protruding planters; and
- timber feature elements, which would intersperse the frontages to break down the linearity and provide additional animation along the streetscape.

At ground floor / street level, there would be a glass fronted elements to unify the shops, restaurants, leisure frontages and entrances. This approach would also offer flexibility for future tenants and maximise the amount of active frontage along the building perimeter.

The tower elements would be clad in a highly reflective skin of glass and glass-fronted panels. The use of clear glass would be maximised, within the confines of the scheme's sustainability principles, to maximise views. The tower façades would consist of a white grid with inset powder-coated metal rain-screen panels with coloured reveals. The reveals would be given a different colour tone depending on the facade and direction of the reveal. This would allow for the colour of the tower to appear to shift and transform as you move around the building.

The façade colouring would be reinforced with an increased surface area of coloured panelling. The intention is to have each tower façade colour visible when viewed at an angle, leaving it more neutral when viewed square-on. This would give an animated effect as the viewer moves between and around the buildings. The plan form of the towers means that they would always be viewed where some buildings are at an angle and some are perpendicular. The colour would be at its most intense when the viewer can see the least of it.

The light boxes would appear as lightweight structures with glazed sides and roofs, allowing the massing to read as five distinct towers. This would help to ensure that each of the five towers would have a different identity and read separately but Trinity Islands would be read as a family of towers.

The buildings would contribute positively to a cluster of taller buildings that have been built, are being constructed, or have recently been approved by Planning Committee.

This includes the three towers to the north of the site in St John's (St John's Place and Tower 1 and 2 (Nickle and Dime), 1 Water Street to the south as well as developments across the river in Salford at Wilburn Basin and Middlewood Locks.

The architecture is considered to be of a high design quality and would enhance the quality of the Castlefield and St John's area and the wider city centre context.

Sustainable Design and Construction

An Energy Statement and Environmental Standards Statement details the energy measures and other facets incorporated in the design that influence the sustainability credentials of the proposal.

It would achieve a CO2 reduction of 27.7% over Building Regulations Part L 2013. A BREEAM rating of "Very Good" is targeted for the commercial space. The new dwellings would target a carbon emissions reduction of 19% over Part L 2013, as a minimum, equivalent to the energy targets of the now withdrawn Code for Sustainable Homes (CSH) Level 4 rating. The design is based on a water efficiency target of 105 l/person/day or less, equivalent to CSH Level 3/4.

The design has taken the likely impacts of climate change into account and these would help to reduce internal and external overheating. The materials would be environmentally friendly and sustainably sourced materials.

Water management measures would include the use of water saving fixtures and fittings, optimised water management through metering and leak detection, the use of landscaping features for surface water runoff attenuation and either discharge of excess rainwater directly into the river or connection to the existing network.

The construction and operation of the proposal would minimise pollution to land, air and water and waste during construction operation would be minimised and reuse or recycling would be maximised.

The site already has good public transport connections via the trains, trams and buses. As part of the project, improved pedestrian access routes will be provided around the water's edge and cycle routes will be considered throughout the design of the public realm areas. The provision of car parking also includes excellent levels of secure cycle parking.

Specific energy saving measures include a dedicated combined heat and power unit and all dwellings would have 100% low energy lighting, mechanical ventilation with heat recovery (MVHR) systems for ventilation and provided with cooling, from a centralised chilled water system. PV panels will be incorporated on the roof of all towers.

In summary, the proposal incorporate high specification sustainability credentials and therefore reduce its environmental impact and would be in accordance with Sections 10 and 11 of the NPPF, and policies S06, SP1, EN6, EN8, EN17 and DM1 of the Core Strategy.

Credibility of the Design

The proposed scheme has been designed by a client and vastly experienced design team familiar with the issues associated with developing high quality tall buildings, including mixed-use residential led schemes, in city centre locations and with a track record and capability to deliver a project of exceptional quality.

The proposed scheme will form part of the overarching St John's Masterplan as governed by the St John's Strategic Regeneration Framework. St John's is to be delivered by Allied London who has a proven track record in Manchester at delivering world-class buildings and public realm within the Manchester City Centre context including at the neighbouring Spinningfields.

The design team recognises the high profile nature of the Site and the bar has been set high in terms of design quality and architectural excellence, to deliver a landmark scheme that is complementary to the wider scheme of St John's.

Contribution to Public Space and Facilities

The proposal represents a major opportunity to deliver a significant riverside space which would be accessible by all. Connecting the development with its context and creating a high quality public space is a key objective of the scheme and the wider St John's area. The new riverside walk is a key component of the public realm and would assist in creating legible and attractive routes between Castlefield and St John's and more generally within the City Centre.

Podium Level Park

This area is characterised as a series of areas defined by planting and function. The masterplan includes a woodland belt to create shelter and improve the micro climate, footpaths, a water feature/SUDS create entrance feature to park, community pod pavilions, areas for all-weather games, sedum and wild flower meadow planting providing ecological value, undercroft market squares potentially for outdoor cinema, temporary, markets, mini events, cafe space and seating.

Green Link – Podium Bridge

A bridge that connects the two sites at the landscaped podium level above Trinity Way. The green bridge would have the appearance of a 'living bridge' with swathes of wildflower/perennial planting and green wall elements that frame the semi-enclosed pedestrian boulevard connecting the two, but unified, island parks.

Appropriate management would maintain the green wall elements in line with the overall approach to create a high quality living environment.

Pedestrian Access

The principal pedestrian accesses would be via the waterfront along the promenade, this leads to the primary pedestrian access into the buildings. The secondary access would be via Water Street. The scheme has been designed to accommodate at grade pedestrian access avoiding gradients, steps or ramps.

From all entrances there is visible and convenient access to a set of lifts that lead to either the car parking levels for visitors or to the high-rise towers for residents.

Given the above, it is considered that the proposals would make a positive contribution to the public realm and facilities and would therefore be consistent with Sections 2 and 7 of the NPPF and policies S06, SP1, CC1, CC7, CC9, CC10, EN1, EN3 and DM1.

Provision of Well Designed Inclusive Environment

The proposal would provide high quality public space focused within central courtyards at ground-floor level to provide a focal point for activity for residents and visitors. A riverside walkway would create an attractive link for pedestrians between St John's and Castlefield. Parks would provide dedicated amenity space for residents at podium-level including high quality hard and soft landscaping, café and residential amenity facilities, and a multi-use sports areas.

The residential units have been designed to exceed the standards set out in the Nationally Described Space Standards, providing large apartments with generous amenity spaces. The range of uses including a gym, retail, restaurants and community uses further add to the functionality of the proposal.

Relationship to Transport Infrastructure

The area is close to the Inner Relief Road and has excellent public transport provision which is expected to significantly improve with development of the wider St John's area. The Transport Assessment assesses that the greatest change in traffic flows occurs at the southern end of Water Street and at its northern junction with Quay Street. Elsewhere the effects of development are relatively limited.

Measures are proposed to mitigate these traffic impacts and pedestrians would be able to cross the roads at different levels either via the Riverside walkway at grade across the signal crossings or at the high podium bridge level. Water Street will be traffic calmed as part of the Ordsall Chord works to reduce traffic speeds.

The City Centre Transport Strategy includes a £15m improvement scheme at Regent Road, Water Street and associated junctions which would improve junction capacity by 30% and mitigate any delays to traffic movement arising from development.

A Travel Plan submitted with the application outlines the specific physical and management measures to be undertaken. The objectives are to reduce the number of single occupancy journeys and increase pedestrian and cycle trips, car sharing, bus, rail, and tram use by residents and visitors. A site wide Travel Plan Co-ordinator and Commercial Travel Plan Co-ordinator would be responsible for the implementation of the Travel Plan.

Archaeology

A desk-based Archaeological Assessment has been submitted as part of the application. The Assessment confirms that the application site does not contain any Scheduled Monuments or Registered Parks and Gardens. A condition is

recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

Manchester Airport Flight Paths

The tallest of the proposed towers, 'Tower X', would infringe on Manchester Airport's protected Outer Horizontal Surface (OHS) by approximately 30m. As this is in conflict with Manchester Airport's safeguarding criteria, an Aviation Safety Assessment has been submitted to the Civil Aviation Authority (CAA). The CAA has confirmed that the proposed scheme would not impact on any of Manchester Airport's flight procedures and that no further assessments on their part would be required. The Safeguarding Authority for Manchester Airport has raised no objection to the proposal from an obstacle safeguarding perspective.

Tower X would need to be lit with appropriate aeronautical obstacle lighting in accordance with appropriate guidance. A condition relating to this is proposed. Tower X would also need to be published within national obstacle databases and a condition requiring this is also recommended.

Environmental Issues

(a) Sunlight / Daylight / Solar Dazzle

A Sunlight / Daylight report has been prepared based on the methodology and approach set down in *A Guide to Good Practice* published by the Building Research Establishment (BRE) – Second Edition 2011 (*The BRE Guide*). The guide is widely accepted by local planning authorities as the industry standard. The BRE Guide is not mandatory and has been developed to assess suburban environments. As such, the criteria are considered to be restrictive for assessing urban and city centre environments. The results have not been adjusted to reflect this limitation and the severity of the impact may be considered disproportionate in a city centre context where less daylight and sunlight may be available.

The impact of the proposal on daylight and sunlight to windows at residential accommodation and The Museum of Science and Industry (MSI) has been assessed during operation. The potential effects of overshadowing on adjacent outside amenity space have been considered and there is no adjacent outside amenity space to test.

The nearest apartments are approximately 200m away from the site. A total of 943 windows have been analysed for Daylight Conditions (Vertical Sky Component – VSC) at 18 properties. This assesses what percentage of the VSC is available, and specifically which windows are unable to meet the 27% VSC suggested in BRE Report 209.

Property	Number of windows analysed	Analysed For	Sensitivity
185 Water Street Vie Building	127	VSC, APSH	High
183 Water Street	49	VSC, APSH	High
Water Street	367	VSC, APSH	High
Wilburn Street Basin Block D	258	VSC, APSH	High
Wilburn Street Basin Block C	97	VSC, APSH	Low
Wilburn Street Basin Block B	201	VSC, APSH	High
Wilburn Street Basin Block A	281	VSC, APSH	High
Salford Central New Bailey Block A6	375	VSC, APSH	High
MOSI Great Western Warehouse	12	VSC, APSH	Low
MOSI Power Hall	10	VSC, APSH	Low
119 Liverpool Road	6	VSC, APSH	High
125 Liverpool Road	15	VSC, APSH	High
133 Liverpool Road	17	VSC, APSH	High
48 Liverpool Road	14	VSC, APSH	High
1-25 Woollam Place	28	VSC, APSH	High
2-36 Potato Wharf	60	VSC, APSH	High
39 Potato Wharf	8	VSC, APSH	High
37 Potato Wharf	18	VSC, APSH	High
TOTAL	1943		

Adjacent Buildings Analysed

The windows tested already have varying levels of daylight and a number of windows are already, moderately (173) or substantially (25), below the values suggested in BRE report 209. This is unsurprising given the city centre location of these properties.

In terms of Sunlight Conditions (Annual Probable Sunlight Hours – APSH) 657 are ‘north facing’ and so discounted from the BRE assessment. Of the remaining 1,286 windows analysed, 41 fail to achieve the suggested 25% of the APSHs in the existing condition.

Property	Standard VSC target (absolute)	Number of Windows				
		P VSC target	Very slightly below VSC target	Slightly below VSC target	Moderately below VSC target	Substantially below VSC target
185 Water Street Vie Building	27	71	29	21	6	0
183 Water Street	27	48	1	0	0	0
Water Street	27	248	9	44	55	11
Wilburn Street Basin Block D	27	220	8	14	15	0
Wilburn Street Basin Block C	27	19	24	43	11	0
Wilburn Street Basin Block B	27	37	62	78	19	5
Wilburn Street Basin Block A	27	245	18	16	0	2
Salford Central New Bailey Block A6	27	281	0	25	62	7
MOSI Great Western Warehouse	27	5	5	1	1	0
MOSI Power Hall	27	10	0	0	0	0
119 Liverpool Road	27	2	2	1	2	0
125 Liverpool Road	27	15	0	0	0	0
133 Liverpool Road	27	14	2	0	0	0
48 Liverpool Road	27	13	0	0	0	0
1-25 Woollam Place	27	28	0	0	0	0
2-36 Potato Wharf	27	60	0	0	0	0
39 Potato Wharf	27	8	0	0	0	0
37 Potato Wharf	27	6	5	5	2	0
TOTAL		1332	165	248	173	25

Baseline VSC Results

Property	Total no. of windows tested	Windows satisfying BRE		No. of windows not satisfying BRE		
		No.	%	Slightly below	Moderately below	Substantially below
185 Water Street Vie Building	127	127	100.00%	0	0	0
183 Water Street	49	49	100.00%	0	0	0
Water Street	367	119	32.43%	90	101	57
Wilburn Street Basin Block D	258	55	21.32%	7	177	19
Wilburn Street Basin Block C	97	71	73.20%	23	3	0
Wilburn Street Basin Block B	201	38	18.91%	138	24	1
Wilburn Street Basin Block A	281	223	79.36%	39	19	0
Salford Central New Bailey Block A6	375	375	100.00%	0	0	0
MOSI Great Western Warehouse	12	12	100.00%	0	0	0
MOSI Power Hall	10	10	100.00%	0	0	0
119 Liverpool Road	6	6	100.00%	0	0	0
125 Liverpool Road	15	15	100.00%	0	0	0
133 Liverpool Road	17	15	88.24%	2	0	0
48 Liverpool Road	14	13	92.86%	1	0	0
1-25 Woollam Place	28	27	96.43%	1	0	0
2-36 Potato Wharf	60	60	100.00%	0	0	0
39 Potato Wharf	8	8	100.00%	0	0	0
37 Potato Wharf	18	16	88.89%	2	0	0
TOTAL	2106	1347	63.96%	331	351	77.00

VSC Results Post Development

There is a slight reduction in the number of windows that achieve VSC with 68% (1,332) of windows currently achieving BRE Guidance which would reduce to 63% (1,239) windows following development. The results are considered to be good compared to other high rise developments in an urban environment.

However, developments that are under construction at Water Street and the Wilburn Street Basin would be affected to a greater degree. Of the 367 windows tested on the Water Street scheme, around 180 (49%) serve bedrooms. The same is true of the Wilburn Street Basin Block D. Of the 257 windows tested, around 130 (50%) of these windows serve bedrooms. Wilburn Street Basin Block B has had 199 windows tested, of these 62 (31%) are anticipated to serve bedrooms

Potential Impacts

In summary, 63% of the windows analysed have not had the daylight to their face reduced by more than the BRE recommendation of 20% of their formal value; the BRE guidance considers that a 20% of their former value; the BRE Guidance considers that a 20% reduction is the point at which people begin to notice the reduction in light. 305 (15%) of the windows have had their daylight reduced by slightly more than the 20% reduction recommend; 324 (16%) windows have had their daylight reduced moderately below the BRE recommendation. 63 (3.9%) windows have been reduced substantially below the 20% reduction suggested by the BRE Guidance for suburban areas. In the city centre the BRE Guidance for suburban areas. In the city centre, the BRE guidance for the suburban areas can be considered restrictive.

The Vie building, 183 Water Street, MSI's Greater Western Warehouse and Power Hall, 119 Liverpool Road, 125 Liverpool Road, 2-36 Potato Wharf and 39 Potato Wharf are all able to meet the BRE recommendations for VSC in a suburban environment. The windows which see the largest reduction to the VSC are to the Water Street tower, Wilburn Basin Block B and Block D. These properties have windows that directly face the proposed towers. Many of these windows have access to daylight in excess of the target 27% VSC given in the BRE Report 209. Post development, the majority of windows would only be slightly below the BRE target for a suburban environment.

The windows to the remaining properties on Liverpool Road and surrounding this area have the VSC levels reduced by no more than 21-30% of their former VSC values. The BRE Report 209 acknowledges that a reduction of up to 20% is unlikely to be noticeable by occupants; therefore the impact above this 20% level to these properties is only considered as slight.

The ASPH assessment shows that 91.9% of the relevant windows are able to meet the BRE recommendations in respect of both annual and winter sunlight hours not being reduced by more than 20%. Given the city centre environment, this is considered to be excellent.

(b) Wind

A Wind Assessment has considered existing and likely pedestrian level wind conditions. It combines measured pedestrian level wind speeds around the site, from model-scale boundary layer wind tunnel testing with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common activities based on the Lawson criteria for pedestrian comfort and safety:

The proposal would be a dominant structure with regards to wind effects and indicative, landscaping measures have been incorporated to mitigate its impact and would be developed further during the detailed design process.

A development of this scale would inevitably impact on the wind environment in the local area. Without mitigation, the wind conditions for pedestrians would become moderate adverse when surrounding future developments are completed and negligible with enhancement of the bridge parapets and the introduction of trees along the western footpath on Trinity Way.

Wind conditions are expected to be suitable for pedestrian movement around and through the site at street level. Main entrances to the proposal would be suitable for pedestrian ingress/egress. These effects are considered negligible.

Further wind mitigation measures would be developed following the wind tunnel tests. This would involve:

- the detailed design of riverfront seating areas and associated screens;
- additional soft landscaping in the open space at the north of the Site D;
- additional soft landscaping at key areas at podium level;
- detailed design of landscaping and screens around the Block Y and Z passages and potentially recessing of entrances within the passages;
- detailed design of landscaping and screens around the podium level café seating areas;
- detailed design of screens between terraces along the building frontages at podium level;
- porous screens or architectural features extending from upper levels of the south elevation of the Site D podium; and
- potential enhancement of the Trinity Way road bridge parapets and tree planting (or similar screening or sculptures) along the western footpath of Trinity Way.

Given that the wind environment in this location is complex, any mitigation measures would be carefully designed. A pre-development condition is proposed requiring appropriate testing (CFD or Wind Tunnel) to confirm their effectiveness.

(c) Air Quality

An Air Quality Assessment has considered the impact of the proposal on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities. The City Centre falls within an Air Quality Management Area (AQMA), which was declared by Manchester City Council.

The assessment concludes that no additional exposure to poor air quality is created by the proposal. This is because the concentrations for all apartments fall below the Air Quality Assessment Level (AQAL) for the specified pollutants. Exposure to the pollutants at ground level would be transient and short-term.

Modelling of the changes in traffic volumes demonstrate that there would be relatively small changes in air quality, with changes in relation to the most sensitive e.g. apartments, largely being of negligible magnitude for both nitrogen dioxide and particulate matter in both 2017 and 2032.

Based on the overall changes in air quality during the operational phase and the relative contribution to pollutant concentration, the impact on air quality was identified as giving rise to minor adverse effects in 2017 and negligible effects in 2032. The traffic data presented includes additional committed schemes, and therefore impacts in-combination with those projects are presented.

A range of mitigation measures, following best practice guidelines provided by the Institute of Air Quality Management, have been identified for incorporation into the construction methodology to minimise the generation of dust and its release from the site.

(d) Noise

A Noise and Vibration Assessment has considered the potential impacts from demolition and construction activity, performances, building services plant, deliveries and servicing and traffic generation.

It also considers the likely effects of noise and vibration arising during demolition and construction and the permanent conditions once the proposed scheme is operational. Background sound levels have been measured and have been used to set noise egress limits outside noise sensitive premises for plant and amplified sound. These limits have been set in line with the requirements of Salford and Manchester City Council. The detailed design would ensure that the proposals are designed to the recommended limits.

A 3D computer model has assessed noise ingress and incorporates the screening that the completed proposal would provide. Based on the predicted facade levels, minimum overall requirements are provided and examples of the measures required to achieve sound insulation performance are recommended.

Due to the proximity of the site to railway infrastructure, an assessment in tactile vibration and structure borne re-radiated noise from trains has been undertaken, including the Ordsall Chord. It concludes that tactile vibration and structure borne noise from trains would not be an issue at this site.

(e) Waste

A Waste and Servicing Strategy has been prepared in accordance with GD04 'Waste Storage and Collection Guidance for New Developments' and is submitted in support of the application. The document sets out the procedures for servicing the site,

including for waste collections, based on the anticipated demand for deliveries and typical waste generation.

The strategy for the treatment of waste is to take advantage of the benefits of scale and use a centralised system of waste storage for both residential and commercial waste on site. This ensures that the system is as efficient as possible in terms of space usage and minimising disruption caused by sorting and collection. The provision and management is in line with Manchester City Council's waste guidelines.

Residential refuse and recycling would be managed using a site-wide centralised system. The kitchens in all apartments have been designed to provide sufficient space for refuse and recycling storage to enable all occupants to separately collect refuse, kitchen waste and recycling materials in line with planning policy.

Residents would then take waste to the central cores themselves and place it in the designated chute, identifying it as refuse or recycling, with automatic valves then directing the waste to the appropriate store in the basement. Commercial and retail waste would be kept within each unit's demise and taken to commercial waste stores immediately prior to collections.

There would be a managed collection of waste and recycling for both sites, in line with the Council's guidelines subject to a managed strategy proposed by Vectos. The refuse storage areas would be located directly adjacent to the loading bays, which are in turn accessed directly from the highways, as shown in the detailed plan diagrams below. It is anticipated that daily collection of 18 Eurobins (Site C) and 28 Eurobins (Site D) would cope with this level of waste generation including an allowance for peak demand.

The waste collection would be overseen by the management company for Trinity Islands and they would appoint a licenced waste carrier to remove the waste. The management company would have responsibility to ensure the internal and external areas are kept clean and to move the bins in coordination with the occupiers.

In conclusion, the proposals could adequately accommodate the waste and servicing demands generated by the proposals through an appropriate management strategy. The level of traffic generated by the waste and servicing requirements would not have a negative impact on the surrounding highway network.

(f) Ventilation

A ventilation statement has been submitted. This confirms that ventilation systems would not exhaust onto neighbouring buildings or locations where people are likely to be present, typically by exhausting at roof level where possible. Carbon filtration in all kitchen exhaust systems would mitigate potential odours. Noise attenuation equipment would be provided on ventilation plant and boiler flues would terminate above or away from any nearby building openings.

Television Reception

A baseline (pre-construction) signal survey and reception impact assessments have been undertaken to determine the potential effects on the local reception of television broadcast services from the proposed Trinity Islands development in Manchester. A total of 12 test zones were used to assess the impact of the proposals.

While widespread disruption to the reception of Freeview services is not expected, the proposed scheme may reduce the reliability of received services in some localised areas around Potato Wharf and Woollam Place. This reduction would increase the effects of other externally occurring interference sources on received services. Antenna betterment or antenna repositioning is likely to restore services by reducing the level of signal disruption.

The use of tower cranes and the proposed scheme itself is likely to cause disruption to the reception of digital satellite television services for users located to the northwest of the site, particularly at the Wilburn Basement site and beyond. Here, the tower cranes and buildings could obscure the satellite dishes' views of the southern skies, resulting in interference. If this does occur, the repositioning of the satellite dishes to locations without an obscured line-of-sight view to the serving satellites would restore all services. If this were not possible, the use of DTT receiving equipment would offer any affected viewer an alternative source of digital television broadcasts.

Full Access and Inclusive Design

The proposal would provide a safe, legible, high quality environment that could be used by a wide range of people. The overall approach to the design would exceed the minimum access standards as required by Manchester City Council Core Strategy Policies (CC2, EN9, EN10 and EN11) and Building Regulations Part B.

Crime and Disorder

A Crime Impact Statement has been prepared by Greater Manchester Police which explains how the proposal may contribute to, or mitigate against, crime and anti-social behaviour and concludes that the scheme is acceptable. A condition is proposed requiring Secure by Design accreditation.

Ecology and Biodiversity

An Ecological Survey and Assessment (including a bat survey) has confirmed that the proposals would have no adverse effect on statutory or non-statutory designated nature conservation sites. No habitats within the site are Priority Habitat, species-rich or examples of natural or semi-natural habitats.

The landscaping which includes comprising ornamental tree and shrub planting is of 'site' value only, providing some diversity of habitat within an area typified by hard standing. Virginia Creeper and Montbretia, both invasive species are present within the site and guidance on their control and management would be incorporated into the delivery of the scheme.

There are no signs of protected species and whilst the planting and buildings are suitable for use by breeding birds, measures for their protection would be incorporated into the delivery of the scheme.

The Survey confirms that removal of four trees is required. Owing to the defects and maintenance burden of the trees, their removal can be mitigated by the new tree planting proposed as part of a landscape scheme.

Contaminated Land and Impact on Water Resources

Ground Engineering Desk Study Reports and limited intrusive site investigation have assessed the baseline ground conditions, potential impacts of the proposal and the mitigation measures required to manage the risk of contamination during construction.

Based on the site history, the ground conditions should not pose any significant risks to future users, provided suitable mitigation measures are undertaken and any 'hot spots' which may be identified during construction works are removed.

This may include provision of appropriate 'clean cover' in proposed soft landscaping areas and would be the subject of further intrusive site investigation prior to development. Impacts associated with ground gas such as methane or carbon dioxide would be mitigated by the provision of appropriate gas protection measures in accordance with best practice guidelines. Concentrations of pollutants in the soils on site could pose a minor risk to people and their property during construction, assuming appropriate health and safety controls are implemented.

In general, the use of mitigation measures such as standard construction procedures means that the risks to groundwater during the construction and operational stages can be considered to be minor to negligible. Health impacts associated with the inhalation of any ground gases would be mitigated by the provision of appropriate gas protection measures in accordance with best practice guidelines.

Flood Risk

There has been no historical record of flooding at the site from sewers, highway drainage, overland flow or groundwater and no detailed flood analysis is required for the development.

A Flood Risk Assessment and Drainage Strategy for the wider St. John's development and presents a holistic drainage strategy. It states that the site is located within Flood Zone 2 and the proposed use is classified as more vulnerable, but the development is still compatible with Flood Zone classification (the residential elements of the scheme would be above the proposed three storey podium).

The Manchester SFRA contains a review of the known historic flood events, none of which has affected the Site. There are two drainage strategies under development for the proposal and details of surface water management would be secured by condition.

Conclusion

The proposed uses are considered to be acceptable and are an appropriate response to national and local planning policy. The site has a negative impact on the Castlefield Conservation Area and the proposal would regenerate two brownfield sites.

It is acknowledged that the proposal could cause some harm to the setting of nearby listed buildings, but that this would be less than substantial harm. Historic England has stated that it has no objections to the scheme. Having considered very carefully all relevant matters, including the requirements set out in the 1990 Planning (Listed Buildings and Conservation Areas) Act, it is considered that the harm to those settings is outweighed by the public benefits that the proposal would bring. This includes economic regeneration and growth, new employment and an improved environment on Water Street.

The quality and design of the proposal, the enhancement to the surrounding townscape and the substantial public benefits delivered would mitigate against any instances of minor and moderate adverse harm and would sustain the heritage values of the heritage assets next to the proposed scheme.

The proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the City Centre Strategic Plan and the Community Strategy. It is also in accordance with the national planning policies contained within the National Planning Policy Framework.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held pre-application discussions with the applicant to establish the in-

principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

Conditions to be attached to the decision

Recommended conditions for 115107/FO/2017

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Folder	Drawing Number	Drawing Title
Apartment Layouts	P15-069_CGL-Z3-04-DR-A-16W04	PROPOSED TYPICAL STRUCTURAL FLOOR PLANS
	P15-069_CGL-Z3-04-DR-A-22W04	PROPOSED TYPICAL APARTMENT LAYOUTS
	P15-069_CGL-Z3-14-DR-A-16W01	PROPOSED STRUCTURAL VARIANT FLOOR PLANS
	P15-069_CGL-Z3-14-DR-A-22W01	PROPOSED VARIANT 1 BED APARTMENT LAYOUTS
	P15-069_CGL-Z3-16-DR-A-22W02	PROPOSED VARIANT 2 BED APARTMENT LAYOUTS
	P15-069_CGL-Z4-04-DR-A-22Y01	PROPOSED TYPICAL 1 BED LAYOUTS
	P15-069_CGL-Z4-05-DR-A-22Y02	PROPOSED TYPICAL 2 BED LAYOUTS 1
	P15-069_CGL-Z4-05-DR-A-22Y03	PROPOSED TYPICAL 2 BED LAYOUTS 2
Elevations & Sections	P15-069_CGL-Z1-EL-DR-A-17C01	SITE C - PODIUM ELEVATION - NORTH
	P15-069_CGL-Z1-EL-DR-A-17C02	SITE C - PODIUM ELEVATION - EAST
	P15-069_CGL-Z1-EL-DR-A-17C03	SITE C - PODIUM ELEVATION - SOUTH
	P15-069_CGL-Z1-EL-DR-A-17C04	SITE C - PODIUM ELEVATION - WEST
	P15-069_CGL-Z1-SE-DR-A-18C01	SITE C - PROPOSED PODIUM TYPICAL SECTION
	P15-069_CGL-Z2-EL-DR-A-17D01	SITE D - PODIUM ELEVATION - NORTH
	P15-069_CGL-Z2-EL-DR-A-17D02	SITE D - PODIUM ELEVATION - EAST

	P15-069_CGL-Z2-EL-DR-A-17D03	SITE D - PODIUM ELEVATION - SOUTH
	P15-069_CGL-Z2-EL-DR-A-17D04	SITE D - PODIUM ELEVATION - WEST
	P15-069_CGL-Z2-SE-DR-A-18D01	SITE D - PROPOSED PODIUM TYPICAL SECTION
	P15-069_CGL-Z3-EL-DR-A-17V01	PROPOSED TOWER V ELEVATIONS - 1_revB
	P15-069_CGL-Z3-EL-DR-A-17V02	PROPOSED TOWER V ELEVATIONS - 2_revB
	P15-069_CGL-Z3-EL-DR-A-17W03	PROPOSED TOWER W ELEVATIONS - 1_revB
	P15-069_CGL-Z3-EL-DR-A-17W04	PROPOSED TOWER W ELEVATIONS - 2_revB
	P15-069_CGL-Z4-EL-DR-A-17X01	PROPOSED TOWER X ELEVATIONS - 1_revB
	P15-069_CGL-Z4-EL-DR-A-17X02	PROPOSED TOWER X ELEVATIONS - 2_revB
	P15-069_CGL-Z4-EL-DR-A-17Y03	PROPOSED TOWER Y ELEVATIONS - 1_revB
	P15-069_CGL-Z4-EL-DR-A-17Y04	PROPOSED TOWER Y ELEVATIONS - 2_revB
	P15-069_CGL-Z4-EL-DR-A-17Z05	PROPOSED TOWER Z ELEVATIONS - 1_revB
	P15-069_CGL-Z4-EL-DR-A-17Z06	PROPOSED TOWER Z ELEVATIONS - 2_revB
Facades & Details	P15-069_CGL-Z1-3D-DR-A-19C01	SITE C - FOOD MARKET AXONOMETRIC VIEW
	P15-069_CGL-Z6-DE-DR-A-20007	TOWERS FAÇADE DETAILS VISUAL 1
	P15-069_CGL-Z6-DE-DR-A-20008	TOWERS FAÇADE DETAILS VISUAL 2
	P15-069_CGL-Z6-DE-DR-A-20009	PODIUM FAÇADE DETAILS VISUALS
	P15-069_CGL-Z6-DE-DR-A-20010	PROPOSED TOWERS FAÇADE AXONOMETRIC
	P15-069_CGL-Z6-DE-DR-A-20011	PROPOSED TOWERS FAÇADE EXPLODED AXONOMETRIC

Site C	P15-069_CGL-Z1-00-DR-A-16C00	SITE C - PROPOSED GROUND FLOOR
	P15-069_CGL-Z1-01-DR-A-16C01	SITE C - PROPOSED FIRST FLOOR
	P15-069_CGL-Z1-02-DR-A-16C02	SITE C - PROPOSED SECOND FLOOR
	P15-069_CGL-Z1-03-DR-A-16C03	SITE C - PROPOSED THIRD FLOOR - PODIUM PARK
	P15-069_CGL-Z1-B1-DR-A-16CB1	SITE C - PROPOSED BASEMENT PLAN
	P15-069_CGL-Z3-04-DR-A-22C04	SITE C - PROPOSED TYPICAL APARTMENTS_revA
	P15-069_CGL-Z3-18-DR-A-16C18	SITE C - PROPOSED FLOOD PLAN - LEVEL 18_revA
	P15-069_CGL-Z3-40-DR-A-16C40	PROPOSED ROOF PLAN - SITE C_revB
	P15-069_CGL-Z3-SE-DR-A-18C01	PROPOSED SITE C - TOWERS SECTIONS_revB
Site D	P15-069_CGL-Z2-00-DR-A-16D00	SITE D - PROPOSED GROUND FLOOR
	P15-069_CGL-Z2-01-DR-A-16D01	SITE D - PROPOSED FIRST FLOOR
	P15-069_CGL-Z2-02-DR-A-16D02	SITE D - PROPOSED SECOND FLOOR
	P15-069_CGL-Z2-03-DR-A-16D03	SITE D - PROPOSED THIRD FLOOR - PODIUM PARK
	P15-069_CGL-Z2-B1-DR-A-16DB1	SITE D - PROPOSED BASEMENT PLAN
	P15-069_CGL-Z4-04-DR-A-22D04	SITE D - PROPOSED TYPICAL APARTMENT LAYOUT
	P15-069_CGL-Z4-18-DR-A-16D18	SITE D - PROPOSED FLOOD PLAN - LEVEL 18_revB
	P15-069_CGL-Z4-40-DR-A-16D40	PROPOSED ROOF PLAN - SITE D_revC
	P15-069_CGL-Z4-SE-DR-A-18D01	PROPOSED SITE D - TOWERS SECTIONS_revB
Sitewide	P15-069_CGL-Z0-00-DR-A-520B1	BASEMENT FLOOD MITIGATION PLAN
	P15-069_CGL-Z0-00-DR-A-01000	EXISTING GROUND FLOOR PLAN
	P15-069_CGL-Z0-00-DR-A-15000	WIDER SITE CONNECTIVITY DIAGRAM
	P15-069_CGL-Z0-00-DR-A-16000	PROPOSED GROUND FLOOR
	P15-069_CGL-Z0-00-DR-A-52000	GROUND FLOOR FLOOD MITIGATION PLAN

	P15-069_CGL-Z0-01-DR-A-16001	PROPOSED FIRST FLOOR
	P15-069_CGL-Z0-02-DR-A-16002	PROPOSED SECOND FLOOR
	P15-069_CGL-Z0-03-DR-A-16003	PROPOSED THIRD FLOOR
	P15-069_CGL-Z0-04-DR-A-16004	PROPOSED TYPICAL TOWERS FLOOR PLAN
	P15-069_CGL-Z0-24-DR-A-16B01	LIGHT BOX LEVELS - TOWER V & Z
	P15-069_CGL-Z0-29-DR-A-16B03	LIGHT BOX LEVELS - TOWER X
	P15-069_CGL-Z0-34-DR-A-16B04	LIGHT BOX LEVELS - TOWER W & Y
	P15-069_CGL-Z0-40-DR-A-16040	PROPOSED ROOF PLAN_revC
	P15-069_CGL-Z0-40-DR-A-16B06	LIGHT BOX LEVELS - TOWER X
	P15-069_CGL-Z0-B1-DR-A-160B1	PROPOSED BASEMENT PLAN
	P15-069_CGL-Z0-EL-DR-A-170E2	PROPOSED ELEVATION - RIVERSIDE - COLOUR_revB
	P15-069_CGL-Z0-EL-DR-A-170E4	PROPOSED ELEVATION - WATER STREET - COLOUR_revB
Additional	2017.02.20 Trinity Islands Accommodation Schedule	Accommodation Schedule
	2017.02.24 Trinity Islands Design Progress Report	Design Development Report
	CGL_TrinityIslands_DAS_2017.0 2.24	Design & Access Statement
	P15-069_CGL-Z0-00-DR-A-00000	SITE LOCATION PLAN
	CGL-Z0-00-DR-A-01000	PHASING PLAN

Design and Access Statement prepared by Child Graddon Lewis
 Planning and Tall Building Statement prepared by Deloitte
 Statement of Consultation prepared by Deloitte
 Archaeological Desktop Report prepared by Salford Archaeolog
 Environmental Standards Statements prepared by WSP
 Energy Statement prepared by WSP
 BREEAM Assessment prepared by Sustainable Assessments Limited
 Ecological Assessment prepared by ERAP

Crime Impact Statement prepared by Greater Manchester Police
Framework Travel Plan prepared by Vectos
Waste & Servicing Strategy prepared by Vectos
TV Reception Survey prepared by G-Tech
Ventilation Strategy prepared by WSP
Management Brief August 2016 prepared by JLL
Trinity Islands Commercial Strategy prepared by Manchester Quays Limited
Environmental Statement Volume 1 prepared and compiled by Deloitte
Environmental Statement Volume 2 compiled by Deloitte comprising of the following
Appendices: Appendix 2.1 – EIA Scoping Report prepared by Deloitte, Appendix 2.2 – Cumulative Schemes prepared by Deloitte, Appendix 2.3 – EIA Screening and Scoping Opinion, Appendix 6.1 – Socio-economic baseline data prepared by Deloitte, Appendix 7.1 – Transport Assessment prepared by Vectos, Appendix 9.1 – Nosie Report prepared by Sandy Brown, Appendix 10.1 – TVIA Maps prepared by Chris Burnett Associates, Appendix 10.2 – TVIA Photos prepared by Chris Burnett Associates, Appendix 11.1 – Heritage Statement prepared by Stephen Levrant Heritage Architecture, Appendix 12.1 – Phase 1 Desktop Study prepared by RoC, Appendix 13.1 – Flood Risk Assessment Report prepared by RoC, Appendix 14.1 – Daylight and Sunlight Result prepared by Watts, Appendix 15.1 – Wind Microclimate prepared by Urban Microclimate.

Reason: To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

3) Conditions 5 to 13, 15 to 16, 18-19 and 29-34 shall apply separately to the different phases of the site as shown as Site C and Site D on drawing ref CGL-Z0-00-DR-A-01000 as submitted to the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy policies DM1 and SP1.

4) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes

5) Prior to the occupation of each phase of the development for residential use, a Residents Management Strategy for that phase shall be submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

6) Prior to the commencement of each phase of the development, a programme for the issue of samples and specifications of all materials to be used on all external elevations of that phase of the development shall be submitted to and approved in writing by the City Council as local planning authority.

Samples and specification of all materials to be used on all external elevations of that phases of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

7) Samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials, shall be submitted to and approved in writing by the City Council as local planning authority. Each phase of development shall be submitted in accordance with a timescale and schedule to be agreed in writing by the City Council as local planning authority prior to commencement of development of that phase.

Each phase of the development shall be constructed only using the approved materials. The approved scheme shall be implemented not later than 12 months from the date that each phase of development is first occupied.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

8) No phase of the development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date any of the buildings within the development are first occupied.

The scheme shall include details of all seating, planters and other items of street furniture, together with full details of all planting arrangements, including trees. If within a period of five years from the date of the planting of any tree or shrub, that

tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1 and DM1 of the Core Strategy.

9) Details of external seating areas within the development shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor use to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation. The external seating areas shall be constructed in accordance with the approved details.

Reason - In the interests of visual amenity, and to safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

10) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site including Water Street, the underpass below Trinity Way, the proposed riverside walkway, link bridge over Trinity Way and pedestrian and cycle access to Regent Road. This shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the relevant phase of the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

11) Before the first occupation of each phase of the development, full details of the proposed signage strategy for that phase of the development shall be submitted to and approved in writing by the City Council as local planning authority. The proposed signage shall be constructed in accordance with the approved details.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy.

12) Before first occupation of each phase of the development, a building lighting scheme demonstrating how that phase of the development would be lit during the period between dusk and dawn shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

13) Each phase of the proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement. Within three months of the relevant phase of the development hereby approved being occupied, written confirmation of a Secured by Design accreditation must be submitted to the local planning authority.

Reason: To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

14) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason: In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

15) No phase of the development shall take place unless and until full details of the design of the car park and cycle entrances for that phase, together with access management arrangements, have been submitted to, and approved in writing by the City Council, as local planning authority. The car park and cycle entrances shall be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity and to ensure satisfactory arrangements for the use of the car park is acceptable, as specified in policies SP1 and DM1 of the Core Strategy.

16) Prior to the first occupation of each phase of the development, a schedule of days and hours of operation of all external areas associated with that building shall be submitted to and approved in writing by the City Council as local planning authority. All external areas shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

17) No amplified sound or any music shall be produced or played in any external areas of the site, other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

18) Before first occupation of each phase of the development full details of a Management and Maintenance Strategy for the external areas of that phase, including planting arrangements, boundary treatments, furniture and lighting, shall be

submitted to, and approved in writing by, the City Council as local planning authority. The external areas shall be constructed in accordance with the approved details.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

19) Before first occupation of each phase of the development, a servicing management strategy, including a schedule of loading and unloading locations and times relating to that phase, must be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved plan.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy.

20) Development shall not commence until the approved Construction Management Plan (CMP) has been updated to include the additional details and has been submitted to and approved in writing by the City Council as Local Planning Authority.

The detailed CMP shall include details of the following:

- Phasing and quantification /classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept path assessment of satisfactory routeing both within the site and on the adjacent highway;
- Contractor parking and ongoing construction works in the locality;
- The details of an emergency telephone contact number displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to works commencing on site; and
- A Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works.

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

21) Construction/demolition works shall be confined to the following hours.

- Monday - Friday: 7.30am - 6pm;
- Saturday: 8.30am - 2pm; and

- Sunday / Bank holidays: no work.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22) Before development commences, a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place for the duration of the construction phase of the development”

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

23) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with the approved Written Schemes of Investigation (WSI) which includes:

- a phased programme and methodology of investigation and recording to include:
 - archaeological evaluation through trial trenching (to be undertaken according to the WSI prepared by Salford Archaeology dated 24/11/2016)
 - informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)
- A programme for post investigation assessment to include production of a final report on the significance of the below-ground archaeological interest.
- Deposition of the final report with the Greater Manchester Historic Environment Record.
- A scheme for disseminating the history and archaeology of the site.
- Provision for archive deposition of the report and records of the site investigation.
- Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and Section 12, Paragraph 141 of the National Planning Policy Framework.

24) Any proposed piling or penetrative foundation extractions should be subject to a suitable Geo-environmental Piling Risk Assessment in accordance with current

guidance and best practices. These assessments should pay particular attention to risks posed toward surface and groundwater quality with respect to any sources of contamination identified across the site.

Any mitigation measures identified by the risk assessment shall be implemented as part of the works.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

25) No construction shall commence on site until a Radar Mitigation Scheme (RMS), has been agreed with the Operator and approved in writing by the Local Planning Authority.

Reason: In the interests of the safe operation of Manchester Airport, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

26) No construction work shall be carried out above 68m AOD unless and until a Radar Mitigation Scheme (RMS) has been agreed with the Operator and has been fully implemented, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport.

Reason: In the interests of the safe operation of Manchester Airport, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

27) The tallest tower within the development, 'Tower X', shall be promulgated within national obstacle databases. All relevant parties shall be consulted and the process begun prior to the commencement of development.

Reason: In the interests of aviation safety, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

28) Structures over 150 metres above ground level in height are classed as en-route obstacles and should therefore be lit in accordance with Article 222 of the Air Navigation Order and EASA CS-ADR-DSN Chapter Q. No development shall commence until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The obstacle lighting scheme shall thereafter be implemented as approved.

Reason: In the interests of aviation safety, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

29) Development shall not commence on any phase until the details of any proposed crane operations for that phase of development has been submitted to and approved in writing by the local planning authority in consultation (in relation to crane operations, tall structures, and site and temporary obstacle lighting) with the Aerodrome Safeguarding Authority for Manchester Airport. The approved crane operation shall be implemented as approved.

Reason: To avoid endangering the safe operation of aircraft, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30) Before first occupation of each phase of the development, an implementation Travel Plan relating to that phase including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority.

The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

The Travel Plan shall be fully implemented thereafter in respect of each phase of development, and shall be kept in operation at all times. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy

31) Before each phase of the development commences a scheme for the storage and disposal of refuse for that phase shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

32) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimize the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy.

33) If the ground floor commercial units are to be used for A3 or A4 Use Classes, they shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has considered the impact of the use of the ground floor commercial units in relation to the other noise sensitive locations, including the office spaces above, and has been submitted to and approved in writing by the City Council as local planning authority prior to occupation of that unit. The scheme shall be implemented in full before the use commences.

The proposed scheme should be designed so that low frequency sound emission within any dwelling does not exceed 47dB_{Leq} in the 63Hz octave frequency band and 41dB_{Leq} in the 125Hz band.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy.

34) Before each phase of the development commences a scheme for acoustically insulating the proposed residential accommodation provided in that phase against noise from surrounding roads, transport networks and elements of the mixed use development shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. Sound insulation measures should ensure that the internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not normally exceed 45 dB LA _{max,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

A post completion acoustic report should be submitted and approved by the local planning authority at the end of each phase of the development. This should include all of the noise sources and vibration levels experienced at the site once it has been developed.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Core Strategy.

35) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy DM1 of the Core Strategy.

36) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday and BH the permitted the times shall be confined to 10:00 to 18:00

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy.

37) Each of the retail (A1), restaurant and café (Class A3), financial and professional services (Class A2), drinking establishment (Class A4), office (B1), non-residential institution (Class D1) and assembly and leisure (Class D2) uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Each of the uses hereby approved shall not operate outside of the agreed opening hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy.

38) The operational hours of activity for the proposed pitch/field/court at podium level shall be submitted to and agreed in writing with the Local Planning Authority prior to

commencement of any such use. The proposed pitch/field/court at podium level shall not operate outside of the agreed hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy.

39) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy.

40) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intake.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy.

41) No development shall take place until a scheme for the provision and management of riparian boundary alongside the River Irwell shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone should aim accentuate and enhance the main semi-natural asset and ecological network of site and maximize its green infrastructure value. The scheme shall include:

- plans showing the extent and layout of the riparian zone and new riverside walkway
- details of proposed soft and hard landscaping, including landscape schedule with a preference for native species.
- details demonstrating how the adjoining River Irwell and key ecological network will be protected, and potentially enhanced as part of new riparian development
- details of new riparian green space will be managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan
- details of any proposed riparian footpaths, fencing, environmentally sensitive lighting etc.

- details how new podium level landscaping will positively add to and connect with adjoining riparian corridor.

Reason: Development that encroaches on watercourses has a potentially severe impact on their ecological value and their ability to provide valuable wildlife corridor, pursuant to policy DM1 of the Core Strategy.

42) No development shall take place until a detailed method statement for removing or the long-term management / control of Giant hogweed and Himalayan balsam on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Giant hogweed and Himalayan balsam during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of Giant hogweed and Himalayan balsam which is an invasive species, pursuant to policy DM1 of the Core Strategy.

43) No infiltration of surface water drainage into the ground *where contamination has been identified* is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To prevent pollution of controlled waters from potential contamination on site, pursuant to policy DM1 of the Core Strategy.

44) Piling / investigation boreholes / ground source heating and cooling systems using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policy DM1 of the Core Strategy.

45) No construction shall commence unless and until full details of all wind mitigation measures, if required, have been submitted to, and approved in writing by the City Council, as local planning authority. All such measures shall be fully wind tested, and accompanied by a detailed report confirming that wind conditions related to the development are satisfactory and acceptable. All wind mitigations identified shall be implemented in accordance with the approved details.

Reason: To ensure that the details of the development are satisfactory, pursuant to Policy DM1 of the Core Strategy.

46) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

47) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

48) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

Informatives

1) City Car Club spaces will be provided on site. Further information is requested from the applicant regarding the location of the city car club spaces.

2) It is recommended that all public realm designs and materials including Water Street are agreed with Manchester City Council's Capital Programmes and Property team prior to site works beginning. Flood Risk Management and Street Lighting teams will need to be consulted to discuss lighting and drainage associated with the site public realm.

3) Section 278 Works - the proposed external works will require a Section 278 highway agreement to be entered into with the Highway Authority. The funding and installation/construction costs will come entirely from the applicant/developer. DDA standards (following Design for Access 2 document) will be required to ensure that the street is accessible for all.

4) Given that a basement car park and a footbridge across the adopted highway is proposed within the proposed scheme, it is recommended that structural drawings and calculations for the temporary and permanent support works be submitted for checking (for a fee) to Manchester City Council's Bridges/Structures Section in order to obtain an approval in principle.

5) A Basic Asset Protection Agreement will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The applicant / developer should liaise directly with Asset Protection to set up the Agreement.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

6) The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- Excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, we should be contacted for advice at an early stage to avoid any delays.

It is recommended that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The [Environmental regulations](#) page on GOV.UK
- Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:
- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

7) Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN

14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.

If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably permitted facility.

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate permitted facility and all relevant documentation is completed and kept in line with regulations.

If any waste is to be used onsite, the applicant may be required to obtain the appropriate waste exemption or permit from us. We are unable to specify what exactly would be required if anything, due to the limited amount of information provided.

The applicant is advised to contact the appropriate Environment Management team on 03708 506 506 or refer to guidance on our website
<https://www.gov.uk/topic/environmental-management/waste>

The developer must apply the waste hierarchy in a priority order of prevention, re-use, recycling before considering other recovery or disposal options. Government Guidance on the waste hierarchy in England is at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69403/pb13530-waste-hierarchy-guidance.pdf

Excavated material arising from site remediation or land development works can sometimes be classified as waste. For further guidance on how waste is classified, and best practice for its handling, transport, treatment and disposal please see our waste pages at <https://www.gov.uk/managing-your-waste-an-overview>

8) Prior to commencing construction works on the site, ensure the Construction Environmental Management Plan (CEMP) has identified potential risks and appropriate control measures to ensure that all staff are aware of the pollution prevention requirements, particularly when working near the watercourse. This is to ensure no pollution is caused by the works. Please refer to our pollution prevention guidance pages at: <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

9) The operation of cranes at the site will require a Tall Equipment Permit from Manchester Airport. The developer or crane operator must contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane on the site. This is to obtain a Manchester Airport Tall Equipment Permit. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with. This will include (but may not be limited to) the need to display aeronautical obstacle lighting on the crane. Email: control-of-works@magairports.com
Tel: 0161 489 6114

10) Bats: whilst the development proposal is low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

11) Nesting Birds: the applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended, it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application reference 115107/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
City Centre Regeneration
Parks, Leisure & Events
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Strategic Development Team
Housing Strategy Division
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Twentieth Century Society
Ancient Monuments Society
Council For British Archaeology
Georgian Group
Society For The Protection Of Ancient Buildings
Victorian Society
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Salford City Council
Manchester Airport Head Of Planning & Environment

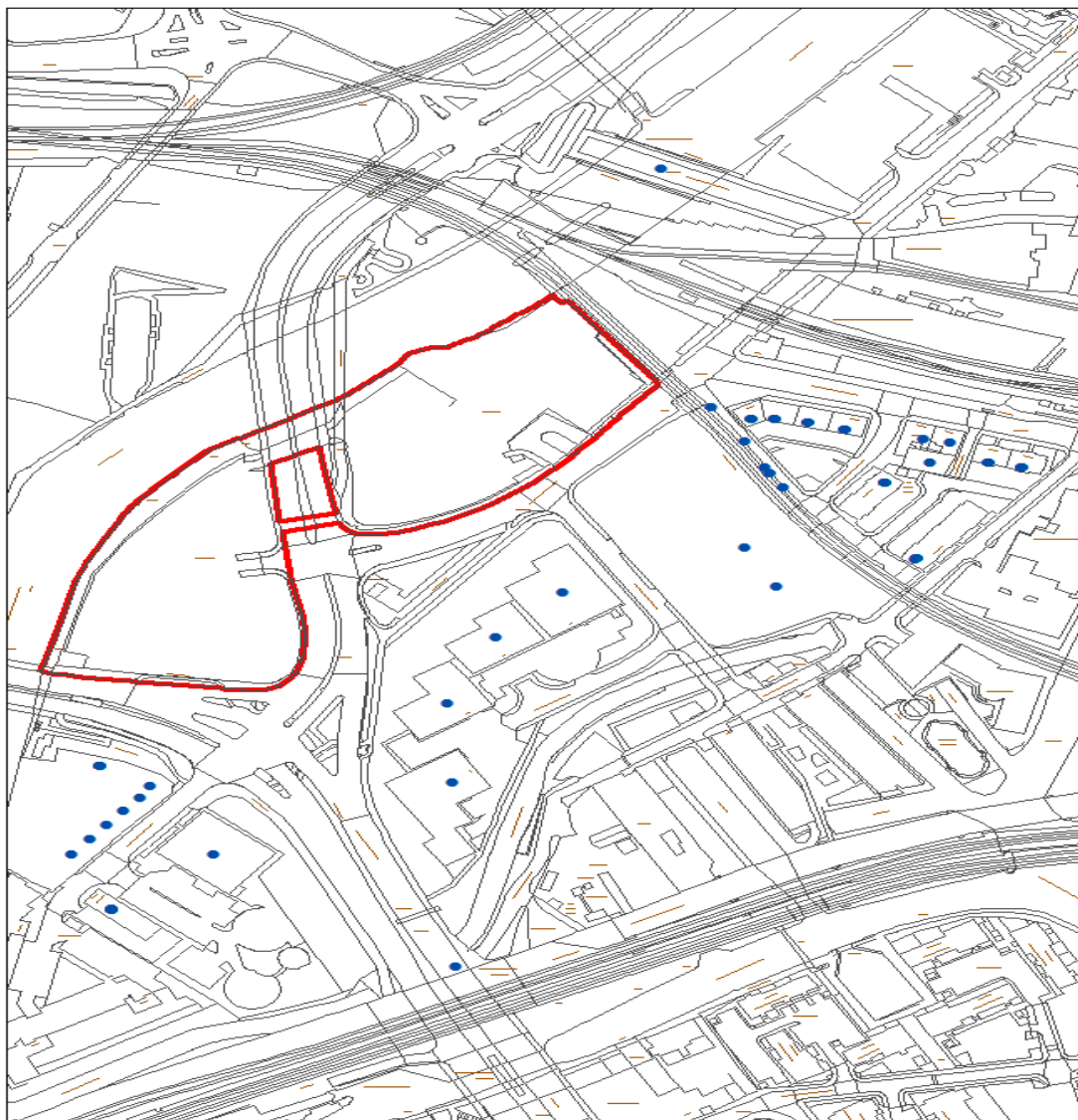
Manchester Airport Safeguarding Officer
Network Rail
National Planning Casework Unit
Castlefield Forum
Civil Aviation Authority
National Air Traffic Safety (NATS)
Manchester City Council

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Georgian Group
Victorian Society
Greater Manchester Ecology Unit
Salford City Council
Manchester Airport Safeguarding Officer
Network Rail
National Air Traffic Safety (NATS)
Transport For Greater Manchester
303 Timber Wharf, Manchester, M15 4ny
Flat 8, 288 Stretford Road, Manchester, M15 5TQ

Relevant Contact Officer : Laurie Mentiplay
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Email : l.mentiplay@manchester.gov.uk



 Application site boundary  Neighbour notification
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