

Application Number	Date of Appln	Committee Date	Ward
132429/FO/2021	14 Dec 2021	17 Feb 2022	Deansgate Ward

Proposal Erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.

Location Two Parcels Of Land Known As "Trinity Islands" Bounded By The River Irwell, Regent Road, Water Street, Trinity Way And The Railway, Manchester, M3 4JW

Applicant Renaker Build Limited, C/o Agent

Agent Mr Ed Britton, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal would create 1950 homes and 361 sqm of commercial space in 4 buildings of 39, 48, 55 and 60 storeys with car parking, public realm and landscaping.

There have been eight objections, two neutral comments and one in support.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a previously developed brownfield site used for parking, located in a highly sustainable location close to public transport and walking and cycling routes. It accords with St Johns and Water Street Strategic Regeneration Frameworks (SRF). The homes would be available for market sale, would help to reduce carbon and include innovative solutions for surface water drainage and biodiversity improvements.

Economic The proposal would result in £494 million of investment (of which £10.3 million would be for new public realm) and deliver 1950 homes. New homes to meet the City's growing population is a key economic driver and is vital to a successful and thriving economy. There would also be a significant contribution to highway, pedestrian and cycle improvements at the site. 4180 construction jobs would be created over the 9 year construction programme with 9400 in supply chains. This would create £323.8 million and £596.4 million in GVA respectively. Jobs would be created in the commercial space and management of the development once complete. 4000 residents are predicted to spend £22.8 million per year in the local economy. 1950 new homes would provide Council Tax revenue of £2.8 million per annum.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. 1.29 hectares of this 1.78 hectare site would be for public realm with linkages, green spaces, riverside seating and play space for young children which would benefit residents and visitors. An initial contribution of £106,000 would be secured towards off site affordable housing in the City with a subsequent review of viability. A contribution of £1.5 million is proposed towards education provision at the Crown Street development in recognition of the need to support new social infrastructure in this part of the city centre.

Environmental This would be a low carbon development in a highly sustainable location. 20% of the parking would be fitted with an electric vehicle charging points and the remainder fitted with infrastructure to be adapted. Residents would be encouraged to walk, cycle and use public transport as part of the travel plan. The public realm, green spaces and linkages would create an attractive place. 149 trees would be planted including along street frontages with planting and green walls. This would improve biodiversity and create new wildlife habitats. Surface water risk would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated but the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy.

The height, scale and appearance of the development would contribute positively to the area and the development would be safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking, solar glare, air quality, tv reception, noise and disturbance and wind conditions would be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 1.78 hectare site is bounded by the River Irwell, Liverpool Road, Water Street and Regent Road. It comprises large areas of hard standing which have been used for parking and recently as a construction compound for the Orsdall Chord. Trinity Way divides the site into two parcels of land know as site C and site D and are connected via an underpass.



Site location plan indicating Site C and D

Site C is 0.89 hectares and bounded by the River Irwell, Trinity Way, Water Street and a railway viaduct with access from Water Street. It slopes down towards the River and contains limited vegetation. Site D is 0.89 hectares and bounded by the River, Regent Road and Trinity Way with access via Trinity Way. It slopes down towards the River and contains limited vegetation.

The site is in the St John's and Water Street Strategic Regeneration Framework (SRF) areas: Both envisage the site as suitable for high density residential led development with tall buildings.

A planning application was approved by Committee on 27 July 2017, subject to a Section 106 agreement, for a mixed use residential led development comprising two 3 storey podiums and residential towers of 26, 26, 37, 41 and 67 storeys to form 1390 homes with commercial space (ref. 115107/FO/2017).

The area is highly sustainable. Deansgate/Castlefield tram stop and Deansgate Train Station are nearby and bus services run along Chester Road. The Bridgewater Canal cycleway provides links across the city and to adjacent boroughs.

The site is in the Castlefield conservation area. There are listed buildings nearby including: Railway bridge over river Irwell to former Liverpool Road Station (Grade I), The Giants Basin (Grade II), Colonnaded railway viaduct at former Liverpool Road good depot (Grade II), Former Grape Street railway bonded warehouse (Grade II), Bridgewater canal basin at Potato Wharf (Grade II), Old warehouse to the north of former Liverpool Road railway station (Grade II), Former commercial hotel (Grade II), Railway viaduct linking bridge over river Orwell to Liverpool Road station (Grade II), 123 Liverpool Road (Grade II) and former Liverpool Road railway station – station masters house (Grade I).

The site is in the Air Quality Management Area (AQMA) and is predominately in flood zone 2, where there is a risk from flooding due to the proximity to the River. The

remainder of the site is in flood zone 1 where there is a low risk from flooding. There is a minor encroachment onto flood zone 3.

The Proposal

The proposal is for 1950 homes with 638 one bed (32.7%), 1254 two bed (64.3%), 42 three bedroom (2.2%) and 16 three 3 bed duplex apartments (0.8%). The homes would be provided in four buildings, two at site C and two at site D, and comprise:

Site C

- C1: 39 storeys with 414 homes with commercial and residential amenity spaces at lower levels;
- C2: 48 storeys with 521 homes with commercial and residential amenity spaces at lower levels.

Site D

- D1: 60 storeys with 532 homes and residential amenity space at lower levels;
- D2: 55 storeys with 483 homes and residential amenity space at lower levels.



Site layout

The residential amenity spaces include gyms, meeting rooms/business lounges, residents' lounges and gardens. The commercial space in C1 and C2 would provide an enhanced offer to residents and visitors in the area.

1.29 hectares of public realm would be created in hard and soft landscaped areas including new connections to the river, enhanced pedestrian and cycle connections and informal child play spaces.

566 car parking spaces would be provided with 10% identified for disabled people. 20% would be fitted with a fast EV charging points and the remainder future proofed for future installation. 100% cycle provision (1950 spaces) would be provided in secure stores. 58 visitor cycle spaces would be created within the public realm.

Waste storage areas, for both the commercial and residential elements would be created in each tower. Off street servicing arrangements would be created.

The development would be brought forward in phases to aid the delivery process. These phases are:

- Phase C1: building C1 including basement for site C and operational car parking for building C1;
- Phase C2: building C2 including operational car parking for C2 and final landscaping works;
- Phase D1: Building D1 including basement for site D and operational car parking for building D1; and
- Phase D2: Building D2 including operational car parking for CD and final landscaping works.



Phasing Plan

Subject to planning approval, the applicant intends to commence development in March 2022 with site C being completed by September 2026 and site D completed by early 2031.

The planning submission

This planning application has been supported by the following information:

- Phasing plan;
- Landscape plans;
- Verified views;
- Planning and tall building statement;
- Statement of consultation;
- Design and access statement;
- Arboricultural report;
- Archaeological; desktop study;
- Blue and green infrastructure statement;
- Broadband connectivity assessment;
- Crime impact statement;
- Phase 1 and 2 ground conditions;
- Ecological appraisal;
- Energy statement;
- Environmental standards statement;
- Fire strategy;
- Lighting strategy;
- Local benefit proposal – statement of intent;
- Residential management strategy;
- Safety assessment (Manchester Airport);
- Servicing Strategy'
- Site waste management strategy;
- TV reception survey;
- Operational management strategy;
- Ventilation strategy; and
- Viability assessment.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Construction Management, programme, methodology and phasing;
- Air quality;
- Climate change;
- Daylight, sunlight and overshadowing;
- Heritage;
- Human health;
- Noise and vibration;
- Socio-economic issues;
- Solar glare;
- Townscape and visual impact;
- Traffic and transport;
- Water resources;

- Wind microclimate;
- Residual impacts; and
- Cumulative effects.

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and the Conservation Area together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses. The comments received can be summarised below.

Support

A letter of support:

- The applicant is best placed to build tall buildings on the site. Manchester has a long history of being building tall buildings which are now part of Manchester's identity and are a tourist attraction;
- The previous plans proposed a 67 storey tower. The applicant should be encouraged to ramp up their tallest building to a similar height;
- There will not be another plot of land as suitable as Trinity Islands for a skyscraper of that magnitude. It is a unique opportunity, a question of now or never. The Council should emphatically impress on applicant the desire and benefits of constructing Manchester's new tallest building here;
- The applicant should reconsider some of the appealing design features of the previous proposals for the site - sky bridges, elevated podiums for pedestrians, roof top gardens - which have not been carried over to the new plans. Where such design features are deemed too expensive or time-intensive, the new buildings should at least impress by height.

Neutral

Two neutral comments:

- Overall support but specific comments. The site is neglected and an ideal location for redevelopment. The impact on local heritage is minimal and the plans would be an improvement. The commercial units are welcomed. This is an ideal location from high density development.
- The road junction around the site is congested and noisy. The development should minimise traffic noise through design solutions. The congestion should be minimised. Parking seems insufficient. Less provision for parking could reduce the local traffic impact, but there is an issue in the locality with insufficient visitor parking leading to inconsiderate parking which is evident opposite the site on Water Street with cars parked haphazardly on a small area of land around the substation and parked over cycle lanes;
- Car crime is likely to worsen. The design of the basement car parks needs to take account that it is in a flood zone;

- There are no GP surgeries in the immediate area. Another 2000 apartments will require additional primary care services. This isn't a reason not to grant planning, but more consideration should be given to this;
- The design is similar to other large scale developments by the same applicant and not a unique landmark. Its another bland glass tower. Glass overheats the rooms in the summer and loses too much heat in the winter;
- Further details should be provided on the length of the construction period.

Objections

Eight objections:

- The height would be taller than other building in this area. It should be a maximum of 30 storeys to respect and blend into the current area to minimise shadow and light obstruction to Wilburn Basin residents, the impact on sunlight to the River Irwell systems and its ecosystem. The proposal would add to the traffic at peak times on Trinity Way and will effect signalling, crossings, cyclists and pedestrians particularly at the bust intersection on of Trinity Way and Water Street which is dangerous for pedestrians. There will also be pressure of supermarkets with people requiring more groceries;
- Properties in Wilburn Basin will be devalued;
- The loss of the existing car parks would result in the loss of parking for local residents, and visitors, who do not have a parking space in their development. This will effect tourists who need parking when they visit the City;
- Public transport in the area is limited. The nearest tram stop is Deansgate and Cornbrook. There are 2 bus routes and no cycle lanes. The main mode of transport is the car. This is also a major road used by emergency vehicles;
- The height should be limited to reduce the number of residents and not put pressure on limited resources in the area and it will blend better into the city;
- There would be increases in traffic levels particularly across the junction adjacent to Ordsall Lane
- A development of 60 storeys in the historic low level Castlefield area is far too high and will be too imposing affecting the nature of the area that has been carefully preserved.
- It is not clear why more apartments are needed. There are more luxury apartments being built whilst affordable housing is at a worrying minimum.
- The towers are set to overshadow Ordsall and surrounding Salford areas which are some of the poorest areas of Greater Manchester and Salford. It is not clear why there is no affordable housing.
- Other nearby buildings have been required to be smaller and a certain colour to not impact on the Castlefield conservation area. This proposal would be for the tallest towers in Manchester ruining a special area of Manchester and affecting the history of the City;
- The Castlefield corridor railway line is one of the busiest railway lines in the country and plans have been created to relieve the pressure. This is one of the only parts of the corridor that has vacant space next to it which could relieve the pressure in the throat of the railway line. Building a tower directly next to it would remove this opportunity. It's more important to improve transport infrastructure than building another luxury apartment tower block;

- Amidst a worsening climate crisis, it seems naive to build more apartments, which may be environmentally friendly, but the processes involved are often not. The current use as a car park allows people wanting to visit Manchester to park on the outskirts of the city and walk/catch public transport in to the centre, reducing impact on the environment. In addition to this, compared to other cities Manchester lacks a reasonable green space in or around the city for wildlife and the public to use. A perfect riverside setting would be a greater draw than another tower block;
- The site is located next to the River Irwell, which is already at high levels, it appears foolish to build homes next to the river, with the continued environmental crisis and rising water levels. There appears to be no provision to mitigate this risk;
- The vast majority of high rise designs in Manchester are criticised by people in the city and those who visit, and in turn detracts from the great architecture that we don't celebrate enough.
- The development would block out the sun in the morning for those living in the Ordsall area, creating a clear divide in the city socially and economically;
- As the sun moves, each building in plots C and D will, in sequence, block any sunlight that reaches the Wilburn Basin development. They will no longer see the sun, just a shadow and won't be able to use the garden around the buildings in the estate in sunny days;
- The proposal is for 1 and 2-bedroom flats only. The development will not be suitable for families, which is what is needed;
- There would be noise and disturbance from the commercial units. If the units play music this will cause disruption to surrounding residents;
- Townhouses or fewer storeys would be much more acceptable;
- The scheme lacks imagination and consideration should be given to a brick aesthetic or stone;
- The design is very poor, and the land remains isolated. The developer should create a community (numerous retail units) and connect the site to the city centre (a bridge, like a previous proposal). It should incorporate podiums for meaningful street level interaction and create streets in the plot;
- The project seems to completely disregard the fact the site is in a conservation area. The proposal is modern and incredibly tall, ignores heritage and the building heights are exaggerated;
- The development would obscure surrounding buildings;
- The proposal does nothing for biodiversity net gain and ecology given it is next to the Irwell;
- It is unclear what will happen to the public realm when it floors and there are no references to SuDs, rain gardens, flood mitigation.
- The proposed landscape likely will become privatised in the future, leaving another blank frontage to the river.

Highway Services advise that the number of trips associated with this development can be accommodated on the highway network. The level of car and cycle provision and the layout is acceptable. 10% disabled parking would be provided. A vehicle movement strategy to demonstrate safe manoeuvring should be submitted for site D. Improved off carriageway shared cycle facility on the north eastern corner of the junction would also be provided together with segregated cycle facilities on Water Street to tie into those at Liverpool Road and join the off street facilities to the west

on New Elm Road. Servicing arrangements site C and D are acceptable. A travel plan is required to encourage sustainable travel options. A construction management plan is required.

Network Rail advise that prior to the façade being installed for buildings C1 and C2, a signal sighting assessment must be submitted for approval.

Environmental Health details of fume extraction and opening hours of the commercial units should be agreed and acoustic attenuation to prevent noise transfer to residential accommodation. Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday. Sunday/Bank Holiday 10:00 to 18:00. A lighting scheme shall also be agreed and details of plant. Details in respect of noise and overheating are acceptable. Final details for waste management for the residential and commercial accommodation should be agreed. The air quality assessment is acceptable subject to the required number of electric car charging points and appropriate dust control measures during construction. Further details are required about ground conditions to ensure suitable remediation proposal as put in place.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a flood evacuation plan, management regime and verification report.

Environment Agency (EA) no objection. The EA outline that the site is in flood zone 2 with a minor encroachment into flood zone 3. The ES advise that the development must take place in strict accordance with the submitted flood risk assessment and that the sequential test is applied to determine if there are any alternative sites.

There is evidence of historical industrial land uses at the site which will have introduced elevated concentrations of contamination to the ground which, if present, could impact ground water beneath the development site as well as the River Irwell. Additional investigations and soil sampling is required, and this should be a condition along with agreement of piling methods.

Canal and River Trust the scheme would not have an adverse impact on the canal infrastructure that they own and manage.

Historic England did not object to 115107/FO/2017 in 2017 and concluded that the development of vacant unattractive plots on the edge of the conservation area was positive in principle. Comment were raised about the scale of the development but concluded that the impact on the conservation was neutral. It was also highlighted that the tower blocks would intrude in views looking from and past the highly significant group of building in and around Liverpool Road Station which would result in less than substantial harm to the significance of these assets. Whilst it was acknowledged that further consideration was given to the height, design and configuration of the buildings and wider landscaping proposal for the site, the impact from a heritage perspective remained unchanged as it would still result in a group of tall buildings which would redevelop unattractive vacant in the conservation area

which would bring about visual intrusion into the setting of listed buildings at Liverpool Road.

The current proposal would result in a very limited alteration to the previous comments. The proposals now appear to show a greater sense of separation between each of the tower units, thereby reducing further the potential for the development to be read as a homogenous block. This partly reduces their potentially overbearing nature. The proposal would therefore result in a low level of harm to the significance of the assets clustered around Liverpool Road Station, and a relatively neutral impact on the character and appearance of the conservation area.

There are no concerns but the applicant needs to demonstrate the public benefits of the proposal.

Greater Manchester Ecology Unit (GMEU) no objections on nature conservation grounds. There is limited nature conservation value although the river corridor provides an important ecological context. Green infrastructure includes shrub planting, green walls which would attract birds and bats and tree planting with SuDs. This would lead to a biodiversity net gain at site. The public realm addresses the river with two of the towers set back from the river edge. Best construction practice is required throughout the construction period to avoid pollution of the river and an Environmental Method Statement is required.

Greater Manchester Archaeology Advisory Service (GMAAS) the site lies in an area of known archaeological interest.

There could be below-ground remains of a late 18th-century dye works, an early 19th-century warehouse and associated smithy established by the New Quay Company, and a late 19th-century pig market at site C. Limited archaeological excavation carried out in 1990-91 uncovered well-preserved elements of the 19th-century timber waterfront that was set back 12m from the modern river embankment.

There could be below-ground remains of a late 18th-century dye works, an early 19th-century warehouse, and mid-19th-century chemical works, a boat house and a row of workers' houses at site D. Remains deriving from the Roman occupation of Manchester cannot be discounted.

GMAAS concurs with the conclusions drawn from the desk-based assessments, and recommends that both sites are subject to intrusive archaeological investigation in advance of development taking place.

Aerodrome Safeguarding advise that they have no objections to the proposal subject to conditions relating to the approval, and agreement of mitigation, in relation to Instrument Flight Procedures (IFPs) assessment together with a lighting assessment in order to ensure the cluster of tall buildings does not impact on aerodrome safety.

Design for Security at Greater Manchester Police the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Health and Safety Executive (Planning Gateway One) are content with the proposals.

Salford City Council does not object but requests that residents of the 'Wilburn Basin' apartments in Salford are notified.

Policy

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic site in a regeneration area. The proposal would deliver homes and public realm in a highly sustainable location.

SO2. Economy – High quality homes in this sustainable location would support economic growth. The development would support local employment during the construction phases.

SO6. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. A travel plan is provided with 1950 cycle spaces for the homes and 58 in the public realm for visitors. 25% of the car parking spaces would be fitted with a fast electric car charging point (with the remaining fitted with the infrastructure). The landscaping includes street trees and planting.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area within this strategic regeneration area. The buildings would provide a high quality and complement existing and recent developments in the area.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The proposal would provide homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings with the SRF area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of the St John’s and Water Street SRF areas. It would be fully accessible with secure parking space with 10% for disabled people. A proportion of on site parking would have electric car charging.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage use of sustainable forms of transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The accommodation includes 2 and 3 bed homes which would be particularly attractive to families. High quality amenity spaces would be provided for residents with extensive public realm including new links to the water front. Adequate cycle and waste management arrangements would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in St Johns and Water Street SRFs. It would provide good quality homes in a highly sustainable part of the city. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage principles.

Policy H8 ‘Affordable Housing’ – A viability assessment demonstrates that the development can support an initial affordable housing contribution of £106,000. The viability would be reviewed at a later date to determine if the schemes viability improves and a greater contribution can be secured.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN2 Tall Buildings must be of excellent design quality, appropriately located, contribute to sustainability and place making and bring regeneration benefits. They must complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. Suitable locations include sites within and immediately adjacent to the City Centre with particular encouragement to sites easily served by public transport nodes. This high quality development would have a positive impact on views into the City and the regeneration of the area. The impact on the Castlefield conservation area and listed buildings has been considered in detail.

Policy EN3 'Heritage' - The harm caused to the historic environment would be outweighed by the public benefits as set out in the report.

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would seek to reduce overall energy demands. The building fabric would be high quality and energy costs should remain low. On site renewable energy would be provided.

Policy EN9 'Green Infrastructure' – The site is of low ecological and biodiversity value. The development would provide street tree planting and landscaping. Green infrastructure to the park and other areas of public realm would improve biodiversity.

Policy EN14 'Flood Risk'- The site is in flood zones 1 and 2 with a small element in flood zone 3. A Flood Risk Assessment details mitigation measures to minimise the impact of flood risk and ensure that the development would not exacerbate flood risk elsewhere. A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season unless birds are shown to be absent.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of activities during construction. The proposal would remove 79 car parking spaces. Other measures to minimise the impact of the operations of the development include on site travel plan, 1950 cycle provision and electric car charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site as a gas works means there is evidence of below ground contamination which could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – The ground conditions are not complex and can be dealt with. Remediation is required before it can be redeveloped. Conditions can be used to protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy includes recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on

residential amenity from loss of privacy and daylight and sunlight considerations and impact on wind conditions and solar glare.

DM2 ‘Aerodrome safeguarding’ subject to mitigation measures the proposal is not considered to impact on aerodrome safeguarding at Manchester Airport.

PA1 ‘Developer Contributions’ states that where needs arise the Council will seek to secure planning obligations. An initial affordable housing contribution of £106,000 is proposed with a subsequent review. There is also a sum agreed for off site educational provision at the Crown Street development. For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC7 ‘New Housing Developments’ – The proposal represents a high quality accessible development.

Saved policy DC18 ‘Conservation Areas’ The proposal would have minimal impact on the setting of the conservation area. This is considered in detail in report.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in report.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy E3.3- The proposal will provide a high quality building along Trinity Way and would enhance the appearance of this important radial route.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for

disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

–Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

–Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration

in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

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 key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to *"shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England"*.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (para 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for 1950 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, the scheme could not support an affordable housing contribution. This is considered in further detail within the report.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a largely vacant site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land.

The 1950 homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriate remediated.

Paragraph 185 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health,

living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport 20% of parking fitted with EV charging points.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In determining 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; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public

benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

St John’s Strategic Regeneration Framework (SRF) November 2016

This document updated the St John’s Strategic Regeneration Framework (SRF) February 2015 to reflect and record the significant progress that had been made on delivering the SRF and to incorporate the Factory. The SRF was extended to include the museum of Science and Industry (MSI). The Upper and Lower Campfield Markets and Castlefield House. The analysis remains otherwise unchanged.

It provided a refresh of the core development principles to guide a comprehensive approach to the SRF. All the original principles were retained and augmented to take account of the expanded opportunities and area of influence. These include the delivery of a ‘best in class’ city centre neighbourhood, a place to live, work and play, place for enterprise and innovation, for culture, entertainment and leisure, a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.

Developments must also fully integrated both functionally and physically with the rest of the city centre and adjoining areas including Spinningfields, and Castlefield. The creation of a network of public spaces and a range of uses that connect the site and the River Irwell to the existing St John’s residential area is highlighted.

Providing a range and mix of high quality residential accommodation as part of the creation of a vibrant, well-managed and sustainable new neighbourhood of choice underpins the SRF including offering a diverse wider range of employment, retail, leisure, and cultural uses that would add to the appeal of this neighbourhood and satisfy demand for city centre living.

Developments should enhance, or where possible minimise the impact on, the heritage assets or their settings in delivering the substantial public benefits and comprehensive regeneration that the St John’s masterplan proposals will deliver.

A series of existing and new public and semi public landscaped spaces will be created that support a new network of routes and linkages which connect the different parts of the site to its adjoining neighbours and the River Irwell as well as anchoring the major buildings making the River Irwell more accessible and a more desirable piece of the city’s public realm.

To the west of the site, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential buildings, which complement the larger urban grain in this

area and a key gateway into the city and which provide a very different offer to the penthouses and townhouses in the lower rise developments. These will be an elevated retreat for residents living above the city, positioned to respond positively to both distant views of the city as well as existing local vistas and new views within the Masterplan. These will 'float' above the Village elements. The buildings would be of the highest architectural quality and designed to address the assessment criteria for tall buildings.

This reference in the SRF includes the application site. The proposal complement the aspirations of the SRF through the introduction of a development of the highest quality architecture. Each tower would have its own distinctive character and their position at the application site would have a positive impact on the city skyline. Extensive, high quality public realm would be introduced

St John's Strategic Regeneration Framework (SRF) February 2015

The principal purpose of the document was to set out the reasons for defining the site as a strategic regeneration priority and to provide the rationale for the redevelopment and physical and functional integration of the site with the surrounding districts. A series of core principles were identified to ensure proposal come forward in a fully integrated and carefully coordinated manner as well as ensuring that development allows the full potential of this strategic regeneration opportunity to be maximised for Manchester and the City Region.

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.

The application site is identified in the SRF as a location of a residential led development with the potential introduce taller, elegant buildings which complement the larger urban grain in this area and a key gateway into the city centre.

Water Street Strategic Regeneration Framework (SRF) November 2016

The document was originally published in December 2010 but was refreshed to reflect changes in Manchester's economic priorities and market conditions as well as the site's strategic planning and regeneration context.

The SRF included development principles and an illustrative masterplan to provide guidance to inform new developments in the area.

The application site is identified as a high density development of scale that responds to the skyline and the heritage context and mediate between the two. The SRF goes on to state that the form of development should also create a sense of enclosure to the site's open spaces and establish a human scale to the development through an appreciation of the surrounding urban context.

The SRF advises that scale should be used to define the site as a destination and pivotal gateway into the City Centre. With the scale modulating across the site to

promote daylight penetration, visual connections to the viaduct and the character of the development.

The proposal would complement the aspirations of the SRF through the creation of a development with height that responds to the city skyline and heritage context. The proposal would provide new linkages within an expansive area of public realm both with the site, beyond and along the river Irwell.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows 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. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that 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 approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

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 2017 and has considered the following topic areas:

- Construction Management, programme, methodology and phasing;
- Air quality;
- Climate change;
- Daylight, sunlight and overshadowing;
- Heritage;
- Human health;
- Noise and vibration;
- Socio-economic issues;
- Solar glare;
- Townscape and visual impact;
- Traffic and transport;
- Water resources;
- Wind microclimate;
- Residual impacts; and
- Cumulative effects.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

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

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal 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 proposals possible impact on human beings, water, air, climate, cultural heritage, townscape 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.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City's economy continues to grow, more homes are required to fuel and complement it.

Manchester is the fastest growing city in the UK, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth.

There is long standing aspiration, within the St John's and Water Street SRFs, to develop this site for a series of tall residential buildings that would complement the larger urban grain found in this area and form a gateway into the city centre. This previously developed brownfield site would provide homes in a highly sustainable well-connected location and would bring new footfall into the area.

The proposal would provide a significant amount of public realm (1.29 hectares) and provide high quality green space. New pedestrian and cycle connections through the site would allow linkages to be made with surrounding developments and the river. The public realm would include recreational space with seating and soft landscaping, activation of the river edge and improvements to the underpass connecting the parcels of land. A children's play area would be provided.

The 1950 homes would be created in 4 towers ranging between 39 to 60 storeys, including one, two, three and three bedroom duplex apartments, all space standard compliant, which would be suitable for and attractive to families. An initial contribution of £106,000 would be secured for off site affordable housing with a mechanism to review the scheme's viability at a later stage. This is considered elsewhere within this report. The development would place additional pressures on social infrastructure in the area and a £1.5 million contribution would be secured towards the new school at Crown Street.

Towers C1 and C2 would have active ground floor commercial space suitable for retail, food and drink. This would include external seating areas in the public realm. The first and second floors of the towers would include residential amenity spaces with gyms, meeting rooms/business lounges, residents lounge and residents gardens. The amenity offer would provide activity throughout the day.

The development would deliver significant economic and social benefits. The proposal represents £494 million investment and would be of the highest standard of design and offer the most up to date energy efficiency to provide low carbon scheme.

The development would take 9 years to complete and create 4180 full time equivalent jobs over this period with 9400 jobs in the supply chain. This would create an estimated £323.8 million and £596.4 million in GVA respectively. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal.

1950 new homes would accommodate up to 4000 residents who would spend around £22.8 million locally which equates to the creation of 160 full time jobs. Council tax revenue is estimated to be £2.8 million per annum.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 1950 homes for open market sale. The delivery of homes and the regeneration of the St Johns and Water Street area is a key priority for the Council. The proposal would develop a contaminated, brownfield site laid as a car park. The site makes little contribution to the local area.

The site would be developed with a series of high quality buildings. The homes would comply with the Residential Quality guide. Active frontages would enliven the area and 1.29 ha of public realm includes hard and soft landscaping, access to the riverside, enhanced pedestrian and cycle connections and informal child play spaces. The landscaping connects to the River and includes tree planting. This would equate to £10.3 million.

The development is also providing £1.5 million contribution towards the school at Crown Street. This is in recognition that families who would wish to live in the development would need access to school provision. There is also extensive highway improvements required, in the interest of highway and pedestrian safety, including upgrades to signalised junctions, pedestrian and cycle infrastructure. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Councils public access system, has been submitted for consideration. It has been independently assessed on behalf of the Council and has concluded that the scheme would be able to support a commuted sum of £106,000 for off site affordable housing.

A benchmark land value of £8.76 million is within the expected range based on comparable evidence. The Gross Development Value would be £745,434,223 which would give a profit of 16% on GDV.

The initial contribution would be secured as part of a legal agreement. In addition, the viability would be subject to review at an agreed future date to determine any change in market conditions which would improve viability and allow an affordable housing contribution in line with policy H8.

Climate change, sustainability and energy efficiency

The proposal would be low carbon in a highly sustainable location with access to public transport. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

There would be a net loss of 89 parking spaces which would remove some vehicle trips from the network. 20% of the on site parking would be fitted with an electric car charging point with the remaining spaces fitted with the infrastructure to be adapted. 1950 cycle spaces would be created and with pedestrian and cycle infrastructure in the public realm to encourage cycling and walking. A travel plan would encourage residents to take advantage of public transport and minimise vehicle trips.

The building fabric would be highly efficient. An all electric approach would be adopted using air source heat pumps and a fabric first approach to design. The fabric includes efficient mechanical and electrical systems with controls to reduce emissions and low energy lighting and efficient hot water storage.

If the most up-to-date format for calculating grid carbon efficiency is factored in and the development achieves ongoing carbon reductions delivered by grid-scale infrastructure, the proposal could achieve a 50% betterment and therefore exceeds the 9% equivalent under Part L 2013. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

Green infrastructure includes landscaping, trees, street trees and wildlife habitats to improve biodiversity. This would include 1.29 hectares of public realm, 149 trees, ornamental planting, shrubs, green walls and other planted areas. This would contribute to mitigating air quality conditions and surface water run off rates.

Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013*. The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as very large, large, moderate, slight or neutral.

21 key viewpoints (including cumulative impacts shown in wire lines) were considered in the townscape assessment as follows:

Viewpoint 1: Mancunian Way
Viewpoint 2: Regent Road
Viewpoint 3: Liverpool Road
Viewpoint 4: Liverpool Road
Viewpoint 5: Footbridge over River Irwell
Viewpoint 6: Bridge Street
Viewpoint 7: Chapel Street POS
Viewpoint 8: Chapel Street Trinity Way Junction
Viewpoint 9: Castlefield Events Arena
Viewpoint 10: Castle Street
Viewpoint 11: Castlefield Basin Footbridge
Viewpoint 12: Castlefield Basin
Viewpoint 13: Castlefield Basin
Viewpoint 14: Bridgewater Viaduct
Viewpoint 15: Liverpool Road
Viewpoint 16: Mancunian Way/A56 interchange
Viewpoint 17: Hulme Park
Viewpoint 18: Regent Road/Oldfield Road
Viewpoint 19: Left Bank
Viewpoint 20: Cathedral Approach
Viewpoint 21: MOSI

Detailed assessment on the impact on the following Strategic character areas has been undertaken:

Manchester City Centre Character Zones

- Medieval core
- Great Jackson Street
- St. John's
- Castlefield
- Water Street
- Hulme

Salford City Centre Zones

- Wilburn Basin
- New Bailey
- Chapel Wharf

- Chapel Street and Islington
- Ordsall

The effect of the development on the above zones, through an assessment of relevant viewpoints, can be summarised as follows.

Manchester City Centre Townscape Zones

Medieval Core is an important gateway and transport hub with Victoria Station and tram stops. It is a major retail and leisure area with the Corn Exchange, the National Football Museum, AO Arena and the Printworks. Its significance as a cultural and public area is notable with the presence of the Cathedral, the ecclesiastical and scholastic centre of Manchester from the 15th century.

To the south and east of the Cathedral Yard are the Corn and Produce Exchange which enclose Exchange Square. These all cluster around the medieval street pattern and are bounded by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach. To Cathedral overlooks Victoria Street and the River Irwell,.

View 20 is a niche view on the Salford / Manchester boundary looking down the River from an elevated position. There are recent and emerging developments in the view along with views towards the Cathedral Conservation area which increases the importance of this townscape view. The view is appreciated in transit where the view and is very much a niche view and although absent of cultural or designated views, Victoria square is nearby has recently been regenerated.



Viewpoint 20 Cathedral Approach (existing)

The proposal would be a distant feature and would not materially affect the quality or character of the townscape or this view and the impact would be negligible beneficial.



Viewpoint 20 Cathedral Approach (proposed (cumulative))

St Johns The area contains one Listed structure (the Grade II Listed Manchester and Salford Junction Canal tunnel, which is underground); the Grade II Listed Colonnaded Railway Viaduct also falls partially within the area. The area also contains non-designated heritage assets. Adjacent listed structures include the Grade I Liverpool Road Station, (Grade I) and buildings at Museum of Science and Industry. The area contains the riverside frontages and a mature garden that faces the existing St. John Street public gardens.

The townscape is experiencing change with significant new developments taking place in the area which has altered the townscape. The river is deeply channelled and largely obscured from view. The Ordsall Chord has now been completed to the west.

To the north of Liverpool Rd, and the west of Deansgate, are the low rise Georgian streets of St Johns, home to the chambers and practices of Manchester's legal and medical professions and the significant new residential developments within the St Johns Conservation Area. St Johns gardens is a tranquil green space.

View 3 Liverpool Road with the Grade I Railway Station a key component of the view. The street is low rise with a historic character. There are no other modern buildings

and the skyline is largely uncluttered with the exception of the Water Street towers and Wilburn Street development.



Viewpoint 3 Liverpool Road (existing)

The view is within the Castlefield Conservation Area and therefore sensitive to change.

The scale of the proposal would be dominant and its effect on visual amenity, the character of the area and the wider townscape in the context of the Railway Complex and conservation area would have a moderate adverse impact.



Viewpoint 3 Liverpool Road (proposed)

Viewpoint 4 Liverpool Road is the entrance to the Museum of Science and Industry. A group of low rise historic buildings dominate the street and the skyline is uncluttered. The site is one of Manchester's principal visitor attractions. The townscape and visual amenity of this view is considered to be highly significant given the cluster of high value heritage assets.

Viewpoint 4 Liverpool Road (existing)

The scale of change is less than Viewpoint 3 as the proposal is in the distance and the foreground of buildings and trees obscure much of it. The magnitude of effect is minor on the townscape and visual amenity of the area and would result in a moderate adverse impact.



Viewpoint 4 Liverpool Road (proposed)

Viewpoint 15 looks down Liverpool Road at its intersection with Deansgate. The townscape character is more mixed with contemporary development. It is on the edge of the Castlefield conservation area so townscape and visual amenity of the area is considered to be less sensitive but retains the strong character due to a high level of heritage assets.



Viewpoint 15 Liverpool Road (existing)

The proposal is clearly separated from the heritage assets of MOSI and steps down towards the street acknowledging the dominant perspective in this view. The overall effect is minor beneficial on the townscape and visual character of the area.



Viewpoint 15 Liverpool Road (proposed)

Viewpoint 19 Water Street has changed radically as The Factory emerges. The towers rise up above the Marriott Hotel as a single cluster which reinforces the geometry of the street and become a principal focus on the skyline.



Viewpoint 19 Water Street (existing)

There are no listed buildings or other designated heritage assets in the view but it is on the edge of the Castlefield Conservation Area. Recent development demonstrates the area's capacity to absorb development. The townscape and visual character of the area is only appreciated on in transit or from a place of work but the Castlefield Conservation Area designation means the view remains significant.

The proposal would form a cluster of varied form and height and enhances the view and fits well with the increasing amounts of contemporary development nearby. The development would have a minor beneficial impact in townscape and visual terms.



Viewpoint 19 Water Street (proposed)

Viewpoint 21 is from within the Science and Industry Museum. Water Street towers and the Wilburn Street development are visible but the proposal would be of a different scale.



Viewpoint 21 MOSI (existing)

The visual character and townscape quality of this view is considered to be high due to the presence of MOSI is a key tourist attraction and contains many heritage assets. The proposal is large and, to a degree, overwhelming in terms of the significant heritage assets at the core of this historic view. The effect of the development is therefore considered to have a moderate adverse impact on the townscape and visual amenity of the area.



Viewpoint 21 MOSI (proposed)

Great Jackson Street has been the focus of considerable regeneration. Tall buildings have become key components of its townscape character with Deansgate Square, Crown Street Phase 1 and River Street.

Viewpoint 16 Mancunian Way / A56 interchange is at a busy roundabout over the Mancunian Way. The proposal would consolidate the existing foreground development in a positive way and add to the cluster of residential buildings.



Viewpoint 16 Mancunian Way / A56 interchange (existing)

It is outside the Castlefield Conservation Area and on a major traffic interchange with many disparate elements which contribute to an incoherent sense of townscape character. It will be viewed in transit at this busy road junction. The proposal is largely concealed by foreground development and would therefore complement the existing townscape character and result in a negligible beneficial effect.



Viewpoint 16 Mancunian Way / A56 interchange (proposed (cumulative))

Castlefield is one of Manchester's key tourist destinations. It is the terminus for the world's first industrial canal: the Bridgewater Canal and the world's first passenger railway in 1830. Its historic interest is linked to the historic transport networks formed by the railways and canals. It includes the remaining sections of a Roman fort. It contains offices, apartments, cafes, bars and hotels and includes public spaces and an events area. Castlefield Conservation Area covers this area.

The viaducts offer panoramic views of the city but visually enclose spaces below. These horizontal features contrast with the chimneys and towers associated with the industrial development.

The enclosed canal basins is dominated by its restored heritage with new residential and leisure development. The public spaces and towpaths provide a human scale. The views constantly change along the canals. The Mancunian way passes through this area with occasional interrupted views of the City centre. A 20 storey development overlooks the basin on Chester Road.

Viewpoint 1 Inner Ring Road is located at the side of one of the principal traffic routes around Manchester, and provides uninterrupted, close up view of the proposal.



Viewpoint 1 Mancunian Way (existing)

Although in a conservation area, the townscape and visual amenity of the view is poor and influenced by a significant quantum of recent development including Derwent Street and Wilburn Basin. In addition, the viewpoint is adjacent to the Inner Ring road and bordered by commercial development. The proposal would have a significant impact and would be beneficial both in townscape and in visual terms.



Viewpoint 1 Mancunian Way (proposed (cumulative))

Viewpoint 9 Events Arena is a significant open air event spaces. The canal basin is a focal point of interest and the railway viaduct crosses it and the canal.



Viewpoint 9 Events Arena (existing)

The view is in the conservation area. Cafes, restaurants and apartments add to the mixed use nature of this area together with the combination of historic spaces and modern development which increases the significance of this view in townscape and visual amenity terms. The towers would clearly be visible but defined as a separate elements and form a cluster as a whole. The effect in townscape and visual terms would be moderate beneficial although it is acknowledged that there would be a degree of harm to the setting of the heritage assets which is considered elsewhere within this report.



Viewpoint 9 Events Arena (proposed)

Viewpoint 10 Castle Street is to the south of one of the railway viaducts. Recent development dominates the foreground. The development would rise above this and their varied forms would distinguish them in the view.



Viewpoint 10 Castle Street (existing)

The effect in townscape and visual terms would be moderate beneficial.



Viewpoint 10 Castle Street (proposed)

Viewpoint 11 Castlefield pedestrian bridge demonstrates how the proposal would be a new focal cluster behind the listed railway viaduct, a key part of Castlefield's industrial heritage.



Viewpoint 11 Castlefield Basin Footbridge (existing)

The historic Cornbrook viaduct over the Bridgewater canal, and the conservation area result in a high level of sensitivity with limited capacity to accept development without a degree of harm. The significance of the view is high as this area is a destination for tourists and visitors along with its heritage assets. The development would be a modern development which would contrast with these historical characteristics. The effect on the townscape and visual character of the area would be moderate adverse.



Viewpoint 11 Castlefield Basin Footbridge (proposed (cumulative))

Viewpoint 12 Castlefield basin focuses on the canal, the railway viaduct and the surrounding low rise apartment buildings most of which are modern. The development would change the skyline and would be prominent. The view demonstrates that the heritage assets are less dominant and there are modern elements in the foreground.



Viewpoint 12 Castlefield Basin (existing)

The development would add depth to the view and the effects are judged to be moderate beneficial.



Viewpoint 12 Castlefield Basin (proposed (cumulative))

View 13 Castlefield basin has trees either side of the towpath which conceal part of the development with the Water Street development the prominent element. The proposal be a major new feature against the low rise built form in the foreground.



Viewpoint 13 Castlefield Basin (existing)

Sensitivity is high and the magnitude of effect is moderate beneficial. Towers D1 and D2 balance each other and enhance the visual interest but not to the detriment of the historic townscape character. The significance of effect is moderate beneficial.



Viewpoint 13 Castlefield Basin (proposed (cumulative))

Viewpoint 14 A56 Chester Road is a view over the Castlefield basin and its mills, wharves, canals and bridges. The proposal would be prominent introducing new architectural elements into a skyline comprised almost entirely of historical elements apart from Water Street which is a slender but low tower.



Viewpoint 14 Bridgewater Viaduct (existing)

The four towers introduce tall elements to a townscape which is dominated by historic features and buildings. The view is located on the busy A56, and therefore its significance and contribution to the townscape character and visual amenity of the area is somewhat reduced. Notwithstanding this, the towers would impact on the setting of the heritage assets and therefore have a minor adverse impact on the visual amenity and character of the view.



Viewpoint 14 Bridgewater Viaduct (proposed (cumulative))

Hulme has been the subject to a considerable regeneration and a large area of mostly low rise housing has been built. Hulme Park is one of the largest public open spaces close to the city centre. Princess Road which is sunken cuts through this zone and the footbridges that cross over it offer some of the best views of central Manchester. The zone is predominantly residential.

Viewpoint 17 St Wilfrids Park is an open green space south of the city centre. There are views of the city centre above trees. This view is changing as the Deansgate Square and Crown Street towers are developed.



Viewpoint 17 St Wilfrids Park (existing)

The townscape has the capacity for change and the view is a valued local park. The development is concealed behind Crown Street development and is low on the horizon. The effects of development would be minor beneficial of the visual amenity and townscape quality.



Viewpoint 17 St Wilfrids Park (proposed (cumulative))

Salford City Centre Zones

Wilburn Basin contains housing in a mixed use area.

View 2 'Regent Road is a direct view to the city centre skyline. The river is visible with the application site in the foreground. The quality of the view is low as it is characterised by A57 Regent Road and the townscape character is incoherent



Viewpoint 2 Regent Road (existing)

The proposal would be dominant and obscure the city centre and have a major beneficial impact removing a vacant site and contributing to the cluster of dense developments in the area such as the Wilburn Street development and Water Street towers. The significance would be moderate beneficial on the townscape and visual amenity of the area.



Viewpoint 2 Regent Road (proposed (cumulative))

New Bailey contains office, leisure and tourism uses, forming part of the commercial core. Improvements to Salford Central station should further enhance the area.

Viewpoint 5 'Footbridge over River Irwell' is a framed view of the proposal. The quality of the view is low due to the amount of development that has taken place and the view is outside the conservation area. The view is also on a busy pedestrian route. There is a significant amount of residential in the area which could be affected by any further development.



Viewpoint 5 Footbridge over River Irwell (existing)

The view demonstrates the positive impact of the development providing a new focal point and adding visual interest. This would constitute a minor beneficial impact on the townscape and moderate beneficial significance to the view.



Viewpoint 5 Footbridge over River Irwell (proposed (cumulative))

View 6 'Bridge Street' demonstrates the major impact of the proposal creating a new landmark. The lower scale of the Marriott Hotel and Albert Shed creates a cluster of towers adding variety to the skyline. The developments on Water Street, in the foreground, and the Factory are all noticeable but the proposal would be taller.



Viewpoint 6 Bridge Street (existing)

The development would add a positive addition to the view. This is a niche view and the neighbouring hotel would be occupied largely by transient visitors.

The proposal makes a significant impact along with other development. The slender profile of building C1 would add visual interest. The overall affect would be moderate beneficial to the townscape an visual amenity of the area.



Viewpoint 6 Bridge Street (proposed (cumulative))

Chapel Street and Islington has high quality public realm, historical buildings and numerous heritage assets.

View 7 'Chapel Street' is a quiet pocket park surrounded by residential blocks with a low level view curtailed by the railway viaduct. Trees soften and add to the sense of enclosure. The sensitivity of the view is medium where the view is part of the wider experience. This is an important green space and has a positive contribution to the townscape and visual amenity of the area.



Viewpoint 7 Chapel Street (existing)

The proposal largely be concealed by trees and set back on the horizon. As such, the magnitude of effect would be minor beneficial.



Viewpoint 7 Chapel Street (proposed (cumulative))

Chapel Wharf has a diverse mix of uses and range of heritage assets.

Viewpoint 8 Chapel St / Trinity Way junction is a busy junction dominated by traffic with limited pedestrian activity. The townscape and visual character of the area is low due to the dominance of the junction. Several apartment blocks are situated at this interchange and in the immediate vicinity.



Viewpoint 8 Chapel St / Trinity Way junction (existing)

The impact would be moderate beneficial to the townscape and visual character of the area as the towers rise above the railway viaduct and alter the skyline improving visual interest and adding to the contributions made by the Wilburn Street and Water Street developments which are recent additions to the view.



Viewpoint 8 Chapel St / Trinity Way junction (proposed (cumulative))

Ordsall contains large areas of low rise housing and open areas of public open space. Ordsall Park and Ordsall Hall make significant contributions to the townscape. The first of these is a large rectilinear park with paths, mature trees, play and recreational facilities that has been restored. Ordsall Hall is Salford's oldest building which is Grade I listed and has been restored. Both lie to the south west away from the proposal. The urban grain is generally open and small in scale with many views.

View 18 is located on the busy A57 and therefore the quality of the townscape and visual amenity of the area is low dominated by a supermarket and a filling station with low rise housing surrounding it.



Viewpoint 18 Regent Road/Oldfield Road (existing)

This area has changed through development at Great Jackson Street which demonstrates its capacity to absorb development without undue harm.

The impact of the development is major beneficial with the proposal having a dramatic impact on the skyline. It would provide balance to Great Jackson Street and establish a new gateway from the west. The proposal would establish a hierarchy of height and consolidate the composition and would have a moderate beneficial effect.



Viewpoint 18 Regent Road/Oldfield Road (proposed (cumulative))

The development would form a large and significant development and would transform the area. The removal of the vacant site and the four towers would have an overall beneficial impact.

The impact of the height would not be unduly harmful on visual amenity or the city scape. In the majority of instances, the impacts on the local area and on the city townscape would be positive. The high quality architecture and use of materials would create of a distinctive development.

Some visual harm would occur where the development would clearly be seen in the same context as heritage assets. This relates principally to the visual impact on the understanding and appreciation of the setting of the MOSI complex (including views along Liverpool Road). However, this impact would not affect the character and appearance of the Castlefield Conservation Areas as a whole.

This low level of harm is outweighed by the substantial regeneration benefits that the development of such a high quality scheme would deliver. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The site is in the Castlefield conservation area and the setting of listed buildings which could be affected by the development including: Railway bridge over river Irwell to former Liverpool Road Station (Grade I), The Giants Basin (Grade II), Colonnaded railway viaduct at former Liverpool Road good depot (Grade II), Former

Grape Street railway bonded warehouse (Grade II), Bridgewater canal basin at Potato Wharf (Grade II), Old warehouse to the north of former Liverpool Road railway station (Grade II), Former commercial hotel (Grade II), Railway viaduct linking bridge over river Orwell to Liverpool Road station (Grade II), 123 Liverpool Road (Grade II) and former Liverpool Road railway station – station masters house (Grade I).

The site is not a heritage asset and it has a neutral contribution to the character and appearance of the Castlefield conservation area.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact on listed buildings in close proximity to the site and the Castlefield conservation area as required by paragraph 128 of the NPPF. The impact on the setting of these heritage assets, was also evaluated in the 21 views identified in townscape assessment above.

The main focus of the Conservation Area is the Castlefield Basin/Potato Wharf and Liverpool Road which contain a large number of the listed buildings identified above and represent the development of the railways and industry in the area.

Railway viaducts and bridges dominate the character of this area, along with the canals and warehouses, creating a unique environment. They were a product of the growing rail network and new lines had to be operated at high level so as not to obstruct the canal network. More recent redevelopment has seen residential, commercial and recreational uses.

The listed buildings which are deemed to be affected by the development are as follows:

Railway bridge over river Irwell to former Liverpool Road Station (Grade I) is a railway bridge dating from 1830. The bridge has group value with the adjacent listed viaducts which all converge to the west, Salford Side, of the river. The bridge is experienced from the surrounding roads, pavements and bridges and is understood as being part of a historic group of structures. The bridge has high historic value due to its association with the railways in Manchester. The bridge can be viewed in conjunction with the application site due to its proximity.

Former Canal Flour Mills (Grade II) is a former flour mill and is experienced from a variety of perspectives including the canal, raised ring road and street level. The building has been converted into residential accommodation and modern developments have been built in context which affects the legibility of the mill. The mill is viewed in conjunction with the site moving north along the ring road only.

Colonnaded Railway Viaduct at Former Liverpool Road Good Depot (Grade II) is a cast iron structure comprising of columns on stone bases to support the viaducts with cast iron beams at the site. The viaduct is experienced within the MOSI site where

there is group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south. There is historic value associated with the viaduct due to its association with the railways in Manchester which give it high significance. The viaduct would be viewed in conjunction with the site when looking north west.

Railway Viaduct over River Irwell leading to Lower Byrom Street Warehouse (Grade II) was built at an angle over the river to abut the 1830 stone bridge on its south side, enabling the railway lines to converge on the west, Salford side, of the river. A trough of riveted cast iron panels set on a framework of cast iron beams, the significance of the viaduct is though its group value with the other adjacent viaducts which can be experienced from street, road and canal levels. The significance of the structure is medium due to its group value and can be viewed in the same context as the application site due to its proximity.

Former commercial hotel (Grade II) is a mid 19th century hotel in red brick and Flemish bond with sandstone dressings and slate roof. The significance of the hotel is from its architectural and historical interest which former part of the Liverpool Road streetscape opposite the station which is the best position to appreciate it although there would be views of the building in conjunction with the application site moving north west along Liverpool Road.

Railway Viaduct linking bridge over the River Irwell to Liverpool Road Station (Grade II) is a railway viaduct with animal ramp to the east end of the south side and is a combination of brick and iron. The viaduct is experienced from within the MOSI site where it has group value with other heritage assets. The viaduct is best experienced from Water Street where it crosses the street. The significance of the viaduct is high due to its association with the development of railways in Manchester and would be seen in conjunction with the application site when looking north west.

Former Liverpool Road railway station – station masters house (Grade I) is a former railway station now part of the MOSI complex and dates from the 1830 (house from 1808) and is the oldest surviving passenger railway station in the world. The significance of the building is high. The building can be experienced from the street level along Liverpool Road as well as within MOSI site from raised and lower levels together with having group value alongside the old warehouse and adjacent viaducts. There are also short range views from Water Street.

St George's Church (Grade II) was constructed in 1826-8 by Frances Goodwin. It is constructed of sandstone with slate roofs in a Gothick perpendicular style. It has been converted into apartments. The immediate setting of the church is largely preserved with its churchyard and perimeter gates remaining. However, highway schemes at Chester Road and the Mancunian Way have created a hostile setting to the Church. The grid iron pattern in the immediate area of the church remains although the majority of the historical warehouses which once dominated this part of the conservation area have been lost. There would be views of the listed building moving north west along the ring road.

Power Hall of Museum of Science and Industry (Grade II) was a former goods transfer shed and now exhibition hall dating from 1855. The building is experienced

at street level along Liverpool Road and Lower Byrom Street and has group value with the former market hall and warehouse of the MOSI. There would be views of the building in conjunction with the application site whilst moving north west along Liverpool Road.

Former Grape Street railway bonded warehouse (Grade II) was constructed between 1867 and 1868 and was part of the good warehousing associated with the former Liverpool Road Station. The listed building has group value with the other adjacent listed buildings associated with the former railway station. The setting of the building would be experienced in conjunction with the development in views looking north west.

Castlefield Railway Viaduct (from Manchester Central to Dawson Street) (Grade II) dates from 1880 and consists of cast iron piers rising to square castellated towers supporting metal lattice parapet. Due to the length of the structure it has a number of different settings. The most significant part is from within Castlefield where it can be seen from a variety of levels and environments. The listed structure would be seen in the context of the application site when looking north west.

Old warehouse to north of former Liverpool Road Railway Station (Grade I) dates from 1830 and is constructed of red brick and sandstone dressing with slate roofs. The warehouse is experienced largely from within MOSI where it has group value with other listed buildings and structures. Its association with the railway infrastructure of Manchester means its significance is high. The listed building would be viewed in the context of the application site from a north west direction along Liverpool Road.

Albert Warehouse Quay on west side fronting River Irwell Victoria Warehouse (Grade II) date from the 19th century and is constructed from red brick and slate roof. The setting of the listed building has altered over the years due to development along the riverside but retains medium significance. The listed building would be viewed in a south west direction along Water Street in conjunction with the application site.

Merchants Warehouse (Grade II) is a former canal warehouse serving Bridgewater Canal terminus and dates from 1823. The warehouse retains a large amount of its setting to the east side and the Bridgewater canal to the west and forms a significant component to the conservation area. The warehouse has group value with other listed buildings and is appreciated within the close environs of the Castlefield Basin which give it medium to high significance. The building would be experienced in conjunction with the application site in views looking north west.

Museum of Science and Industry (MOSI) (Grade II) was a former market hall now museum dating from 1876. The building is cast iron and wood with slate and glass roof. The building is best experienced at street level along Liverpool Road and Lower Byrom Street. The building has group value with the Power Hall and warehouse of MOSI. The building has a medium significance and would be viewed with the application site in a north west direction along Liverpool Road.

MOSI former Lower Byrom Street Warehouse (Grade II) is a former railway goods warehouse now part of the museum complex. Constructed of red brick with

dressings of red brick and sandstone and slate and glass roof. The former warehouse is experienced at street level along Lower Byrom Street and has group value with the Power Hall. This building has medium significance and would be viewed in conjunction with the application site in a north west direction along Liverpool Road.

Irwell Street Bridge (Grade II) dates from 1880 and is stone and cast iron. The bridge is experienced from street and riverside level and has medium significance. The bridge would be seen in the context of the applications site in views looking south west direction.

MSJ and AR viaduct (Grade II) dates from 1846-9 and is in red brick and sandstone with cast iron bridges. The viaduct has group value with the other railway structures in the area and due to the length of the structure, there are several areas where the viaduct is legible and understood. The viaduct is best represented in the Castlefield area where the viaduct and bridges can be viewed. The viaduct would be viewed in close proximity to the application site.

The Environmental Statement and heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either low beneficial, negligible or neutral in most cases together with instances where the proposal improves the visual amenity of the area and is beneficial.

The heritage assets have been considered within the 21 key views through the visual impact assessment. The conclusions and impacts on each are:

Viewpoint 3 – is from the north side of Liverpool Road, at the junction with Potato Wharf looking north west and is dominated by the Grade I listed former Liverpool Road Station, Grade II 123 Liverpool Road and Commercial Hotel Building. The historic and group value of this complex of heritage assets is considered to have a positive contribution to the Castlefield conservation area.

The proposal would be clearly visible above the established roofline of the domestic scaled buildings visually changing the setting of the heritage assets. The towers would enclose the streetscape and contrast with the 2-3 storey red brick buildings. The towers would create visual interest in the skyline. The pairing of the towers, and different elevational treatment, breaks up their mass forming a coherent cluster. There would be a moderate adverse impact on the setting of the heritage assets.

Viewpoint 4 – is from the north side of Liverpool Road, at the junction with Lower Byrom Street, and is dominated by the Grade II Power Hall of MOSI at the junction of Liverpool Road and Lower Byrom Street and leads to the Grade I former Liverpool Road Train Station building. These buildings make a positive contribution to the conservation area but this is not the best position to view the individual or group value of these buildings.

The proposal would be visible from the far left hand side of the view, above the roofline of the buildings in the foreground. The vertical towers would contrast with the

horizontal streetscape. The height and scale of the development would be highly visible but would not diminish the architectural and historic significance of the heritage assets which would remain legible and understood. There would be minor adverse impact on the setting of the heritage assets.

Viewpoint 6 – is from the south west side of the Irwell Street Bridge looking south east and is dominated by grade II listed Victoria and Albert Hotel and former industrial structures. The view is not the best position to appreciate the heritage assets but is a key view into the Castlefield conservation area and the river.

The proposal would be highly visible and create a distinctive collection of modern buildings at this gateway. The towers can be appreciated individually allowing the differing elevational treatments to be understood. The view highlights the slimline profile of the towers at site D next to the robust towers at site C.

The heritage value of the hotel would remain legible and understood and would not affect the character and appearance of the conservation area which is better appreciated from other vantage points.

Viewpoint 9 – is from the Castlefield Events arena. The Grade II Manchester south junction and Altrincham (MSJ&A) railway viaduct is evident which enhances the industrial character of the area. The view represents the character and appearance of the conservation area but is not the best position to understand the listed building and structures which are evident.

The proposal would be highly visible above the listed railway viaduct and would add to the city skyline. Notwithstanding, that this not the best to appreciate the heritage assets, there would be an impact on the view and the setting of the heritage assets which would cause a low level of harm to their significance.

Viewpoint 12 – is from the Castlefield basin looking towards the site. Green space at The Wharf Public House and the Grade II Merchants Warehouse can be seen with modern apartments and the Grade II listed railway viaducts and bridges. The view is characterised by the wide expanse of canal network that meet here.

The proposal would be visible forming a new landmark. The development would change the view, but the appreciation of the setting of heritage assets would remain largely intact. The proposal would therefore have a minor adverse impact.

Viewpoint 15 – is from Liverpool Road at its junction with Deansgate. Low rise modern buildings are adjacent to Grade II late 18th century three storey weavers cottages. The Grade II Deansgate Free Library, former market hall and MOSI are all evident with the grade I Liverpool Road Railway Station. The view demonstrates the domestic scale of Liverpool Road and its listed buildings.

The proposal would only be glimpsed from this junction. Despite the number of designated heritage assets present, the magnitude of change and the ability to appreciate their significance is barely altered.

Viewpoint 21 – is from within MOSI and the application site makes a neutral impact on the conservation area. MOSI is undergoing redevelopment and the view includes the Grade II Power Hall, Grade II former Lower Byrom Street Warehouse, grade I former station building, and Grade I warehouse. New development is evident.

The proposal would be highly visible with the towers creating a new landmark feature. It would provide a contemporary backdrop to the established roof profile of MOSI. The development would not affect the ability to understand and appreciate the heritage value of the assets and would have a moderate adverse impact.

Historic England have previously not objected to a similar scheme and concluded that the development of vacant unattractive plots on the edge of the conservation area was positive in principle. They raised the scale of the development but concluded the impact on the conservation area to be neutral. The comments centred on the impact on views of a number of significant listed buildings around Liverpool Road Station which would result in less than substantial harm to their significance.

Historic England acknowledge that there appears to be a greater sense of separation between each tower reducing the perception of a homogenous block. This would reduce their overbearing nature but would result in a low level of harm to the significance of the cluster of listed buildings around Liverpool Road Station. They remain satisfied that the proposal would have a neutral impact on the character and appearance of the conservation area.

This major development would be seen in the same context of a number of heritage assets. It would, in most instances, result in a low level of *less than substantial harm*, as defined by paragraph 196 of the NPPF, to the setting and significance of the identified heritage assets. However, in each instance the heritage assets would remain legible and understood and outweighed by the substantial regeneration benefits that this development would bring. It is considered that this proposal would provide the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in instances of low level harm through changes to the setting of the Castlefield conservation area and a number of listed building identified within this report. These impacts are considered to result in a low level of less than substantial harm.

In these circumstances, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the important the asset, the greater the weight should be) (paragraph 199 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. The proposal would create instances of less than substantial harm as defined within. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This is a development site, as defined by policy SP1 of the Core Strategy, in one of the City's key regeneration areas. Its vacant condition has, at best, a neutral impact on the local area and the surrounding heritage assets. This proposal would regenerate this key site in line with Council policy and bring new homes to a neglected part of the city centre in order to create a new residential neighbourhood. The development represents a total investment of £494 million.

The architecture and place making would enhance the area and provide 1950 homes. A contribution of £106,000 for off site affordable housing would be secured which would be re-tested at a later stage. A contribution of £1.5 million is proposed to the school at Crown Street as part of securing essential social infrastructure for development where new families are likely to live.

4000 residents would bring household spending to the area which has a value of £22.8 million and 160 jobs. Council tax would generate an estimated £2.8 million per year.

Over a 9 year construction programme, 4180 jobs per year would be created. Based on the average GVA per full time employee this would result in £323.8 million over the construction period. There would also be additional jobs in the supply chain of up to 9400 employees creating GVA of £596.4 million.

The development would also meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives.

The proposal would also see the creation of a substantial amount of public realm, covering 70% of the site with landscaping and tree planting which would improve pedestrian and cycle links in the area, drainage benefits and improve biodiversity and wildlife habitats.

The visual and heritage assessments show a low level of harm to the heritage assets in most instances as the development would be viewed in the same context as them. The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value.

Mitigation and public benefits are derived from the realisation of key site in the SRF areas. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

Impact on Archaeology

An archaeology assessment demonstrates there is archaeological interest relating to the late 18th century dye works, an early 19th-century warehouse and associated smithy established by the New Quay Company, a late 19th-century pig market and 19th century timber waterfront at site C.

At site D, there is potential for 18th-century dye works, an early 19th-century warehouse, and mid-19th-century chemical works, a boat house and a row of workers' houses together with the possibility for remains deriving from the Roman occupation of Manchester

GMAAS concurs with the conclusions drawn from the desk-based assessments, and recommends that both sites are subject to intrusive archaeological investigation in advance of development taking place in line with the written scheme of investigation. This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Visual Amenity

The development would deliver the objectives of the SRF including improving the street level environment, creating high quality public realm, including riverside connections and high quality buildings.

The proposal creates two buildings on site C and two at site D and maximises the amount of public realm. The orientation of the buildings would maximise views.



Site layout

Building C1 is rotated to address the conservation area and heritage assets. Building C2 rotates its long axis to align with Water Street facing elevation of building C1 and creates a significant built form to Trinity Way and Water Street. Servicing and access to parking is adjacent to Water Street to maximise public realm around the buildings and to the river.

Building D1 follows the curve to the river Irwell and, along with building C2, has a positive impact on Trinity Way. The curved façade of building D2 addresses the junction of Trinity Way and Regent Road. Public realm is created around the buildings and along the river edge with servicing and car park access from Trinity Way.

The ground floor of buildings C1 and C2 would have commercial uses, building entrances and residents lounge to create active frontages to the public realm. Columns are set back to mark the residential entrance. The first floor, second and third floors provide amenity spaces and roof terraces which would be cut into the building to provide double height volumes.

A similar arrangement is proposed for buildings D1 and D2 with the building entrances situated beneath an overhang and a triple height colonnade to address the

public realm. The first, second and third floors would replicate the arrangement found at the site C buildings.

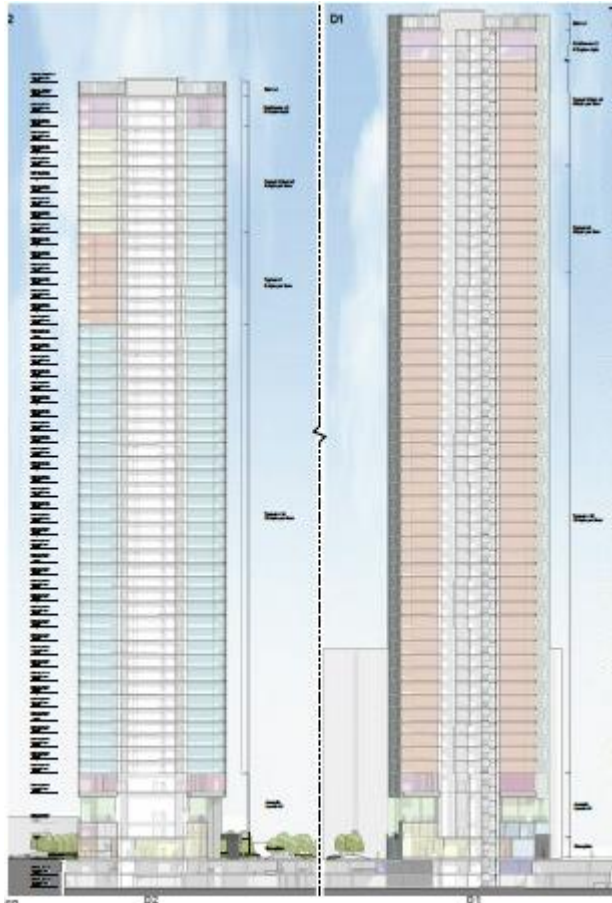
Car parking at sites C and D would be in the basement to maximise public realm. The basement would also contain plant and secure cycle stores. A dedicated vehicle entry and exit ramp would be provide access.

The upper levels of the towers would comprise one, two and three bedroom apartments including 3 bedroom duplexes forming the penthouse apartments.

The scale has been informed by the SRF to create a series of tall residential buildings that would complement the larger urban grain found in this area and form a gateway into the city centre. Building C2 and D1, at 48 and 60 storeys, flank either side of Trinity Way and would enhance this city centre gateway. Tower C1 is lower at 39 storeys reflecting its proximity to heritage assets and the conservation area. The remaining tower, D1 is 55 storeys at the junction of Trinity Way and Regent Road.



Towers C2 (left) and C1 (right)



Tower D2 (left) and tower D1 (right)

The façade utilises a lightweight system of glass, insulated panels and perforated rapid vent panels for ventilation to create a consistent finish across each façade but expressed differently on the four towers to create a unique finish to each building. The materials would reflect light and would have a subtle texture across the façade.



Visualisation of the towers from MOSI

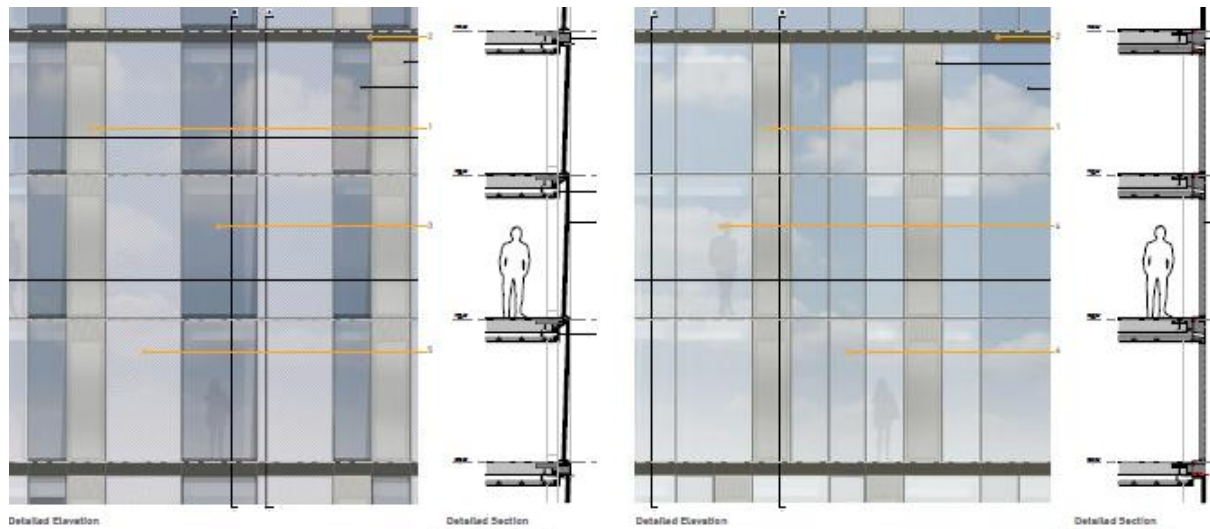
Towers C would consist of inflected glass which would enable the facades to read differently depending on the angle, time of day and season. Gentle inflection and changes in glazing angles also reduce the risk of solar glare. The panels (except the north east elevations) would be directed downwards.



Visualisation of panel arrangements – Site C

All facades comprise a combination of glazed, back painted insulated glazed panels and perforated aluminium panel vents. They are set out in bands of 3 storeys and at every 3rd floor a dark grey horizontal aluminium detail is repeated to enhance the scale and proportion of the buildings. Rapid vents are finished in a light grey anodised

system. The vents located on the south facades would also be fitted with glazed panels to benefit from solar gain in the winter months and reduce heating requirements. The north facing vents include a solid internal door panel.



Elevations and sections showing panel arrangements - Site C

The lower floors of the site C towers would be characterised by a stepped arrangement of residential amenity spaces and terraces. The façade treatment of the lower floors seeks to express this stepped arrangement and cantilevering form. Horizontal aluminium banding at floor one enables the ground floor cladding to read as a series of different surfaces separated from the forms at the upper levels. This allows the element to be read as a 3 storey element before the residential accommodation begins at the fourth floor.

The ground floor is characterised by tall glazed units to the commercial spaces and reception areas. Integrated louvres would be provided at a higher level. A double height entrance space would form the reception area which is expressed as a glazed box located behind three storey columns and set back under the tower form cantilevering above. This provides a sense of a canopy and enclosure whilst marking the entrance.

The amenity spaces would also have glazed panels to their facades which maximises the views of the activity at street level and views out of the building.



Lower floors of site C towers

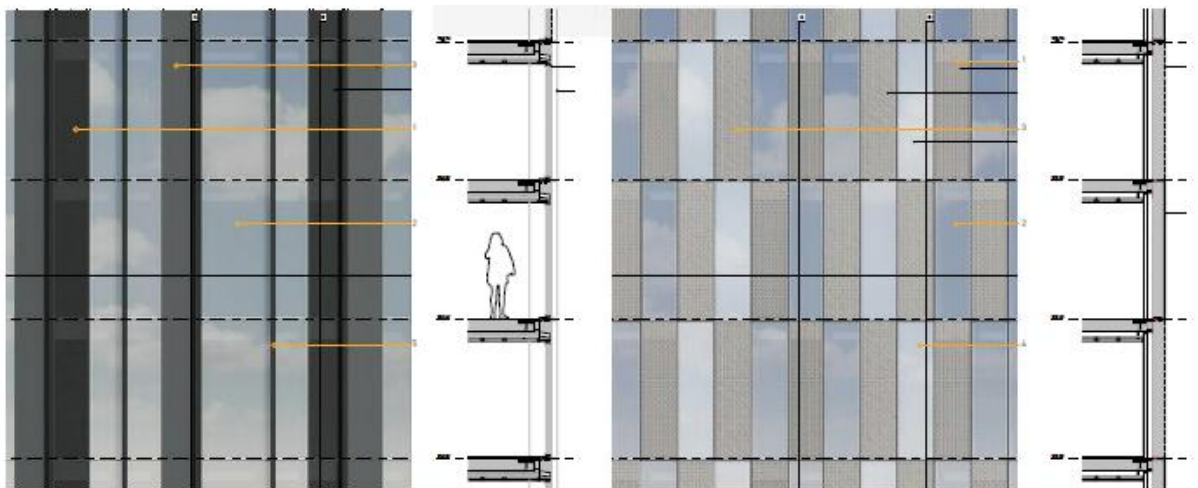
The curved façade on towers D1 and D2 have a texture and dark grey palette of aluminium finishes to express the building form. The glazed panels, perforated rapid vents and metal faced panels are arranged vertically and the extent of metal panels is minimised to narrow widths or split with a vertical capping profile.



Visualisation of panel arrangements – Site D

The vertical caps provide depth and texture and would allow the face of the towers to vary depending on the time of day casting shadows across the facades. Two tones of dark grey anodised aluminium would express the vents and metal panels with the vertical fins being a shade darker. The textured perforation in the rapid vents provide a subtle variation in the finish when viewed alongside a solid aluminium panel of the same colour and width, adding variety and texture.

The inflected facades read as a smooth finish composed of hit and miss perforated aluminium and glazed panels. The perforated panels in the same light aluminium tone used on the C towers, are either active rapid vent panels or textured solid panels, whilst glass panels or painted back insulated panels provide a mix of panel types for overall thermal compliance and to interface with internal wall locations.



Elevations and sections showing panel arrangements -Site D

The lower floors to the site D towers adopted a similar arrangement to the site C towers. A series of stepped amenity terraces would be created. The facades of the spaces would be finished in glazing to maximise views of the reception and amenity spaces as well as the public realm beyond.

A three storey colonnade expresses the elevations facing towards the vehicular entrance to the site. The entrance to the reception is set back under the feature columns and overhanging tower from above.



Lower floors of site D towers

Where wind baffles are designed into the landscape, these help to highlight and frame the arrival to the buildings.



The development is considered to be of the highest quality architecture and meets the standards required for a significant building of this magnitude in the City Centre. The siting, scale and appearance is considered to be appropriate for this context and creates four distinctive towers set within a substantial area of new public realm.

The proposal has been the subject of a Place Matters review who supported the principle of tall buildings at the arrival point to the city and the extent of public realm proposed. The Panel raised no concerns with the massing and height of the towers and considered that the towers looked elegant whilst recognising the heritage context of the site.

Conditions would be used to ensure that the are acceptable to ensure the architecture is delivered to the required standard.

Impact on Trees

There are 23 trees and 7 group trees at the site all category C (low quality) with the exception of one tree and 1 group tree which were identified as Category U (unsuitable for retention).

Policy EN9 requires developments to maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

12 trees and 6 group trees (all category C) would be removed in order to comprehensively develop the site. As the trees are in the Castlefield conservation area, the application includes a notice of intent to remove them.

This would remove green infrastructure but the overall value of the trees and their contribution to the setting and visual amenity of the conservation area is neutral. The trees are largely self seeded and unmanaged. The redevelopment and the significant regeneration benefits outweighs any loss of trees from the site.

In order to satisfy policy EN9, soft landscaping and trees are proposed. 66 trees are proposed at site C and 83 for site D. These would be a variety of species and be semi mature trees. This would adequately compensate for the loss of trees, in both quantitative and qualitative terms, offer biodiversity improvements providing new habitats for wildlife and an enhanced setting to the building and wider street scene.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

Green and accessible public realm would connect to the river and connect through an enhanced underpass. It would support the green and blue infrastructure strategy for the side as part of a sustainability strategy. This would equate to 1.29 hectares, around 70% of the site and investment of £10.3 million for public realm. There would be 4770 sqm of public realm at site C and 6115 sqm at site D. Comparable public realm in the City would be Cathedral Gardens which is 5500 sqm, Hardman Square at 3360 sqm, Deansgate Square 4855 sqm and Crown Street phase 2 public park 4200 sqm.

The most significant challenge are the levels across the site, including building levels to prevent flooding, and the wind conditions from the building heights. Trinity Way is a constraint to linkages between sites C and D, the river frontage and wider area.



Public realm masterplan

Comprehensive hard and soft landscaping would be created a site C including 66 trees and an enhanced river walkway.



Public realm and landscaping – Site C

An enhanced vehicular and pedestrian arrival to the site would be created off Water Street which would lead to a ramped access to the basement car parks. Trees would be located in the paving with informal seats. Seating walls would flank the entrance space creating a formal arrival. Elevated curved wind baffle in the seating would create prominent features within the landscape.

Public realm would enhance the setting with the St Johns SRF and the railway arches. An open aspect would be created with hard landscape and tapered steps.



Image from Water Street towards site C

The public realm and river walkway would respond positively to the change in level along the river which provides an opportunity for an informal seating/viewing area.

The podium wall to the basement would be softened with a vertical green wall of climbing plants and a planting bed to its base. This would also improve biodiversity and help form new habitats.

Linear seating would face the river with wind baffle screens and planting as a backdrop with an informal secondary path. A hard landscape walkway would be provided between the two towers leading to the river edge. Informal lawns, earth mounding, planting and trees would create an attractive landscape for informal recreation.

Commercial spill out spaces would be permitted with ornamental planting as a backdrop. Swing seats would be provided at the development which would be suitable for adults and children.



Image of the core public realm and river walkway for site C

A comprehensive hard and soft landscaping scheme would be created a site D including 83 trees and enhanced river walkway.



Public realm and landscaping – Site D

An enhanced vehicular and pedestrian arrival to the site would be created off Trinity Way leading to a ramped access to the basement car parks. Visitor cycle parking would be close to the building entrances. Pedestrian footpaths would be widened at crossing points for safety. A drop off lay would be created near to the entrance with accessible ramps. Low wall seats would flank pedestrian routes from Trinity way to enhance the pedestrian experience. Hedging would be located in front of the podium wall to create a soft landscape edge. The site would have open lawns and ornamental planting. An accessible route with seating would be created to the river.



Image of the river edge, seating and ramp for site D

The indicative details show this area can accommodate a small play area which can be used by the local community which would include seating and landscaping and would have features specifically designed for smaller children together with table tennis for older children and adults. A significant tree and landscaping buffer would be planted providing a buffer to Regent Road in order to minimise noise and air pollution impacts.



Image of the core public realm and river walkway for site D

The proposal would enhance the underpass connecting sites C and D including lighting and artwork that could enhance the setting and security of this route.

The palette of hard landscaping would be of a high quality. A variety of species would form the soft landscaping which would add interest and create habitats for birds and bats. This would enhance biodiversity and have air quality and surface water management benefits.



Site C - Architectural Metalwork



Images of seating and wind baffles

Adjacent to each tower is a generator. The small structure in the service yard would be screened with a green wall to provide an attractive feature. Robust street furniture would be used along with architectural metal work for the wind baffles which would be integrated into the landscape to create attractive features and screens.

The lighting would complement the character and feel of each site and make the spaces safe for use. Columns, recessed uplighters to trees, linear edge lighting, pimple lights in paving and directional lighting to the river edge would all be used.

External amenity terraces would be created at the towers providing views across the public realm. These spaces would be used by residents.



Layout of terraces

Final details would be agreed as part of the planning conditions to ensure that the public realm is delivered to an appropriate standard with a landscape management plan for the future maintenance of the areas.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology given the limited ecological value of the car park. Measures would be required to minimise construction impacts on the river corridor and should form part of the construction management proposals to ensure pollution does not enters the river.

The proposal would include green infrastructure with 66 trees on site C and 83 on site D, with shrub planting and grasses. The tree pits would be SuDs adapted to aid with surface water management. Green walls are provided. These measures would lead to a biodiversity net gain and attract birds and bats and other wildlife.

Greater Manchester Ecology Unit (GMEU) concur with its findings. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity net gain along with an Environmental Management Plan to minimise the impact on the river.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely significant effects of the proposal on daylight and sun light received by properties around the site. Consideration has been given to any instances of overlooking which would result in a loss of privacy.

To assess surrounding properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, the room should still receive enough sunlight).

The following properties were assessed:

- 133 Liverpool Road;
- 125 Liverpool Road;
- 183 Water Street;
- 1-25 Woollam Place;
- The Riverside;
- The Riley Building;
- One Regent Road;
- Wilburn Basin; and
- Irwell Building.

an alteration of between 30-40%. The impact on daylight on 133 Liverpool Road would be minor adverse. The level of harm would not be of a magnitude that would warrant refusal and would be acceptable in a city centre context.

125 Liverpool Road 8 windows were assessed to 6 rooms for daylight. All meet the VSC and NSL target currently and with the development in place and the impact would be negligible.

183 Water Street 40 windows were assessed to 16 rooms for daylight. All meet the VSC and NSL target currently and with the development in place and the impact would be negligible.

1-25 Woollam Place 30 windows were assessed for daylight to 12 rooms. All meet the VSC and NSL target currently and post development. 3 rooms were assessed for sunlight and all meet the criteria for annual and winter APSH. There would be a negligible impact on daylight and sunlight.

The Riverside 70 windows were assessed for daylight to 20 rooms. All meet the VSC and NSL target currently and post development. 20 rooms were assessed for sunlight and all meet the criteria for annual and winter APSH. There would be a negligible impact on daylight and sunlight.

The Riley Building 112 windows were assessed for daylight to 72 rooms. All meet the VSC and NSL target currently and post development. 8 rooms were assessed for sunlight and all meet the criteria for annual and winter APSH. There would be a negligible impact on daylight and sunlight.

One Regent Road 308 windows were assessed for daylight to 250 rooms. 186 (60%) would meet the VSC criteria post development. 4 would experience an alteration between 20-30%, 31 an alteration between 30-40% and 87 an alteration in excess of 40%. For NSL, 133 (53%) rooms assessed would meet the BRE criteria. 73 experience an alteration between 20-30%, 20, between 30-40%, and 24 rooms in excess of 40%.

43 of the windows which do not meet the criteria for VSC daylight, and 91 of the rooms which do not meet the NSL daylight target, are bedrooms, which the BRE considers having a lesser requirement for daylight. In addition, the design of One Regent Road is deep, single aspect rooms located on the boundary facing this site.

The impact on daylight on One Regent Road would be moderate adverse. The level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and would be acceptable in a city centre context.

Two rooms were assessed for sunlight with all rooms meeting the criteria for annual and winter APSH.

Wilburn Basin 381 windows to 360 rooms were assessed for daylight. 84 of the 381 windows currently meet the VSC target. The development would result in 36 experiencing an alteration of between 20-30%, 66 between 30-40% with the remaining 195 in excess of 40%.

291 of the 360 rooms assessed currently meet the NSL target. The development would result in 52 of the rooms experiencing an alteration of between 20-30%, 16 between 30-40% within the remaining in excess of 40%.

168 of the windows which do not meet the criteria for VSC daylight, and 64 of the rooms which do not meet the NSL daylight target, are bedrooms, which the BRE considers having a lesser requirement for daylight. This means that five living kitchen diners do not meet the NSL daylight criteria, all of which are single aspect and receive daylight to less than 50% of their area currently.

The design of Wilburn Basin is similar to One Regent Road. There are a number of single aspect rooms facing the site and given its current vacant nature, the window and rooms receive a high level of daylight for a city centre location.

The level of harm to Wilburn Basin would be moderate adverse and not of a magnitude that would warrant refusal. It would be acceptable in a city centre context, particularly given that the effected windows are bedroom or do not currently meet the BRE criteria. The windows to some of these single aspect rooms are also set in deep reveals which effects the level of daylight the rooms would receive.

Irwell Building A total of 20 windows were assessed for daylight to 10 rooms. All meet the VSC and NSL target currently and post development and the impact on daylight would be negligible.

The Factory The amenity areas to The Factory have been assessed for overshadowing and would continue to receive two hours of direct sunlight on 21 March to in excess of 50% its area post development and would meet the BRE criteria. The effect on overshadowing to this amenity area is considered to be negligible.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable. The proposal is separated from existing developments by the existing road network and the river. This provides adequate separation distances to prevent no loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Air (AQMA), and adjacent to the Salford AQMA, where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The

site was previously developed and is close to homes. As it is vacant any activity would be noticeable.

There are homes, businesses, schools and recreational areas which could be affected by construction traffic and that associated with the completed development. 20 locations were identified in the air quality assessment within 200 metres of the site. These are all highly sensitive for the purposes of considering air quality impacts.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the potential air quality impacts when the development is complete/occupied has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) as a result of the development at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

Various scenarios were tested to assess both the construction and operational impacts of the development on air quality including commencement of construction, when the earlier phase occupies and when the entire development is complete.

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction. There would be emissions from construction traffic which will enter the site from Trinity Way. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on NO₂ concentrations from exhaust emissions, when construction activities commence, is predicted to be negligible at 19 of the locations identified and a moderate adverse impact at the remaining locations. Impact on PM₁₀ and PM_{2.5} is predicted to be negligible at all locations. When the early phases occupy, impacts on NO₂, PM₁₀ and PM_{2.5} were negligible in all locations.

HGV movement at the site have been modelled on the worst case scenario and not considered to be significant. Movements at the site are anticipated to reduce once frame construction and façade installation begins which would significantly reduce vehicle movement at the site and impact on air quality conditions.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented

throughout the construction period which would be secured through the construction management plan condition.

Consideration has been given to the impact of the air quality conditions on the future occupants of the development together with the other 20 sensitive locations.

The aspect of the buildings which are most affected by this would be ground to fourth floor. Background NO₂, PM₁₀ and PM_{2.5} are likely to be lower at elevated heights due to distance from emissions and their sources.

NO₂ concentrations were not found to be exceeded at floors which contain residential accommodation. The building design and layout places commercial and non residential uses at the ground, first and second floors thus protecting residential accommodation emissions from the surrounding road network.

Although there would be traffic generated by the development, there would be no new impacts on existing air quality conditions (NO₂, PM₁₀ and PM_{2.5}) associated with the development.

There would be a net reduction in car parking and 20% of the spaces would be fitted with an electric car charging point (and the remaining spaces have the infrastructure for future adaptation). There would be over 1950 cycle spaces and enhanced pedestrian and cycle links. A travel plan would promote and encourage public transport use and reduce trips which create emissions.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the homes are occupied. A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 500 m radius around the site was established. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. 8 scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, are within an acceptable limit with the exception an area along the river side within the One Regent development and two bus stops along Regent Road.

When building C1 completes there would be no pedestrian safety and comfort issues at street level. The four terraces in this building would be safe with the exception of the west facing terrace where wind mitigation measures would be required. The effect on One Regent and the two bus stops do not worsen. The introduction of building C1 channels more wind under the railway arches to the east of site C which decreases pedestrian comfort at 3 locations along the pavement on Water Street during the winter months but remain suitable for their intended use.

The wind conditions at street level following the completion of buildings C1 and C2 for pedestrian safety and comfort would be suitable for use. The four terraces in buildings C1 and C2 would be safe except for the two gym terraces on the south west and east side of building C1 and the wellness terrace on the north west side and south west side gym terrace of building C2 where mitigation would be required. The effect on One Regent and the two bus stops would not worsen. The windier conditions under the railway arches would remain at the 3 locations identified under scenario 2 as a consequence of both buildings being in situ and would be suitable for their intended use.

When buildings C1, C2 and D1 complete, pedestrian safety and comfort would be suitable for use at street level and within the recreational areas of site C. The four terraces at building C1 would be safe except for the east and south west side gyms where mitigation would be required. The south west gym terrace at building C2 would also require mitigation measures. The four terraces at building D1 would be safe except for the north west side lounge and south west side gym and mitigation would be required. The effect on One Regent and the two bus stops do not worsen. The windier conditions under the railway arches would remain at the 3 locations identified under C1 would not worsen as a consequence of the 3 buildings being in situ and would be suitable for their intended use. There would be a decrease in pedestrian comfort along a number of locations along Trinity Way, pedestrian crossing along Water Street and Trinity Way and car park north of Elm Road but would be suitable for their intended use.

When the development and public realm is complete, pedestrian safety and comfort would be suitable for use at street level and within the recreational areas of sites C and D. The terraces at all four buildings would be safe for their intended use with the exception of the south west side gym terrace at buildings C1 and C2, north west lounge and south west gym terraces of building D1 and south west and north facing terraces where mitigation would be required. The effect on One Regent and two bus stops would no longer be evident once the development is complete although the effects on pedestrian comfort would persist in these locations. There would also be a decrease in pedestrian comfort along a number of locations along Trinity Way, pedestrian crossing along Water Street, Trinity Way and Regent Road and car park at the campanile hotel but would be suitable for their intended use.

The layout of the site, separation distances and orientation of the towers have sort to minimise the overall effects on the wind environment at the site together with the

creation of open terraces at the first floors of each building. Additional wind mitigation measures are required to minimise the effects on the locations identified to ensure they are safe for use. This includes the introduction of trees within hard and soft landscaping areas, hedges and 50% porous wind baffles within the landscaping.

The cumulative impact of other developments which have planning permission in the local area have been considered and modelled and do not materially alter the conclusions in the above scenarios in terms of pedestrians safety and comfort.

(e) Solar Glare

The Environmental Statement has considered the impact on solar glare on road users at junctions and train (or tram) drivers. The development is adjacent to major road junctions and site C is adjacent to a rail track.

Views at junctions and on train (or tram) lines within 500 metres of the site where the development is visible within 30 degrees of the driver's direct sight have been considered. Solar glare is unlikely to occur beyond 500 metres

At road junctions, views are at the minimum stopping distance for road users and at the driver's eye level with the focal point being a traffic element, such as signals or incoming traffic. For rail drivers, views were assessed where signals are visible or at representative intervals where the development would be visible close to the direct line of sight for a substantial stretch of track.

There are unlikely to be any solar glare impacts from demolition. The potential for solar glare arises from the installation of the glazed or reflective cladding and the impacts has been considered using specialist light software and computer modelling.

As the development would be delivered in phases, the potential for solar glare would change as each phase is completed. The following scenarios have therefore been considered:

- Scenario 3: Phase C1 complete;
- Scenario 4: Phases C1 and C2 complete;
- Scenario 5: Phases C1, C2 and D1 complete; and
- Scenario 6: Completed Development.

Schemes which have planning permission within 500 metres of the site and visible within any of the sensitive views have been considered in the cumulative scenario.

Short term moderate to major adverse effects occur at two junctions, one when phase C1 is complete (Water Street) and the other when C1, C2 and D1 complete (Egerton Street/Inner Ring Road). The effects at these junctions are reduced to when tower D2 is under construction. Temporary mitigation measures would be required in the event that phases C2 and D2 are delayed in order to reduce reflection's from the tower and minimise any adverse impact on the road and rail users.

In order to minimise the impact on the Water Street location, the lower southern corner of the south-western façade of tower C1 would require temporary mitigation at

the lowest nine floors (excluding the podium) and for 17 metres from the southern corner. These measures would be required in the event the structure for tower C2 is delayed from mid-October to mid-February.

Reflection on the western corner panel for the lowest five floors to tower D1 would be required if the structure for D2 is not in place by mid-February to mid-March, and mid-September and mid-October.

Temporary mitigation measures would include:

- Temporary tree screens;
- Adhesive non-reflective films applied to the affected panels; or
- Shading structures located between the junction and the proposal

The mitigation is only required if tower C2 and D2 are not progressed in accordance with the construction programme. The screening would need to be located directly between the relevant area of façade and the affected location.

When all four phases are complete, there would be 11 road locations and four train tracks where unavoidable reflections would occur. This is a worst case scenario which assumes that the sun shines every day. The probability of the sun shining during the times of the year when potential reflections are expected to occur ranges from 10% in the early mornings/late afternoons from the mid-seasons through winter months, up to 50% in the summer months from mid-morning until early afternoon

The facade design when with all four towers in situ includes extensive mitigation measures in its design including:

- Facetted facades which reflect light at different times of the day and year from smaller areas of the façade;
- Anodised aluminium panels with a non-specular finish to break up reflections;
- Purge ventilation panels and imitation ventilation panels to break up reflections,
- Fins to partially shade areas of glazing;
- Tilting glazed panels so that large areas of flat glazing are avoided;
- Low reflectance glazing has been proposed; and
- A frit pattern has been applied to the outer surface of non-vision glazing panels in areas of greater glare risk to reduce the intensity of the reflections.

Subject to mitigation, the development would not result in any impacts to rail or highway users which would warrant refusal. It is acknowledged that further design development is required in terms of the reflective materials on the elevations to determine the intensity of the reflections.

Network Rail have not raised any objection to the proposal and have requested a condition requires a signal sightline assessment is submitted for approval. This would allow the further design development to the façade material to be evaluated and to adopted further mitigation measures should that be necessary.

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly from nearby roads, the adjacent rail/tram lines and noise transfer from ground floor commercial accommodation.

A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. It has also been demonstrated that the insulation scheme would not result in unacceptable overheating within the apartments. This would also be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The refuse stores are on the ground floor with residents using tri-separator waste chutes to deposit their rubbish. Waste collections would be managed by the on site facilities team.

Each apartment would have three colour coded waste bins. Residents would take their waste to the waste chutes which would be located close to the main circulation. The chutes would incorporate a series of buttons relating to the type of recycling allow the tri separator to deposit the waste in the correct bin in the store.

Food waste would be bagged and brought to a purpose built bin store enclosure in each building close to the lift cores at ground level. The refuse stores would open out into the service bays on collection day allowing easy movement of bins.

Each commercial unit would have a self contained refuse store within the unit with direct access out towards the building service bays.

Final details of the waste management strategy would be agreed by planning condition to ensure suitable arrangements are put in place.

Accessibility

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be 10% dedicated parking space for disabled people created within the car parks.

Flood Risk/surface drainage

The site is primarily situated in Flood Zone 2 (indicating between a 1 in 100 and 1 in 1,000 annual probability of flooding). There is a small part, in the vicinity of the River Irwell, of the which falls within Flood Zone 3a indicating a greater than 1 in 100 annual probability of flooding and minor areas of Flood Zone 1 along the eastern boundary of site C and southern boundary of site D.

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems.

As the development is primarily for residential use, the development, for the purposes of flood risk, is identified as 'More Vulnerable'.

A Flood Risk Assessment identifies minimum floor levels to mitigate fluvial flood risk associated with the River Irwell. The Environment Agency have advised that the development should be carried out in accordance with this document in order to secure the relevant mitigation required minimise the risk to flooding at the development. This should therefore form a condition of the approval.

The sites location in Flood Zones 2 and 3, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG.

The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

The site is a long-standing regeneration priority for the City Council and has been identified within various iterations of the St Johns and Water Street SRF. This brownfield site could accommodate high density housing and the delivery of 1950 new homes would contribute positively to the Council housing land supply. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

More Vulnerable developments in Flood Zone 2 are not in themselves unacceptable. Mitigation has been provided in respect of the finished floor levels. Residential accommodation in any event is situated from the fourth floor upwards. Only public realm falls within the highest risk area of Flood Zone 3a. The public benefits would be significant and meets the requirements of the Exception Test. Management would ensure that, in the event of flood risk, users are not vulnerable.

A surface water drainage scheme is required to manage surface water. The green infrastructure would provide sustainable measures to manage surface water. Final details of the surface water drainage scheme are to be agreed by condition.

The application has been assessed by Flood Risk Management Team and the Environment Agency and have raised no objection to the proposal on the basis of the flood mitigation measures being put in place (finished floor levels and flood resilient design and an evacuation plan) together with final details of a drainage scheme.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby. 556 parking spaces are proposed with 10% for disabled people. 20% of the spaces would be fitted with an electric car charging point with the remaining spaces fitted with the infrastructure so they can be adapted at a later stage. The car park access and egress would be acceptable. A servicing movement strategy for building D2 is required to ensure that it can safely navigate around the wind baffle.

Traffic signal at Trinity Way/Water street would have to be modified to accommodate an all red stage with controlled pedestrian movements on all arms. The shared cycle/pedestrian facility on the north eastern corner of the junction would be widened. Segregated cycle facilities would be provided on Water Street to tie in with those at Liverpool Road and join the off street facilities to the west of New Elm Road.

Modelling undertaken demonstrates that the vehicle movements associated with development can be accommodated on the highway network.

100% cycle provision is proposed. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

The proposal are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. Alterations would be made to the surrounding road network to ensure that the junctions and crossings are safe and improvements to cycle facilities would be made. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. A recommended condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The construction programme would last for approximately 9 years within which there would be elements of ground works, foundations, frame construction, façade cladding and internal fit out.

The indicative programme splits the development works into 3 main areas of work which would occur in sequence:

- Towers C1 and C2 – four and a half year construction starting in March 2022 completing in September 2026;
- Towers D1 and D2 – four and a half year construction starting in September 2026 and completing in March 2031.
- Final aspects of public realm including reinstating highway and landscaping around the perimeter of the site completing early 2031.

The site would be secured by a solid hoarding. Gates would be installed to Water Street to serve site C which would utilise the existing access from the highway. A second existing access would be utilise off Trinity Way for smaller deliveries and for staff access. The compound area for site C would be on site D until redevelopment occurs after which the compound area would be relocated off site.

Wheel washing would ensure that delivery wagons leave the site clean and there would be regular cleaning of Water Street and the Trinity Way with sweepers.

The indicative routing strategy envisages utilising Trinity Way and Water Street which link Regent Road and the Mancunian Way. When development begins, the right turn into the site would be precluded to avoid traffic congestion. All deliveries would arrive from Regent Road/Egerton Street. A traffic management plan would be in place throughout the development to minimise the impact on the highway network.

Dust mitigation measures would be employed in the interest of air quality and plant and equipment would be fitted with silencers and would take place during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be only associated with the length of the construction, are predictable and can be mitigated against. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core

Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition requires the final construction management plan to be agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Aerodrome Safeguarding

It would be necessary to carry out an instrument flight procedures assessment and additional lighting assessment to determine if there is any mitigation required as a result of the height of the towers and levels of illumination on aerodrome safeguarding. This would be secured by a condition and an informative about the use of cranes during construction.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control.

A number of queries raised by the HSE have been addressed during the course of the application to their satisfactory and the HSE have confirmed they are content with the proposal at Gateway One.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an initial affordable housing contribution, a contribution towards educational provision at the Crown Street development and provision for a review of the viability in respect of affordable housing as explained in the paragraph with heading “Affordable housing”.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

This is in an important site in the St John’s and Water Street SRF which is suitable for a high density development. A similar previous planning application was approved. This mixed use development would provide 1950 homes and contribute positively to housing supply in the City and population growth in the area.

One, two and bedroom apartments would be created with ancillary amenity spaces, residents lounges, gym and active ground floor commercial uses. Each tower would have their own distinctive, architecture which would make a positive addition to the city skyline. The removal of this long standing vacant site would be beneficial. The building would be of a high standard of sustainability. The buildings would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply at the site and carbon reductions.

There would be a contribution to off site affordable housing, a review of the viability at a later stage and a contribution to off site education provision together with significant highway and public realm improvements which would promote pedestrian and cycle movements.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, rail, road and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, solar glare, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

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 Director 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 of the application is proportionate to the wider benefits of 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 subject to the signing of a section 106 agreement in relation to an initial off site affordable housing contribution, a contribution towards educational provision together with a future review of the affordable housing position and expiration of the statutory consultation period on the 24 February 2022
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Article 35 Declaration

Condition of approval

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:

Drawings

Z1-SHP-G000-PL-GRD-B5D801 Rev P01, Z1-SHP-G000-PL-GRD-B5D802 Rev P01, Z1-SHP-G000-PL-GRD-B5D803 Rev P01, Z1-SHP-G000-PL-GRD-B5D804 Rev P01, Z1-SHP-G000-PL-B1-B5D801 Rev P01, Z1-SHP-G000-PL-B2-B5D801 Rev P01, Z1-SHP-G100-EL-XX-B5D801 Rev P01, Z1-SHP-G100-EL-XX-B5D802 Rev P01, Z1-SHP-G100-EL-XX-B5D803 Rev P01, Z1-SHP-G100-EL-XX-B5D804 Rev P01, Z1-SHP-G100-PL-B2-B5D801 Rev P0, Z1-SHP-G100-PL-B1-B5D801 Rev P01, Z1-SHP-G100-PL-GRD-B5D801 Rev P01, Z1-SHP-G100-PL-01-B5D801 Rev P01, Z1-SHP-G100-PL-02-B5D801 Rev P01, Z1-SHP-G100-PL-03-B5D801 Rev P01, Z1-SHP-G100-PL-XX-B5D801 Rev P01, Z1-SHP-G100-PL-RF-B5D801 Rev P01, Z1-SHP-JC20-PL-GRD-B5D801 Rev P01, ZC-SHP-G100-PL-B2-B5D801 Rev P01, ZC-SHP-G100-PL-B1-B5D801 Rev P01, ZC-SHP-G100-PL-GRD-B5D801 Rev

P01, ZC-SHP-G100-PL-01-B5D801 Rev P01, ZC-SHP-G100-PL-02-B5D801 Rev P01, ZC-SHP-G100-PL-03-B5D801 Rev P01, ZC-SHP-G100-PL-XX-B5D801 Rev P01, ZC-SHP-G100-PL-RF-B5D801 Rev P01, ZC-SHP-G200-PL-14-B5D801 Rev P01, ZC-SHP-G200-PL-15-B5D801 Rev P01, ZC-SHP-G200-PL-41-B5D801 Rev P01, ZC-SHP-G251-DE-XX-B5D802 Rev P01, ZC-SHP-G251-DE-XX-B5D803 Rev P01, C1-SHP-G200-PL-B2-B5D801 Rev P01, C1-SHP-G200-PL-B1-B5D801 Rev P01, C1-SHP-G200-PL-GRD-B5D801 Rev P01, C1-SHP-G200-PL-01-B5D801 Rev P01, C1-SHP-G200-PL-02-B5D801 Rev P01, C1-SHP-G200-PL-03-B5D801 Rev P01, C1-SHP-G200-PL-RF-B5D801 Rev P01, C2-SHP-G200-PL-B2-B5D801 Rev P01, C2-SHP-G200-PL-B1-B5D801 Rev P01, C2-SHP-G200-PL-GRD-B5D801 Rev P01, C2-SHP-G200-PL-01-B5D801 Rev P01, C2-SHP-G200-PL-02-B5D801 Rev P01, C2-SHP-G200-PL-03-B5D801 Rev P01, C2-SHP-G200-PL-RF-B5D801 Rev P01, ZD-SHP-G100-PL-B2-B5D801 Rev P01, ZD-SHP-G100-PL-B1-B5D801 Rev P01, ZD-SHP-G100-PL-GRD-B5D801 Rev P01, ZD-SHP-G100-PL-01-B5D801 Rev P01, ZD-SHP-G100-PL-02-B5D801 Rev P01, ZD-SHP-G100-PL-03-B5D801 Rev P01, ZD-SHP-G100-PL-XX-B5D801 Rev P01, ZD-SHP-G100-PL-RF-B5D801 Rev P01, ZD-SHP-G200-PL-04-B5D801 Rev P01, ZD-SHP-G200-PL-22-B5D801 Rev P01, ZD-SHP-G200-PL-42-B5D801 Rev P01, ZD-SHP-G200-PL-50-B5D801 Rev P01, ZD-SHP-G200-PL-58-B5D801 Rev P01, ZD-SHP-G200-PL-59-B5D801 Rev P01, ZD-SHP-G200-SE-XX-B5D801 Rev P01, ZD-SHP-G251-DE-XX-B5D801 Rev P01, ZD-SHP-G251-DE-XX-B5D802 Rev P01, ZD-SHP-G251-DE-XX-B5D803 Rev P01, D1-SHP-G200-PL-B2-B5D801 Rev P01, D1-SHP-G200-PL-B1-B5D801 Rev P01, D1-SHP-G200-PL-GRD-B5D801 Rev P01, D1-SHP-G200-PL-01-B5D801 Rev P01, D1-SHP-G200-PL-02-B5D801 Rev P01, D1-SHP-G200-PL-03-B5D801 Rev P01, D1-SHP-G200-PL-RF-B5D801 Rev P01, D1-SHP-G200-EL-XX-B5D801 Rev P01, D1-SHP-G200-EL-XX-B5D802 Rev P01, D2-SHP-G200-PL-B2-B5D801 Rev P01, D2-SHP-G200-PL-B1-B5D801 Rev P01, D2-SHP-G200-PL-GRD-B5D801 Rev P01, D2-SHP-G200-PL-01-B5D801 Rev P01, D2-SHP-G200-PL-02-B5D801 Rev P01, D2-SHP-G200-PL-03-B5D801 Rev P01, D2-SHP-G200-PL-RF-B5D801 Rev P01, D2-SHP-G200-EL-XX-B5D801 Rev P01 and D2-SHP-G200-EL-XX-B5D802 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021

C1-SHP-G200-EL-XX-B5D801 Rev P02, C1-SHP-G200-EL-XX-B5D802 Rev P02, C2-SHP-G200-EL-XX-B5D801 Rev P02, C2-SHP-G200-EL-XX-B5D802 Rev P02, ZC-SHP-G200-SE-XX-B5D801 Rev P02, ZC-SHP-G251-DE-XX-B5D801 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2022

ZC-TPM-G710-PL-XX-3852 101, ZD-TPM-G710-PL-XX-3852 102, ZC-TPM-G710-PL-XX-3852 201 and 202 and ZD-TPM-G710-PL-XX-3852 203 and 204 stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022

Supporting information

Planning Statement and Tall Building Statement Deloitte, Statement of Consultation Deloitte, Arboricultural Report Godwins, Archaeological Desktop Study Salford Archaeology, Blue and Green Infrastructure Statement Deloitte, Broadband Connectivity Assessment Pager Power, Crime Impact Statement Greater Manchester Police - Design for Security, Phase 1 and 2 Ground Conditions WSP, Ecological

Appraisal ERAP, Energy Statement Element Sustainability, Environmental Standards Statement Element Sustainability, Fire Strategy Hoare Lea, Lighting Strategy TPM Landscape Architects, Local Benefits Proposal – Statement of Intent Renaker Build Limited, Residential Management Strategy Zenith, Safety Assessment (Manchester Airport) Pager Power, Servicing Strategy Vectos, Site Waste Management Strategy Vectos, TV Reception Survey Pager Power, Operational Management Strategy Zenith, Ventilation Strategy WSP and Viability Assessment Renaker Build Limited stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021

Design and Access Statement SHP and Regulation 25 addendum letter from Deloitte dated 18 January 2022 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2022

HSE response and drawing pack stamped as received by the City Council, as Local Planning Authority, on the 27 January 2022

Landscape Management Report stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022

Response to Highways Comments prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 4 February 2022

Memo dated 1 November 2021 'AVO Strategy' stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022

Environmental Statement

Volume 1

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Chapter 2 - Environmental Impact Assessment Methodology

Chapter 3 - Alternatives and Design Evolution

Chapter 4 - Site, surroundings and Description of Proposals

Chapter 5 - Construction Management, Programme, Methodology and Phasing

Chapter 6 - Air Quality Ensafe

Chapter 7 - Climate Change WSP

Chapter 8 - Daylight, Sunlight and Overshadowing GIA

Chapter 9 - Heritage Stephen Levrant Heritage Architecture

Chapter 10 - Human Health Enfusion

Chapter 11 - Noise and Vibration Matt Fisher Acoustics

Chapter 12 - Socio-Economic Issues Ekosgen

Chapter 13 - Solar Glare GIA

Chapter 14 - Townscape and Visual Impact Chris Burnett Associates

Chapter 15 - Traffic and Transport Vectos

Chapter 16 - Water Resources Curtins

Chapter 17 - Wind Microclimate WSP

Chapter 18 - Residual Impacts

Chapter 19 - Type 1 Cumulative Effects Deloitte with input from All EIA Consultants

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- Appendix 2.2 – Committed Developments
- Appendix 2.3 – ES Scoping Opinion
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- Appendix 6.1 - Assessment Inputs
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- Appendix 6.5 – Sensitivity Analysis Impact Assessment
- Appendix 6.6 – EIA Qualifications
- Appendix 8.1 – Drawings of the Baseline and Proposed Scenario;
- Appendix 8.2 – Daylight and Sunlight Results for Baseline v Proposed;
- Appendix 9.1 – Heritage Statement
- Appendix 11.1 – Noise Assessment
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- Appendix 13.1 – Solar Glare Assessment
- Appendix 14.1 – Maps
- Appendix 14.2 - Viewpoint and townscape photographs including AVR and block images.
- Appendix 14.3 - Visualization methodology
- Appendix 15.1 - Transport Assessment
- Appendix 15.2 - Travel Plan
- Appendix 16.2 – Flood Risk Assessment and Drainage Strategy
- Appendix 17.1 – Wind Microclimate Technical Report

Non-Technical Summary

The ES was stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021

Addendum note to Chapter 13 - Solar Glare GIA stamped as received by the City Council, as Local Planning Authority, on the 19 January 2022

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

3) The phasing of the development shall be carried out in accordance with drawing 10364-Z1-SHP-G000-PL-GRD-B5D802 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 and shall be herein have the following meanings:

- Phase C1- erection of tower C1 (39 storeys) to form 414 residential apartments (C3a), commercial uses (Class E and sui generis: drinking establishment), public realm, car and cycle parking and highways works;
- Phase C2- erection of tower C2 (48 storeys) to form 521 residential apartments (C3a), commercial uses (Class E and sui generis: drinking establishment), public realm, car and cycle parking and highways works;

- Phase D1- erection of tower D1 (60 storeys) to form 532 residential apartments (C3a), commercial uses (Class E and sui generis: drinking establishment), public realm, car and cycle parking and highways works
- Phase D2- erection of tower D2 (55 storeys) to form 483 residential apartments (C3a), commercial uses (Class E and sui generis: drinking establishment), public realm, car and cycle parking and highways works

Reason – The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the arboricultural report prepared by Godwins stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) Phase C1 of development shall be carried out in accordance Flood Risk Assessment and Drainage Strategy – Proposed Site at Trinity Island, Trinity Way, Manchester. Prepared by Curtins on the behalf of Renaker Build Ltd. Report Ref: 078567-CUR-XX-XX-RP-C-92001. Revision V03. Issue Date :12 November 2021 within appendix 16.2 of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

The development shall be carried out in accordance with this assessment including the mitigation measures outlined in section 5. Prior to the first occupation of phase C1, a verification report for phase C1 shall be submitted for approval in writing to the City Council, as Local Planning to confirm that the works in that phase have been undertaken in accordance with the previously approved report.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

8) Notwithstanding the Phase I Preliminary Risk Assessment and the Phase II Ground Investigation prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the commencement of phase C1 the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site:

- Remediation strategy and materials management plan providing
- Asbestos management plan submitting
- Final gas risk assessment following completion of the last 2 rounds of gas monitoring. (This should include monitoring during occurrences of low and falling atmospheric pressure)
- UK Water supplier risk assessment.

The remediation of phase C1 shall be carried out in accordance with the approved 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 policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

9) Prior to the occupation of the residential element of any phase C1 of the development, and following completion of the remediation strategy approved as part of condition (8), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved

remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

10) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified as part of phase C1, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted for approval in writing by the City Council, as Local Planning Authority, and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. The approved strategy shall then be implemented and then verified as required condition 9.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

11) Prior to the commencement of phase C1, a method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of phase C1 of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

12) Notwithstanding Appendix 16.2 of the Environmental Statement – Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) prior to the commencement of phase C1, a scheme for the drainage of surface water from that phase has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- The findings from the Phase 2 Ground Investigation works should be referenced within the Flood Risk Assessment and Drainage Strategy, specifically to identify if the basement levels require certain levels of proofing from groundwater;

- A flood evacuation plan, specifying safe access and egress routes from the developments;
- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Where surface water is connected to River Irwell (ship canal), any works within or adjacent to the river that would affect it would require consent from Peel Holdings. An email of acceptance of proposed flows and/or new connection will suffice;
- Correspondence evidencing that Peel Holdings are satisfied with the outfall(s) design details. The invert level of the outfalls should be specified, and various water levels used to identify how the proposed drainage system would function with a surcharged outfall. Where the development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) Phase C1 shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of phase C1 a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

13) A programmes of archaeological works for phase C1 shall be undertaken in line with the Written Scheme of Investigations (WSI) for an Archaeological Evaluation of Site C, Trinity Islands (dated 30 November 2020) stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The works are to be undertaken in accordance with the WSIs, which cover the following:

(a). A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

Prior to the first occupation of the residential element of phase C1, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

(c). Deposition of the final report with the Greater Manchester Historic Environment Record.

(d). Dissemination of the results of the archaeological investigations commensurate with their significance.

(e). Provision for archive deposition of the report and records of the site investigation.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

14) Prior to the commencement of phase C1, a detailed construction management plan outlining working practices during construction for that phase of the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust and dirt suppression measures;
- Highway dilapidation survey;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal/loading, storage and recycling of waste, plant and materials;
- Routing strategy and swept path;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Phase C1 shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

15) Prior to the commencement of any development within phase C1, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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 (2012).

16) Prior to the installation of the proposed exterior façade of tower C1 associated with phase C1, a Signal Sighting Assessment (in accordance with RIS-0737-CCS Issue 1) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The assessment shall detail any areas of mitigation in order to minimise solar glare. The approved assessment (and any associated mitigation) shall be implemented as part of the façade installation for phase C1 and thereafter retained and maintained in situ.

Reason – In the interest of minimising the effect of solar glare on the adjacent rail infrastructure and rail safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

17) a) Prior to the commencement of phase C1, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction that phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with phase C1 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

18) Notwithstanding drawings ZC-TPM-G710-PL-XX-3852 101, ZD-TPM-G710-PL-XX-3852 102, ZC-TPM-G710-PL-XX-3852 201 and 202 and ZD-TPM-G710-PL-XX-3852 203 and 204 stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022, (a) prior to any above ground works associated with phase C1, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

(b). The approved details shall then be implemented and be in place prior to the first occupation of phase C1 of the development hereby approved.

If within a period of 5 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.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

19) Prior to the first occupation of the residential element of phase C1, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the public realm and hard and soft landscaping areas

will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

20) Prior to the commencement of phase C1, an Instrument Flight Procedures (IFPs) assessment shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Any mitigation identified by the assessment shall be implemented in accordance with a scheme agreed in writing by the City Council, as Local Planning Authority prior to the commencement of development and implemented in full prior to any above ground works.

Reason – The height of this cluster of building reaches a height which is likely to affect aerodrome safeguarding and mitigation is required to be identified pursuant to policy DM2 of the Manchester Core Strategy (2012).

21) Prior to the commencement of Phase C1, a scheme for the provision of obstacle lighting shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved obstacle lighting scheme shall be fully implemented before first occupation of phase C1 and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

22) Prior to the first occupation phase C1 hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

23) Phase C1 hereby approved shall be carried out in accordance with the Energy Statement Element Sustainability, Environmental Standards Statement Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

A post construction review certificate/statement for phase C1 shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for phase C1.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

24) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) Prior to the first occupation of the residential element of phase C1 of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the residential element of phase C1, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) (a) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the first use of commercial units, residents lounge, co working spaces and gymnasium in phase C1 as indicated on drawings C1-SHP-G200-PL-GRD-B5D801 P01, C1-SHP-G200-PL-01-B5D801 P01, C1-SHP-G200-PL-02-B5D801 P01 and C1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a scheme of

acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within phase C1, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) (a) Phase C1 hereby approved shall be carried out in accordance with Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 and Memo dated 1 November 2021 'AVO Strategy' stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase C1 of development.

(b) Prior to the first occupation of the residential accommodation within phase C1, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved with window and purge cent doors are closed:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq
Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

Due to the proximity of the development to the rail line, it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise shall also be factored into the assessment and design.

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 (Leq,5min), respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) Notwithstanding the Site Waste Management Strategy prepared by Vectos stamped as received by the City Council, as Local Planning Authority, prior to any above ground works, details a waste management strategy for the storage and disposal of refuse for the residential element of phase C1 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of phase C1 and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

28) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase C1 as indicated on drawings C1-SHP-G200-PL-GRD-B5D801 P01, C1-SHP-G200-PL-01-B5D801 P01, C1-SHP-G200-PL-02-B5D801 P01 and C1-SHP-G200-PL-03-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of the location and a waste management strategy for these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the non residential elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

29) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase C1 as indicated on drawings C1-SHP-G200-PL-GRD-B5D801 P01, C1-SHP-G200-PL-01-B5D801 P01, C1-SHP-G200-PL-02-B5D801 P01 and C1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

30) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of phase C1, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of phase C1 and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

31) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

32) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for phase C1:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

33) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase C1 as indicated on drawings C1-SHP-G200-PL-GRD-B5D801 P01, C1-SHP-G200-PL-01-B5D801 P01, C1-SHP-G200-PL-02-B5D801 P01 and C1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 24 that there would be no unacceptable impact on residential amenity.

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

34) Prior to the first use of the commercial spaces within phase C1 as indicated on drawing C1-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in phase C1 and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

35) Each commercial unit, as shown on drawings C1-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 within phase C1 shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

36) The commercial units as indicated on drawings C1-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 within phase C1 shall be occupied as Class E (excluding convenience retail) and Sui Generis: Drinking Establishment) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

37) In the event that any of the commercial unit in phase C1, as shown on drawing C1-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 is occupied as a café/restaurant or drinking establishment, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - Dispersal policy;
 - Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

38) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential floorspace (Class C3(a)) in phase C1 shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

39) The residential use hereby approved in phase C1 shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

40) The phase C1 shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of phase C1 the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

41) The phase C1 hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of phase C1, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to

item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

42) Prior to the first occupation of phase C1, the cycle storage, as indicated on drawings C1-SHP-G200-PL-B1-B5D801 P01 and C1-SHP-G200-PL-B2-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, shall be implemented and made available upon first occupation of the residential element of the development within phase C1 and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the first occupation of the residential element within phase C1 the car parking layout as indicated on drawings C1-SHP-G200-PL-B1-B5D801 P01 and C1-SHP-G200-PL-B2-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

44) Prior to the first occupation of the residential element within phase C1, an electric vehicle car parking strategy for the provision electric car charging to the car parking spaces as indicated on drawings C1-SHP-G200-PL-B1-B5D801 P01 and C1-SHP-G200-PL-B2-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following details:

- (a) Layout and location of electric vehicle charging points;
- (b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;
- (c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by planning condition 41.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of phase C1 and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

45) Prior to the first occupation of the residential element of phase C1, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in line with the Response to Highways Comments prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 4 February 2022, Chapter 15 'Traffic and Transport' of the ES including Appendix 15.1 and 15.2 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021

This shall include the following:

- Works to Water Street to create the accesses to Site C1, footways and cycleways consistent with the comprehensive highway improvement for Water Street.
- Proposal to improve the off carriageway shared cycle facility on the north eastern corner of the junction including segregated cycle facilities to Water Street joining with those at Liverpool Road and west of New Elm Road.
- Creation of permanent access from Water Street including any relevant Traffic Regulation Orders;
- Reinstatement of redundant access points back to footway re-surfacing/repair of footways.

The approved scheme for phase C1 shall be implemented and be in place prior to the first occupation of the residential element of phase C1.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

46) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, within one month of the practical completion phase C1, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before phase C1 is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level

and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

47) Prior to the first occupation of phase C1, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential element of phase C1 and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

48) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building in phase C1 shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

49) Prior to the first occupation of phase C1 of the development a signage strategy for external facades and commercial frontages shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

50) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

51) The development hereby approved shall include for full disabled access to be provided to the public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

52) Prior to the first occupation of the residential element associated with phase C1, details of the siting, scale and appearance of the wind baffles as required by Chapter 17 - Wind Microclimate WSP of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase C1 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of pedestrians safety and to ensure that the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

53) Prior to the first occupation of the residential element associated with phase C1, details of the siting, scale and appearance of the generators and their screens shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase C1 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of visual amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

54) Phase C2 of development shall be carried out in accordance Flood Risk Assessment and Drainage Strategy – Proposed Site at Trinity Island, Trinity Way, Manchester. Prepared by Curtins on the behalf of Renaker Build Ltd. Report Ref: 078567-CUR-XX-XX-RP-C-92001. Revision V03. Issue Date :12 November 2021 within appendix 16.2 of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

The development shall be carried out in accordance with this assessment including the mitigation measures outlined in section 5. Prior to the first occupation of phase C2, a verification report for phase C2 shall be submitted for approval in writing to the City Council, as Local Planning to confirm that the works in that phase have been undertaken in accordance with the previously approved report.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

55) Notwithstanding the Phase I Preliminary Risk Assessment and the Phase II Ground Investigation prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the commencement of phase C2 the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site:

- Remediation strategy and materials management plan providing
- Asbestos management plan submitting

- Final gas risk assessment following completion of the last 2 rounds of gas monitoring. (This should include monitoring during occurrences of low and falling atmospheric pressure)
- UK Water supplier risk assessment.

The remediation of phase C2 shall be carried out in accordance with the approved 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 policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

56) Prior to the occupation of the residential element of any phase C2 of the development, and following completion of the remediation strategy approved as part of condition (55), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

57) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified as part of phase C2, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted for approval in writing by the City Council, as Local Planning Authority, and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. The approved strategy shall then be implemented and then verified as required condition 56.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

58) Prior to the commencement of phase C2, a method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of phase C2 of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling

through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

59) Notwithstanding Appendix 16.2 of the Environmental Statement – Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) prior to the commencement of phase C2, a scheme for the drainage of surface water from that phase has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- The findings from the Phase 2 Ground Investigation works should be referenced within the Flood Risk Assessment and Drainage Strategy, specifically to identify if the basement levels require certain levels of proofing from groundwater;
- A flood evacuation plan, specifying safe access and egress routes from the developments;
- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Where surface water is connected to River Irwell (ship canal), any works within or adjacent to the river that would affect it would require consent from Peel Holdings. An email of acceptance of proposed flows and/or new connection will suffice;
- Correspondence evidencing that Peel Holdings are satisfied with the outfall(s) design details. The invert level of the outfalls should be specified, and various water levels used to identify how the proposed drainage system would function with a surcharged outfall. Where the development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) Phase C2 shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of phase C2 a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

60) A programmes of archaeological works for phase C2 shall be undertaken in line with the Written Scheme of Investigations (WSI) for an Archaeological Evaluation of Site C, Trinity Islands (dated 30 November 2020) stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The works are to be undertaken in accordance with the WSIs, which cover the following:

(a). A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

Prior to the first occupation of the residential element of phase C1, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

(c). Deposition of the final report with the Greater Manchester Historic Environment Record.

(d). Dissemination of the results of the archaeological investigations commensurate with their significance.

(e). Provision for archive deposition of the report and records of the site investigation.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

61) Prior to the commencement of phase C2, a detailed construction management plan outlining working practices during construction for that phase of the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust and dirt suppression measures;
- Highway dilapidation survey;
- Compound locations where relevant;
- Consultation with local residents;

- Location, removal/loading, storage and recycling of waste, plant and materials;
- Routing strategy and swept path;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Phase C2 shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

62) Prior to the commencement of any development within phase C2, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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.

63) Prior to the installation of the proposed exterior façade of tower C2 associated with phase C2, a Signal Sighting Assessment (in accordance with RIS-0737-CCS Issue 1) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The assessment shall detail any areas of mitigation in order to minimise solar glare. The approved assessment (and any associated mitigation) shall be implemented as part of the façade installation for phase C2 and thereafter retained and maintained in situ.

Reason – In the interest of minimising the effect of solar glare on the adjacent rail infrastructure and rail safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

64) a) Prior to the commencement of phase C2, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction that phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with phase C2 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

65) Notwithstanding drawings ZC-TPM-G710-PL-XX-3852 101, ZD-TPM-G710-PL-XX-3852 102, ZC-TPM-G710-PL-XX-3852 201 and 202 and ZD-TPM-G710-PL-XX-3852 203 and 204 stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022 (a) prior any above ground works associated with phase C2, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

(b). The approved details shall then be implemented and be in place prior to the first occupation of phase C2 of the development hereby approved.

If within a period of 5 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.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

66) Prior to the first occupation of the residential element of phase C2, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the public realm and hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

67) Prior to the commencement of phase C2, an Instrument Flight Procedures (IFPs) assessment shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Any mitigation identified by the assessment shall be implemented in accordance with a scheme agreed in writing by the City Council, as Local Planning Authority prior to the commencement of development and implemented in full prior to any above ground works.

Reason – The height of this cluster of building reaches a height which is likely to affect aerodrome safeguarding and mitigation is required to be identified pursuant to policy DM2 of the Manchester Core Strategy (2012).

68) Prior to the commencement of Phase C2, a scheme for the provision of obstacle lighting shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved obstacle lighting scheme shall be fully implemented before first occupation of phase C1 and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

69) Prior to the first occupation phase C2 hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

70) Phase C2 hereby approved shall be carried out in accordance with the Energy Statement Element Sustainability, Environmental Standards Statement Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

A post construction review certificate/statement for phase C shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for phase C2.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

71) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) Prior to the first occupation of the residential element of phase C2 of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the residential element of phase C2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

72) (a) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the first use of commercial units, residents lounge, co working spaces and gymnasium in phase C2 as indicated on drawings C2-SHP-G200-PL-GRD-B5D801 P01, C2-SHP-G200-PL-01-B5D801 P01, C2-SHP-G200-PL-02-B5D801 P01 and C2-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within phase C2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

73) (a) Phase C2 shall be carried out in accordance with Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 and Memo dated 1 November 2021 'AVO Strategy' stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase C2 of development.

(b) Prior to the first occupation of the residential accommodation within phase C2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors are closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved with windows and purge vent doors closed:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

Due to the proximity of the development to the rail line, it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise shall also be factored into the assessment and design.

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 (Leq,5min), respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

74) Notwithstanding the Site Waste Management Strategy prepared by Vectos stamped as received by the City Council, as Local Planning Authority, prior to any above ground works, details a waste management strategy for the storage and disposal of refuse for the residential element of phase C2 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of phase C2 and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

75) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase C2 as indicated on drawings C2-SHP-G200-PL-GRD-B5D801 P01, C2-SHP-G200-PL-01-B5D801 P01, C2-SHP-G200-PL-02-B5D801 P01 and C2-SHP-G200-PL-03-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of the location and a waste management strategy for these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the non residential elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

76) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase C2 as indicated on drawings C2-SHP-G200-PL-GRD-B5D801 P01, C2-SHP-G200-PL-01-B5D801 P01, C2-SHP-G200-PL-02-B5D801 P01 and C2-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

77) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of phase C2, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of phase C2 and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

78) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be

submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

79) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for phase C2:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

80) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase C2 as indicated on drawings C2-SHP-G200-PL-GRD-B5D801 P01, C2-SHP-G200-PL-01-B5D801 P01, C2-SHP-G200-PL-02-B5D801 P01 and C2-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 71 that there would be no unacceptable impact on residential amenity.

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

81) Prior to the first use of the commercial spaces within phase C2 as indicated on drawing C2-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;

- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in phase C2 and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

82) Each commercial unit, as shown on drawings C2-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 within phase C2 shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

83) The commercial units as indicated on drawing C2-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 within phase C2 shall be occupied as Class E (excluding convenience retail) and Sui Generis: Drinking Establishment) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

84) In the event that any of the commercial unit in phase C2, as shown on drawing C2-SHP-G200-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 is occupied as a café/restaurant or drinking establishment, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - Dispersal policy;
 - Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

85) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential floorspace (Class C3a) in phase C2 shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

86) The residential use hereby approved in phase C2 shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

87) The phase C2 shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of phase C1 the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

88) The phase C2 hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of phase C2, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

89) Prior to the first occupation of phase C2, the cycle storage, as indicated on drawings C2-SHP-G200-PL-B1-B5D801 P01 and C2-SHP-G200-PL-B2-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, shall be implemented and made available upon first occupation of the residential element of the development within phase C2 and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

90) Prior to the first occupation of the residential element within phase C2 the car parking layout as indicated on drawings C2-SHP-G200-PL-B1-B5D801 P01 and C2-SHP-G200-PL-B2-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

91) Prior to the first occupation of the residential element within phase C2, an electric vehicle car parking strategy for the provision electric car charging to the car parking

spaces as indicated on drawings C2-SHP-G200-PL-B1-B5D801 P01 and C2-SHP-G200-PL-B2-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following details:

- (d) Layout and location of electric vehicle charging points;
- (e) Provision for 20% of the spaces to be fitted with a 7kw fast charging;
- (f) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by planning condition 88.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of phase C2 and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

92) Prior to the first occupation of the residential element of phase C2, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in line with the Response to Highways Comments prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 4 February 2022, Chapter 15 'Traffic and Transport' of the ES including Appendix 15.1 and 15.2 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021

This shall include the following:

- Works to Water Street to create the accesses to Site C2, footways and cycleways consistent with the comprehensive highway improvement for Water Street.
- Creation of permanent access from Water Street including any relevant Traffic Regulation Orders;
- Reinstatement of redundant access points back to footway re-surfacing/repair of footways.

The approved scheme for phase C2 shall be implemented and be in place prior to the first occupation of the residential element associated with phase C2 and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

93) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, within one month of the practical completion phase C2, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning

Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before phase C2 is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

94) Prior to the first occupation of phase C2, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential element of phase C2 and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

95) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building within C2 shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

96) Prior to the first occupation of phase C2 of the development a signage strategy for the entire buildings and commercial frontages shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

97) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

98) The development hereby approved shall include for full disabled access to be provided to the areas of public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

99) Prior to the first occupation of the residential element associated with phase C2, details of the siting, scale and appearance of the wind baffles as required by Chapter 17 - Wind Microclimate WSP of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase C2 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of pedestrians safety and to ensure that the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

100) Prior to the first occupation of the residential element associated with phase C2, details of the siting, scale and appearance of the generators and their screens. The approved details shall be implemented prior to the first occupation of the residential element associated with phase C2 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of visual amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

101) Before first occupation of Phase C2, a Car Club space shall be provided in a suitable location that has been submitted for approval in writing by the City Council as local planning authority. The car club space shall be implemented and made available upon the first occupation of phase C2 and thereafter retained and maintained in situ.

Reason - In the interests of providing sustainable development, pursuant to policy DM1 of the Manchester Core Strategy (2012).

102) Phase D1 of development shall be carried out in accordance Flood Risk Assessment and Drainage Strategy – Proposed Site at Trinity Island, Trinity Way, Manchester. Prepared by Curtins on the behalf of Renaker Build Ltd. Report Ref: 078567-CUR-XX-XX-RP-C-92001. Revision V03. Issue Date :12 November 2021 within appendix 16.2 of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

The development shall be carried out in accordance with this assessment including the mitigation measures outlined in section 5. Prior to the first occupation of phase D1, a verification report for phase D1 shall be submitted for approval in writing to the City Council, as Local Planning to confirm that the works in that phase have been undertaken in accordance with the previously approved report.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

103) Notwithstanding the Phase I Preliminary Risk Assessment and the Phase II Ground Investigation prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the commencement of phase D1 the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site:

- Remediation strategy and materials management plan providing
- Asbestos management plan submitting
- Final gas risk assessment following completion of the last 2 rounds of gas monitoring. (This should include monitoring during occurrences of low and falling atmospheric pressure)
- UK Water supplier risk assessment.

The remediation of phase D1 shall be carried out in accordance with the approved 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 policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

104) Prior to the occupation of the residential element of any phase D1 of the development, and following completion of the remediation strategy approved as part of condition (103), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

105) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified as part of phase D1, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what

measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted for approval in writing by the City Council, as Local Planning Authority, and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. The approved strategy shall then be implemented and then verified as required condition 104.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

106) Prior to the commencement of phase D1, a method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of phase D1 of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

107) Notwithstanding Appendix 16.2 of the Environmental Statement – Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) prior to the commencement of phase D1, a scheme for the drainage of surface water from that phase has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- The findings from the Phase 2 Ground Investigation works should be referenced within the Flood Risk Assessment and Drainage Strategy, specifically to identify if the basement levels require certain levels of proofing from groundwater;
- A flood evacuation plan, specifying safe access and egress routes from the developments;
- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey

the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Where surface water is connected to River Irwell (ship canal), any works within or adjacent to the river that would affect it would require consent from Peel Holdings. An email of acceptance of proposed flows and/or new connection will suffice;

- Correspondence evidencing that Peel Holdings are satisfied with the outfall(s) design details. The invert level of the outfalls should be specified, and various water levels used to identify how the proposed drainage system would function with a surcharged outfall. Where the development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required;

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

(b) Phase D1 shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of phase D1 a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

108) A programme of archaeological works for phase D1 shall be undertaken in line with the Written Scheme of Investigations (WSI) for an Archaeological Evaluation of Site D, Trinity Islands (dated 9 December 2020) stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The works are to be undertaken in accordance with the WSIs, which cover the following:

(a). A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

Prior to the first occupation of the residential element of phase D1, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

- (c). Deposition of the final report with the Greater Manchester Historic Environment Record.
- (d). Dissemination of the results of the archaeological investigations commensurate with their significance.
- (e). Provision for archive deposition of the report and records of the site investigation.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

109) Prior to the commencement of phase D1, a detailed construction management plan outlining working practices during construction for that phase of the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust and dirt suppression measures;
- Highway dilapidation survey;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal/loading, storage and recycling of waste, plant and materials;
- Routing strategy and swept path;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Phase D1 shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

110) Prior to the commencement of any development within phase D1, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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.

111) a) Prior to the commencement of phase D1, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction that phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with phase 1 and 2 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

112) Notwithstanding drawings ZC-TPM-G710-PL-XX-3852 101, ZD-TPM-G710-PL-XX-3852 102, ZC-TPM-G710-PL-XX-3852 201 and 202 and ZD-TPM-G710-PL-XX-3852 203 and 204 stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022 (a). Prior to any above ground works within phase D1, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

(b). The approved details shall then be implemented and be in place prior to the first occupation of phase D1 of the development hereby approved.

If within a period of 5 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.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

113) Prior to the first occupation of the residential element of phase D1, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the public realm and hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

114) Prior to the commencement of phase D1, an Instrument Flight Procedures (IFPs) assessment shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Any mitigation identified by the assessment shall be implemented in accordance with a scheme agreed in writing by the City Council, as Local Planning Authority prior to the commencement of development and implemented in full prior to any above ground works.

Reason – The height of this cluster of building reaches a height which is likely to affect aerodrome safeguarding and mitigation is required to be identified pursuant to policy DM2 of the Manchester Core Strategy (2012).

115) Prior to the commencement of Phase D1, a scheme for the provision of obstacle lighting shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved obstacle lighting scheme shall be fully implemented before first occupation of phase D1 and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

116) Prior to the first occupation phase D1 hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

117) Phase D1 hereby approved shall be carried out in accordance with the Energy Statement Element Sustainability, Environmental Standards Statement Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

A post construction review certificate/statement for phase D1 shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for phase D1.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

118) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) Prior to the first occupation of the residential element of phase D1 of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the residential element of phase D1, a verification report will be required to validate that the work undertaken conforms to the

recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

119) (a) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the first use of residents lounge, co working spaces and gymnasium in phase D1 as indicated on drawings D1-SHP-G200-PL-GRD-B5D801 P01, D1-SHP-G200-PL-01-B5D801 P01, D1-SHP-G200-PL-02-B5D801 P01 and D1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within phase D1, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

120) (a) Phase D1 shall be carried out in accordance with Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 and Memo dated 1 November 2021 'AVO Strategy' stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase D1 of development.

(b) Prior to the first occupation of the residential accommodation within phase D1, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors are closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved with windows and purge vent doors are closed:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

Due to the proximity of the development to the rail line, it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise shall also be factored into the assessment and design.

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 (Leq,5min), respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

121) Notwithstanding the Site Waste Management Strategy prepared by Vectos stamped as received by the City Council, as Local Planning Authority, prior to any above ground works, details a waste management strategy for the storage and

disposal of refuse for the residential element of phase D1 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of phase D1 and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

122) Prior to the first use of the commercial units, residents lounge, co working spaces and gymnasium in phase D1 as indicated on drawings D1-SHP-G200-PL-GRD-B5D801 P01, D1-SHP-G200-PL-01-B5D801 P01, D1-SHP-G200-PL-02-B5D801 P01 and D1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of the location and a waste management strategy for these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the non residential elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

123) Prior to the first use of the residents lounge, co working spaces and gymnasium in phase D1 as indicated on drawings D1-SHP-G200-PL-GRD-B5D801 P01, D1-SHP-G200-PL-01-B5D801 P01, D1-SHP-G200-PL-02-B5D801 P01 and D1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

124) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of phase D1, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of phase D1 and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

125) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

126) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for phase D1:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

127) Prior to the first use of the residents lounge, co working spaces and gymnasium in phase D1 as indicated on drawings D1-SHP-G200-PL-GRD-B5D801 P01, D1-SHP-G200-PL-01-B5D801 P01, D1-SHP-G200-PL-02-B5D801 P01 and D1-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 118 that there would be no unacceptable impact on residential amenity.

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

128) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential floorspace (Class C3(a)) in phase D1 shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

129) The residential use hereby approved in phase D1 shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

130) The phase D1 shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of phase C1 the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

131) The phase D1 hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of phase D1, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

132) Prior to the first occupation of phase D1, the cycle storage, as indicated on drawings D1-SHP-G200-PL-B1-B5D801 P01 and D1-SHP-G200-PL-B2-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, shall be implemented and made available upon first occupation of the residential element of the development within phase D1 and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

133) Prior to the first occupation of the residential element within phase D1 the car parking layout as indicated on drawings D1-SHP-G200-PL-B1-B5D801 P01 and D1-SHP-G200-PL-B2-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

134) Prior to the first occupation of the residential element within phase D1, an electric vehicle car parking strategy for the provision electric car charging to the car parking spaces as indicated on drawings D1-SHP-G200-PL-B1-B5D801 P01 and D1-SHP-G200-PL-B2-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following details:

- (g) Layout and location of electric vehicle charging points;
- (h) Provision for 20% of the spaces to be fitted with a 7kw fast charging;
- (i) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by planning condition 131.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of phase D1 and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

135) Prior to the first occupation of the residential element of phase D1, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in line with the Response to Highways Comments prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 4 February 2022, Chapter 15 'Traffic and Transport' of the ES including Appendix 15.1 and 15.2 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

This shall include the following:

- Modification to traffic signals at Trinity Way/Water Street (north side of junction) to accommodate an all red stage with controlled pedestrian movements to all arms;
- Modification to the junction along Trinity Way to accommodate a right turn lane (southbound) including the introduction of a signalised intersection at Trinity Way/Water Street together with modification to cycle lane and amendment to any relevant Traffic Regulation Orders;
- Widening of footway width at the Trinity Way access to a minimum of 2 metres.
- Creation of permanent access from Trinity Way including any relevant Traffic Regulation Orders;
- Re-surfacing/repair of footways to make good.

The approved scheme for phase D1 shall be implemented and be in place prior to the first occupation of the residential element of phase D1.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

136) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, within one month of the practical completion phase D1, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before phase D1 is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

137) Prior to the first occupation of phase D1, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential element of phase D1 and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

138) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the D1 building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

139) Prior to the first occupation of phase D1 of the development a signage strategy for the entire buildings and commercial frontages shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

140) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

141) The development hereby approved shall include for full disabled access to be provided to the public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

142) Prior to the first occupation of the residential element associated with phase D1, details of the siting, scale and appearance of the wind baffles as required by Chapter 17 - Wind Microclimate WSP of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase D1 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of pedestrians safety and to ensure that the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

143) Prior to the first occupation of the residential element associated with phase D1, details of the siting, scale and appearance of the generators and their screens shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase D1 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of visual amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

144) Prior to the first occupation of the phase D1, a Vehicle Movement Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The Strategy shall include details for safe manoeuvring of vehicles associated with phase D1 particularly in respect of manoeuvring around the wind baffles. The approved Strategy shall be implemented as part of the proposals and thereafter retained as part of the proposed use of the development.

Reason – To ensure safe vehicle movements at the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

145) Prior to the first occupation of the residential element of phase D2, details and specification for works the underpass as indicated on drawing Z1-SHP-G100-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. This shall include specification and location of art work, lighting and other works to the underpass. The approved scheme shall be implemented and made available prior to the first occupation of the residential element of phase D2 and thereafter retained and maintained in situ.

Reason – In order to ensure the delivery of the work to the underpass in the interest of visual amenity, placing making and safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

146) Phase D2 of development shall be carried out in accordance Flood Risk Assessment and Drainage Strategy – Proposed Site at Trinity Island, Trinity Way,

Manchester. Prepared by Curtins on the behalf of Renaker Build Ltd. Report Ref: 078567-CUR-XX-XX-RP-C-92001. Revision V03. Issue Date :12 November 2021 within appendix 16.2 of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

The development shall be carried out in accordance with this assessment including the mitigation measures outlined in section 5. Prior to the first occupation of phase D2, a verification report for phase D2 shall be submitted for approval in writing to the City Council, as Local Planning to confirm that the works in that phase have been undertaken in accordance with the previously approved report.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

147) Notwithstanding the Phase I Preliminary Risk Assessment and the Phase II Ground Investigation prepared by WSP stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the commencement of phase D2 the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site:

- Remediation strategy and materials management plan providing
- Asbestos management plan submitting
- Final gas risk assessment following completion of the last 2 rounds of gas monitoring. (This should include monitoring during occurrences of low and falling atmospheric pressure)
- UK Water supplier risk assessment.

The remediation of phase D2 shall be carried out in accordance with the approved 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 policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

148) Prior to the occupation of the residential element of any phase D1 of the development, and following completion of the remediation strategy approved as part of condition (147), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

149) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified in phase D2, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted for approval in writing by the City Council, as Local Planning Authority, and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. The approved strategy shall then be implemented and then verified as required condition 148.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

150) Prior to the commencement of phase D2, a method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of phase D2 of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

151) Notwithstanding Appendix 16.2 of the Environmental Statement – Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) prior to the commencement of phase D2, a scheme for the drainage of surface water from that phase has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- The findings from the Phase 2 Ground Investigation works should be referenced within the Flood Risk Assessment and Drainage Strategy, specifically to identify if the basement levels require certain levels of proofing from groundwater;
- A flood evacuation plan, specifying safe access and egress routes from the developments;
- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does

not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Where surface water is connected to River Irwell (ship canal), any works within or adjacent to the river that would affect it would require consent from Peel Holdings. An email of acceptance of proposed flows and/or new connection will suffice;

- Correspondence evidencing that Peel Holdings are satisfied with the outfall(s) design details. The invert level of the outfalls should be specified, and various water levels used to identify how the proposed drainage system would function with a surcharged outfall. Where the development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required;

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

(b) Phase D2 shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of phase D2 a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

152) A programme of archaeological works for phase D2 shall be undertaken in line with the Written Scheme of Investigations (WSI) for an Archaeological Evaluation of Site D, Trinity Islands (dated 9 December 2020) stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The works are to be undertaken in accordance with the WSIs, which cover the following:

(a). A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

Prior to the first occupation of the residential element of phase D2, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- (b). A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
- (c). Deposition of the final report with the Greater Manchester Historic Environment Record.
- (d). Dissemination of the results of the archaeological investigations commensurate with their significance.
- (e). Provision for archive deposition of the report and records of the site investigation.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

153) Prior to the commencement of phase D2, a detailed construction management plan outlining working practices during construction for that phase of the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust and dirt suppression measures;
- Highway dilapidation survey;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal/loading, storage and recycling of waste, plant and materials;
- Routing strategy and swept path;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Phase D2 shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

154) Prior to the commencement of any development within phase D2, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with

jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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.

155) a) Prior to the commencement of phase D2, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction that phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with phase D2 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

156) Notwithstanding drawings ZC-TPM-G710-PL-XX-3852 101, ZD-TPM-G710-PL-XX-3852 102, ZC-TPM-G710-PL-XX-3852 201 and 202 and ZD-TPM-G710-PL-XX-3852 203 and 204 stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022, (a) prior to any above ground works associated with phase D2, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;

- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

(b). The approved details shall then be implemented and be in place prior to the first occupation of phase D2 of the development hereby approved.

If within a period of 5 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.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

157) Prior to the first occupation of the residential element of phase D2, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the public realm and hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

158) Prior to the commencement of phase D2, an Instrument Flight Procedures (IFPs) assessment shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Any mitigation identified by the assessment shall be implemented in accordance with a scheme agreed in writing by the City Council, as Local Planning Authority prior to the commencement of development and implemented in full prior to any above ground works.

Reason – The height of this cluster of building reaches a height which is likely to affect aerodrome safeguarding and mitigation is required to be identified pursuant to policy DM2 of the Manchester Core Strategy (2012).

159) Prior to the commencement of Phase D2, a scheme for the provision of obstacle lighting shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved obstacle lighting scheme shall be fully implemented before first occupation of phase D2 and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

160) Prior to the first occupation phase D2 hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

161) Phase D2 hereby approved shall be carried out in accordance with the Energy Statement Element Sustainability, Environmental Standards Statement Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

A post construction review certificate/statement for phase D2 shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for phase D2.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

162) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, (a) Prior to the first occupation of the residential element of phase D2 of the development hereby approved, details of any externally mounted ancillary

plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the residential element of phase D2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

163) (a) Notwithstanding Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the first use of residents lounge, co working spaces and gymnasium in phase D2 as indicated on drawings D2-SHP-G200-PL-GRD-B5D801 P01, D2-SHP-G200-PL-01-B5D801 P01, D2-SHP-G200-PL-02-B5D801 P01 and D2-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LA_{eq} (entertainment noise) shall be controlled to 5dB below the LA₉₀ (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (L_{eq},5min), respectively

(b) Prior to the first use of those spaces within phase D2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

164) Phase D2 hereby approved shall be carried out in accordance with Chapter 11 - Noise and Vibration Matt Fisher Acoustics of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 and Memo dated 1 November 2021 'AVO Strategy' stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase D2 of development.

(b) Prior to the first occupation of the residential accommodation within phase D2, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with window and purge vent doors are closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved with window and purge vent doors are closed:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

Due to the proximity of the development to the rail line, it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise shall also be factored into the assessment and design.

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 (Leq,5min), respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

165) Notwithstanding the Site Waste Management Strategy prepared by Vectos stamped as received by the City Council, as Local Planning Authority, prior to any above ground works, details a waste management strategy for the storage and disposal of refuse for the residential element of phase D2 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of phase D2 and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

166) Prior to the first use of the residents lounge, co working spaces and gymnasium in phase D2 as indicated on drawings D2-SHP-G200-PL-GRD-B5D801 P01, D2-SHP-G200-PL-01-B5D801 P01, D2-SHP-G200-PL-02-B5D801 P01 and D2-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

167) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of phase D2, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of phase D2 and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

168) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a

written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

169) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for phase D2:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

170) Prior to the first use of the residents lounge, co working spaces and gymnasium in phase D2 as indicated on drawings D2-SHP-G200-PL-GRD-B5D801 P01, D2-SHP-G200-PL-01-B5D801 P01, D2-SHP-G200-PL-02-B5D801 P01 and D2-SHP-G200-PL-03-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 163 that there would be no unacceptable impact on residential amenity.

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

171) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential floorspace (Class C3(a)) development in phase D2 shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

172) The residential use hereby approved in phase D2 shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

173) The phase D2 shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of phase D2 the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

174) The phase D2 hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of phase D2, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as

Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

175) Prior to the first occupation of phase D2, the cycle storage, as indicated on drawings D2-SHP-G200-PL-B1-B5D801 P01 and D2-SHP-G200-PL-B2-B5D801 P01, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, shall be implemented and made available upon first occupation of the residential element of the development within phase D2 and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

176) Prior to the first occupation of the residential element within phase D2 the car parking layout as indicated on drawings D2-SHP-G200-PL-B1-B5D801 P01 and D2-SHP-G200-PL-B2-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

177) Prior to the first occupation of the residential element within phase D2, an electric vehicle car parking strategy for the provision electric car charging to the car parking spaces as indicated on drawings D2-SHP-G200-PL-B1-B5D801 P01 and D2-SHP-G200-PL-B2-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following details:

- (j) Layout and location of electric vehicle charging points;
- (k) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;
- (l) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by planning condition 174.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of phase D2 and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

178) Prior to the first occupation of the residential element of phase D2, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in line with the Response to Highways Comments prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 4 February 2022, Chapter 15 'Traffic and Transport' of the ES including Appendix 15.1 and 15.2 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021

This shall include the following:

- Re-surfacing/repair of footways to make good.

The approved scheme for phase D2 shall be implemented and be in place prior to the first occupation of the residential element of phase D2.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012)

179) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, within one month of the practical completion phase D2, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before phase D2 is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

180) Prior to the first occupation of phase D2, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential element of phase D2 and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

181) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the phase D2 building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

182) Prior to the first occupation of phase D2 of the development a signage strategy for the entire buildings and commercial frontages shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

183) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

184) The development hereby approved shall include for full disabled access to be provided to the public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

185) Prior to the first occupation of the residential element associated with phase D2, details of the siting, scale and appearance of the wind baffles as required by Chapter 17 - Wind Microclimate WSP of the ES stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase D2 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of pedestrian safety and to ensure that the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

186) Prior to the first occupation of the residential element associated with phase D2, details of the siting, scale and appearance of the generators and their screens shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element associated with phase D2 and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of visual amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

187) Notwithstanding drawing Z1-SHP-G100-PL-GRD-B5D801 P01 stamped as received by the City Council, as Local Planning Authority, on the 7 December 2021, prior to the first occupation of the residential element of phase D2, details and specification of the children's play area shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include location and specification of equipment and surfaces. The approved scheme shall be implemented and made available prior to the first occupation of the residential element of phase D2 and thereafter retained and maintained in situ.

Reason – In order to ensure the delivery of the children's play area and to ensure an appropriate specification to the works pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

188) Prior to the first occupation of the phase D2, a Vehicle Movement Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The Strategy shall include details for safe manoeuvring of vehicles associated with phase D2 particularly in respect of manoeuvring around the wind baffles. The approved Strategy shall be implemented as part of the proposals and thereafter retained as part of the proposed use of the development.

Reason – To ensure safe vehicle movements at the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

189) Before first occupation of Phase D2, a Car Club space shall be provided in a suitable location that has been submitted for approval in writing by the City Council as local planning authority. The car club space shall be implemented and made available upon the first occupation of phase D2 and thereafter retained and maintained in situ.

Reason - In the interests of providing sustainable development, pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

- A protected species License may be required to be obtained from Natural England before any work could be undertaken which could cause harm to bats.
- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or

other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

- The buildings will need to be notified to the CAA & Defence Geographic as en-route obstacles.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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 ref: 132429/FO/2021 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**

Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
Salford 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:

Relevant Contact Officer :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk

