



Trinity Islands Statement of Consultation

December 2021

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1. Introduction

- 1.1. This Statement of Consultation accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) by Renaker Build Limited (The ‘Applicant’, hereby referred to as ‘Renaker’).
- 1.2. The Proposed Development comprises of four residential-led mixed use towers ranging between 39 and 60 storeys to deliver 1,950 residential dwellings (Use Class C3), residential amenity space and commercial space (Use Class E and Sui Generis: drinking establishment) at podium level, public realm, car and cycle parking, hard and soft landscaping and other associated works on land bounded by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Street to the south in Manchester City Centre (‘the Site’).
- 1.3. This Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals, where appropriate.
- 1.4. The following documents have been included within this report as evidence to support the statements that have been made:
 - Site Location Plan (Appendix 1)
 - Consultation boundary (Appendix 2).
 - Consultation leaflets (Appendix 3);
 - Consultation web pages (Appendix 4);
 - Historic England Response (Appendix 5); and
 - Places Matter! Response (Appendix 6).

The Site

- 1.5. The Site is bounded by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Street to the south in Manchester City Centre. The Site boundary extends to 1.78 hectares. A location plan is enclosed with this letter at Appendix 1 for the purposes of identification.
- 1.6. The Site comprises approximately 1.78 acres of brownfield land in the form of a surface car park and is split into two parcels known as Site C and Site D.
- 1.7. Site C comprises approximately 0.89 hectares of brownfield land is bounded by the River Irwell to the north, Trinity Way to the west, Water Street to the south and a railway viaduct to the east. The Site can be accessed by vehicle or foot via Water Street on the southern boundary. The Site slopes downwards to the north towards the River Irwell and there is a limited amount of vegetation running along this boundary.
- 1.8. Site D comprises approximately 0.89 hectares of brownfield land is bounded by the River Irwell to the north and west, Regent Road to the south and Trinity Way to the east. The Site can be accessed by vehicle or foot via Trinity Way on the eastern boundary. The Site slopes downwards to the north and west towards the River Irwell and there is a limited amount of vegetation running along this boundary.
- 1.9. The Site is situated in the Deansgate Ward and is adjacent to the Hulme ward immediately south of the Site and the Ordsall Ward within Salford on the western boundary.
- 1.10. The Site is located within the Castlefield Conservation Area. While there are no Listed Buildings on Site there are a number of Listed Buildings within a 250m radius. These are:
 - Railway Bridge Over River Irwell To Former Liverpool Road Station Grade I (List Entry Number: 1270603)
 - Railway Bridge Over River Irwell To Former Liverpool Road Station Grade I (List Entry Number: 1270603)
 - The Giants Basin Grade II (List Entry Number: 1247068)

- Railway Bridge Over River Irwell To Former Liverpool Road Station Grade I (List Entry Number: 1270603)
- Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot Grade II (List Entry Number: 1200805)
- Former Grape Street railway bonded warehouse Grade II (List Entry Number: 1457402)
- Bridgewater Canal Basin at Potato Wharf Grade II (List Entry Number: 1246959)
- Old Warehouse to North of Former Liverpool Road Railway Station Grade I (List Entry Number: 1282991)
- Former Commercial Hotel Grade II (List Entry Number: 1219418)
- Railway Viaduct Linking Bridge Over Irwell To Liverpool Road Station Grade II (List Entry Number: 1254726)
- 123, Liverpool Road Grade II (List Entry Number: 1200804)
- Former Liverpool Road Railway Station Station Masters House Grade I (List Entry Number: 1291477)

1.11. The Site is identified within the St. John's and Water Street Strategic Regeneration Frameworks. Manchester City Council have developed an overarching vision between these frameworks which has been summarised below:

- **Creation of a new city centre neighbourhood:** an attractive place to live, work and play; a 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.
- **Integration with the City Centre:** Development that is fully integrated both functionally and physically with the city centre and adjoining city centre neighbourhoods.
- **Public Space:** To create a meandering network of public spaces and complementary range of uses. The creation of new public realms and squares within this area provides the opportunity to create a stronger connection between the public spaces across St. John's and increase the overall level of amenity and biodiversity.
- **Heritage:** A form of development that retains and reutilises the Site's key heritage assets and integrates those features into the new urban form.
- **Permeability and Connectivity:** A series of existing and newly created public landscaped spaces will support a stronger network of routes and linkages that connect the different parts of the site to the rest of St. John's, its neighbours and the River Irwell, as well as anchoring the major buildings.
- **Height and Scale:** A scale of building form that in height and plan extends the scale of the St. John's district across to the Site. To the west of St. John's, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential buildings. These will comprise high-density living within a series of taller buildings, marking a gateway into the city.
- **Uses:** The development of the Trinity Island site should be designed to the highest architectural quality, promoting high-quality living on the upper levels and a mixture of retail and leisure uses within the ground floors to create active frontages that will bring a new level of activity and vibrancy into the area.

1.12. In 2016, a planning application was submitted for the redevelopment of Trinity Islands, comprising of high-density residential-led development across five towers. The Application secured resolution to grant at the Planning and Highways Committee on 27 July 2017. Before this application, the Site was used as a site office, with associated parking for a temporary period between 2015 – 2017 and was a temporary car park before that from 1994. More detail on the planning history can be found within Table 2.1 of the Planning Statement.

1.13. A full summary of the Site context is set out in the Planning Statement (incorporating Green & Blue Infrastructure Statement and Tall Building Statement) submitted with this application.

The Proposed Development

- 1.14. In summary, the Proposed Development includes the following:
- 1,950 high-quality apartments delivered across four towers ranging between 39 and 60 storeys providing a mixture of 1 bed, 2 bed and 3 bed units.
 - Residential amenity space and commercial uses at podium level.
 - 1.29 ha of high-quality public realm, hard and soft landscaped including newly formed access to riverside.
 - Underground car park comprising 556 car parking spaces (up to 20% demand-led electric vehicular charging (EVC) provision (7kw each). Spaces will be future proofed with containment channels that enable cable connections to be installed as and when required).
- 1.15. The formal description of development contained within the planning application form states:
- “Full planning permission for the erection of a mixed-use development comprising four buildings with residential use (Class C3) and commercial uses (Classes E and Sui Generis: Drinking Establishment) at the lower levels, together with associated landscaping, basement car and cycle parking, access arrangements and highway works, and other associated works.”*
- 1.16. Full details of the Proposed Development are contained with the Planning Statement (including Green & Blue Infrastructure Statement and Tall Building Statement) submitted with the Application, in addition to the Design and Access Statements prepared by Simpson Haugh.

Pre-Application Consultation

- 1.17. A process of pre-application engagement has been undertaken to ensure that the approach to the principle of development and the scheme’s design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account.

Public Consultation

- 1.18. Due to the impact of COVID-19, opportunities for face to face engagement have been significantly impacted. Therefore, public consultation was undertaken virtually in the form of an online consultation web page.
- 1.19. Consultation with local residents and businesses took place from 5 August 2021 to September 2021 and provided an opportunity for the community to understand the proposals and provide feedback for Renaker and the project team to consider.
- 1.20. The objectives for pre-application engagement for Trinity Islands were to:
- Communicate the vision for Trinity Islands and generate support for the Proposed Development;
 - Gather feedback on the key issues and address any potential concerns that relate to the Proposed Development; and
 - Make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.
- 1.21. The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:
- **3 August 2021:** Leaflets (Appendix 3) were delivered to the local businesses and residential community (as defined by the consultation boundary area in Appendix (2) to notify them of the Proposed Development and direct them to the consultation website.
 - **5 August – 27 August 2021:** The consultation ran for approximately three weeks between 5 August to 27 August 2021. Over the consultation period the website (Appendix 4) received approximately 1,800 visitors and 85 responses were submitted. The vast majority of the respondents were local

residents. A webinar was also held on the 12 August to provide a briefing session for the public and was supported by a Q&A afterwards where guests had the opportunity to raise questions.

- 1.22. A full account of all public engagement undertaken, the headline responses received, and the Applicant's response to each is set out in full within Section 3.

Statutory Consultee and Key Stakeholder Engagement

- 1.23. Pre-application consultation with Statutory Consultees and other key stakeholders has been focused upon providing an explanation of the Proposed Development, including the way in which the detailed design of the proposals have responded to the Site conditions, surrounding area, relevant frameworks and the economic, planning and regeneration context.

- 1.24. Consultation activity undertaken during the pre-application period has included:

- Pre-application discussions with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process in order to seek their support in principle;
- Greater Manchester Police (via the Design by Security team) has been consulted, and their advice in terms of security has been addressed in the application proposals;
- Historic England has been consulted on the design of the scheme as it is located within the Castlefield Conservation Area;
- Ward Councillors from the Deansgate, Ordsall, Salford and Hulme Wards were notified of the proposals via email and a briefing was undertaken to outline the details of the scheme providing an opportunity for comments;
- Local stakeholders including Network Rail, Science and Industry Museum and the Factory were also briefed on the proposals;
- An Environmental Impact Assessment Scoping Report was submitted to MCC. As part of this, the key statutory stakeholders were consulted including:
 - o Manchester City Council;
 - o Manchester City Council Highways;
 - o Natural England;
 - o Environment Agency;
 - o Greater Manchester Ecology Unit (GMEU);
 - o Greater Manchester Archaeology Advisory Service (GMAAS);
 - o Transport for Greater Manchester (TfGM);
 - o United Utilities;
 - o CMCC Highway Services;
 - o MCC Environmental Health;
 - o MCC Flood Risk Management;
 - o MCC Arborist;
 - o MCC Works and Skills;
 - o Aerodrome Safeguarding;
 - o Canal and River Trust (CRT); and
 - o Design for Security at Greater Manchester Police.
- Engagement with other technical statutory consultees, including MCC Highways, MCC Flood Risk Department; Transport for Greater Manchester; and, United Utilities.

- 1.25. Full details of all pre-application engagement with statutory consultees and key stakeholders and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

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

- **Section 2** – sets out the relevant planning policy and requirements.
- **Section 3** – provides details of the consultation undertaken, summarises the feedback received and provides a response where relevant.
- **Section 4** – presents the summary and conclusions.

2. Policy Context

- 2.1. Guidance with regard to consultation is set out at both the national and local level. These requirements are summarised below.

National

Localism Act

- 2.2. The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act (“the Act”).
- 2.3. The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights.
 - Neighbourhood planning.
 - Housing.
 - General power of competence.
 - Empowering cities and other local areas.
- 2.4. Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5. Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:
- (1) *Where—*
- (a) *a person proposes to make an application for planning permission for the development of any land in England, and*
- (b) *the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).*
- 2.6. Subsections (2) and (3) state:
- (2) *The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.*
- (3) *The person must consult each specified person about the proposed application.*
- 2.7. Subsection (4) outlines the requirements in regard to publicity of applications:
- (4) *Publicity under subsection (2) must—*
- (a) *set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and*
- (b) *give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.*

- 2.8. The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.
- 2.9. Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

- 2.10. The Department for Communities and Local Government published the revised NPPF in July 2021. The document sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 2.11. Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.
- 2.12. Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.
- 2.13. Similarly, paragraphs 126 to 133 set out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.
- 2.14. The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

- 2.15. In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in June 2021 following updates to the NPPF and First Homes and Fire Safety in high-rise buildings as well as the introduction of Design Codes.
- 2.16. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.17. The 'Consultation and pre-decision matters' identifies that:
- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,
 - Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Statement of Community Involvement

- 2.18. MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.
- 2.19. Appendix 1 of the SCI provides guidance on developer-led early engagement.
- 2.20. The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.

- 2.21. The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.
- 2.22. Consultations should be inclusive, transparent, clear and understandable. Additionally, developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

- 2.23. This Statement sets out the consultation process which has been undertaken and demonstrates compliance with the guidance and requirements set out above.

3. Consultation Strategy and Responses

- 3.1. This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.
- 3.2. Whilst it has not been possible to undertake face to face public engagement sessions due to the impact of COVID-19 and the need to maintain social distancing during the design development period, it has been possible to engage all parties throughout using online platforms and different types of media.

Public Consultation

- 3.3. Public consultation on the Proposed Development was held between 5 August 2021 and 27 August 2021. The majority of the responses gathered by the consultations were supportive of the proposals on the next phase of development at Trinity Islands.
- 3.4. The material presented online summed up the ambitions for the development site and the current design proposals. This information was supplemented by a range of questions with regards to thoughts and feelings about the developments.
- 3.5. A feedback form was available via the website for people to provide comments on the Proposed Development and an email address was provided for people to send in comments.
- 3.6. By engaging with the stakeholders and the local community, valuable insight was gained on the proposals for Trinity Islands. The consultation event was able to successfully gather local opinion surrounding what was broadly desirable and what was undesirable about the proposals which helped to gain a better understanding of the next steps to refine the Proposed Development.
- 3.7. The material presented online provided a comprehensive and detailed presentation of the design proposals for Trinity Islands. This information was supplemented by a range of questions with regards to thoughts and feelings on the proposals including the opportunity for detailed written comments. The questions that the respondents were asked are listed below:

- 1. *How would you describe your interest in the Trinity Islands proposals?*

Local Resident – 73.75%

Local Representative – 2.5%

I own a business in the area – 0%

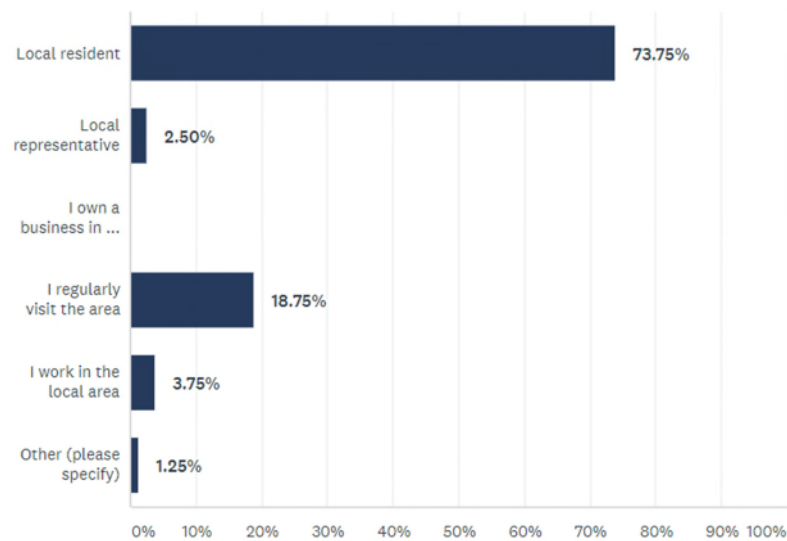
I regularly visit the area – 18.755%

I work in the local area – 3.75%

Other – 1.25%

How would you describe your interest in the Trinity Islands proposals?

Answered: 80 Skipped: 0



2. How did you find out about the Trinity Islands proposals?

Consultation Postcard – 31.25%

Social Media – 38.75%

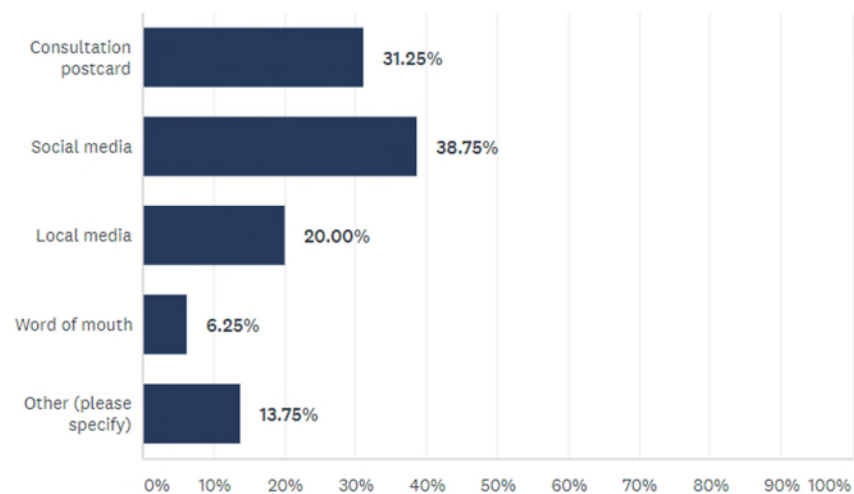
Local Media – 20.00%

Word of Mouth – 6.25%

Other – 13.75%

How did you find out about the Trinity Islands proposals?

Answered: 80 Skipped: 0



3. Do you support the principle of residential-led mixed use development at Trinity Islands?

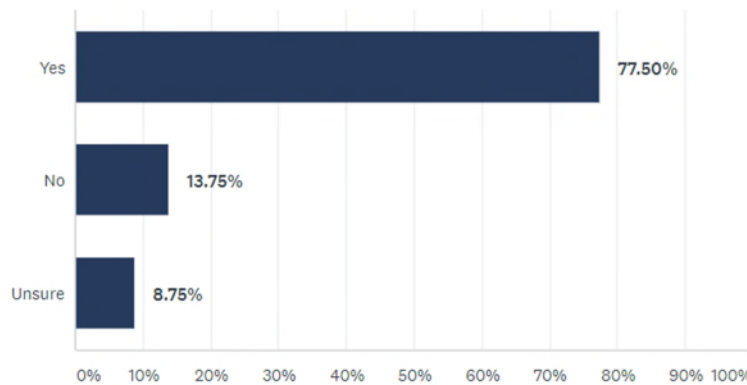
Yes – 77.5%

No – 13.75%

Unsure – 8.75%

Do you support the principle of residential-led mixed-use development at Trinity Islands?

Answered: 80 Skipped: 0



4. Do you support ground floor retail use at Trinity Islands?

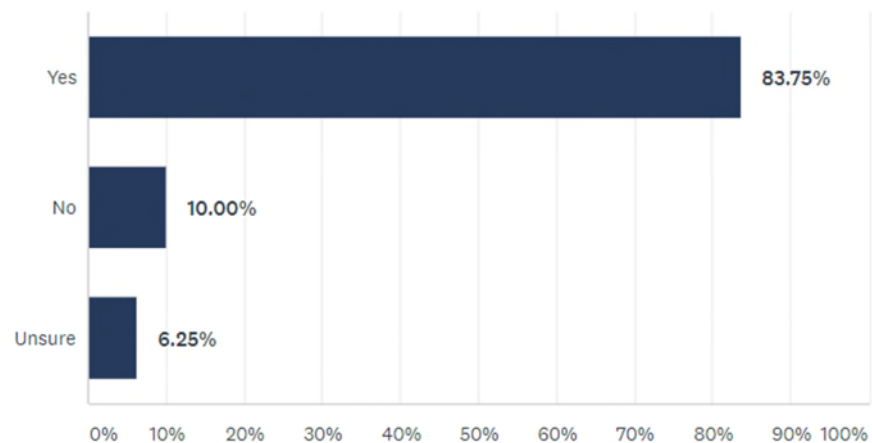
Yes – 83.75%

No – 10%

Unsure – 6.25%

Do you support ground floor retail uses at Trinity Islands?

Answered: 80 Skipped: 0



5. Do you support the inclusion of public realm and landscaping at Trinity Islands?

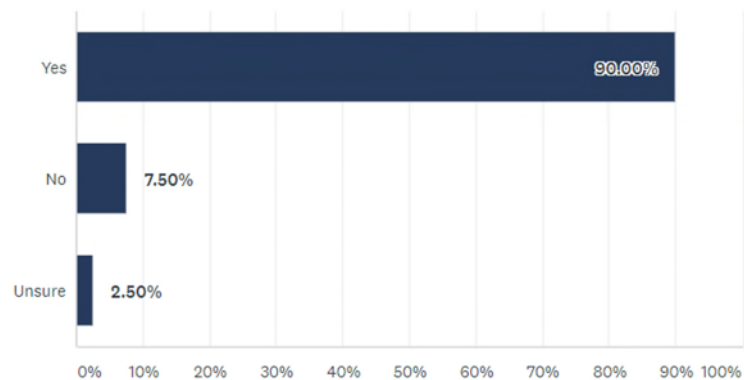
Yes – 90%

No – 7.50%

Unsure – 2.50%

Do you support the inclusion of public realm and landscaping at Trinity Islands?

Answered: 80 Skipped: 0



6. From what you have seen so far, do you support the proposals for Trinity Islands?

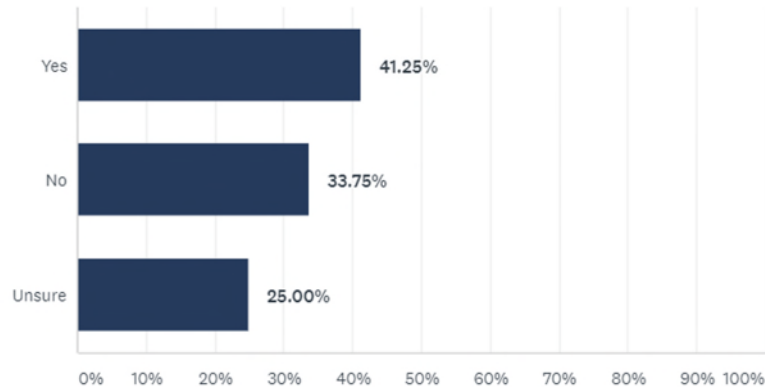
Yes – 41.25%

No – 33.75%

Unsure – 25%

From what you have seen so far, do you support the proposals for Trinity Islands?

Answered: 80 Skipped: 0



7. As the team continues to develop the proposals at Trinity Islands, what do you consider the most important topics? (i.e. building height, design, mixed-use). *These comments are addressed in the table below.*

- 3.8. By engaging with the stakeholders and local community, valuable insight was gained on the design proposals for Trinity Islands. The consultation event was able to successfully gather local opinion on the aspects of the design proposals for the Proposed Development, outlining what was liked and what else needed to be improved.
- 3.9. The respondents were generally supportive of the detailed design proposals for Trinity Islands and there was a strong support for high-quality housing, commercial uses and public realm on the Site. There was general support for the inclusion of high-quality public realm and ground floor uses below residences.
- 3.10. There was a limited number of comments raised surrounding the detailed proposals. These comments are listed and addressed in the table below:

Table 3.1 Applicant's response to consultation comments for Trinity Islands

This viewpoint has a direct view across towards Manchester city centre with its varied skyline. The river Irwell appears tranquil below and the vacant site in the foreground is the site of D1 and D2 of the Proposed Development. The Proposed Development will have a dramatic impact on this view albeit obscuring all of the city centre view in the process but this view is a dynamic view associated as it with the A57 Regent road, one of Manchester's principal approach roads and receptor sensitivity is judged to be low as a result. Both townscape and visual sensitivity are judged to be low in the context of an incoherent townscape character, lack of designations or key viewpoint.

Magnitude of effect is judged to be major but beneficial in the context of a vacant site which is close to the city centre but consistent with recent development such as Wilburn Street and Water Street. The significance value is judged to be moderate beneficial as a result which is significant in EIA regulation terms.

Consultation Comments	Response
Concern over the height of the building, in particular the potential impact this may have on blocking views and invading privacy.	The Site has been identified within the St. John's and Water Street SRFs as suitable for tall, elegant towers of approximately 55 storeys in height. The tallest of the proposed towers is set at 60 storeys which is seven storeys less than the tallest element of the 2017 approved scheme (67 storeys). The towers will be varied in height to create a more interesting skyline whilst minimising the impact on the townscape and local setting. This configuration of towers will help to create a new 'gateway' into Manchester City Centre and will tie into other adjacent taller buildings in the heart of St. John's. A Townscape and Visual Impact Assessment (TVIA) was undertaken that concluded that the Proposed Development would not create any significant harm on the townscape or visual character. The most important key views are those from the Museum of Science and Industry on Liverpool Road. By carefully positioning the towers, these key views have been protected and therefore are unobstructed. The closest surrounding residential properties include Wilburn Basin and One Regent. Wilburn Basin is located approx. 80m from Site C towers and approx. 75m from Site D towers. One Regent is located approx. 60m from Site D towers. It is widely recommended that a benchmark for distances between residential properties and their habitable rooms is approx. 24m. Therefore, each of the residential properties have a considerable distance between them, helping to maintain a sufficient level of privacy between the developments and Trinity Islands. The views from the above residential properties have been assessed as part of the TVIA. These views have a direct view towards Manchester City Centre with its varied skyline. The Proposed Development will have a beneficial effect by improving the existing views by redeveloping an unattractive, vacant site into a landmark development that fits well and is consistent with St John's, Wilburn Basin and One Regent. Further information on the buildings height can be found within the tall building evaluation within Section 6 of the Planning Statement.
Request for taller buildings, with rooftop green spaces.	The height of the Proposed Development has been carefully considered throughout the design development process. Multiple options have been explored and tested by the design team with the advice of the TVIA consultant as well as engagement with the local

Consultation Comments	Response
	planning authority, Places Matter and Historic England to ensure the optimum solution for the Site. The Proposed Development will deliver a new landmark development, providing a significant amount of public realm as well as 1,950 residential units contributing to Manchester's housing delivery targets. The development will provide a significant amount of high quality public realm (1.29 ha) as well as terraces at podium level to provide a wide range of usable green and open spaces. Further information on the buildings height can be found within the tall building evaluation within Section 6 of the Planning Statement.
The design of the buildings is too generic in terms of architectural style and is a duplication of other Simpson Haugh developments. The colour of cladding and use of glass facades does not respond to local context.	The designs for the four residential towers has been created with its own identity, to give interest and excitement to the skyline. Within the site each parcel of land is to have a strong identity of its own, whilst using a coherent language to unify both parcels to read as one development. The 2016 St. John's SRF states that the site has the "potential to introduce taller, elegant residential buildings... The buildings would be of the highest architectural quality...". It continues to state that, "architectural diversity is encouraged, to create a neighbourhood that is varied in character and reflects its organic, historic development". The proposal utilises a lightweight unitised façade solution. The combination of vision glass, insulated panels and perforated rapid vent panels for ventilation have been expressed on both land parcels in different ways, to generate facades which complement and enhance the unique tower forms proposed on either part of the site. The façades will reflect the light and provide changing backdrops to the adjacent areas of St. John's and Water Street SRFs. The subtle use of texture and unique anodised aluminium colours provides the buildings with character that defines them from and others within the context of the city. The proposed buildings have been carefully designed to deliver the most optimal architectural solution for Trinity Islands. Nearby SHP developments include Deansgate Square, Crown Street and Castle Wharf. These developments each express a distinctive character as they vary in their overall design, scale, massing and façade treatment. Trinity Islands presents a key opportunity to deliver a new, unique development as part of this collection and within this part of the City Centre. This will be achieved by delivering a new, high quality scheme that introduces a variation in heights to continue the skyline that has been developed over time and therefore create a key 'gateway' into the City Centre from the south. Further information can be found within Section 3 of the Design and Access Statement.
The design should reflect the local heritage more.	Throughout the design process, the architects have worked closely with the Heritage specialist as well consulting with Historic England to determine the most appropriate solution for the Site and minimise impacts on the setting of heritage impacts so far as possible.

Consultation Comments	Response
	The proposals represent an opportunity to redevelop an underutilised site which currently does not contribute positively to the character and appearance of the Castlefield Conservation Area. Instead the proposals seek to create a strong, attractive feature within the townscape that will provide significant social and economic benefits to the area and Manchester as whole. This is reflective of the St. John's SRF which outlines <i>"that architectural diversity is encouraged, to create a neighbourhood that is varied in character and reflects its organic, historic development"</i>. In this way, the Proposed Development is reflective of the contemporary period and is a product of the growing success of the City. The proposals will act as a modern back-drop to the established roofline of the in the surrounding area to create an area rich in character and diversity. Further information on heritage and design can be found within the Design and Access Statement prepared by SHP and the Heritage Statement prepared by SLHA.
Lack of balconies.	The Proposed Development has undergone a rigorous design process to deliver a scheme with the highest quality architectural design. The inclusion of balconies would limit the opportunity for architectural expression and would restrict the ability to create 'tall and elegant' towers as envisioned within the SRF's. Notwithstanding the lack of balconies, all residential apartments meet or exceed the Manchester Residential Space Standards. In addition, the Proposed Development will deliver multi-use terraces and internal amenity spaces for residents as well as a substantial amount of high quality and accessible public realm (totalling 1.29 hectares). Further information can be found within Section 3 of the Design and Access Statement.
Opportunity to open up full access to the riverside.	The riverside access will be opened up to create a better connection to the River Irwell in terms of inclusive access and visibility. Pathways are being provided along this rivers edge with the glass balustrades fencing to visually open up the river element. Full access to the river will not be provided due to the increased risk to personal safety and flooding. Further information can be found within the Landscape Design Statement.
Request for more commercial space.	The Proposed Development will deliver approximately 361 sqm of commercial spaces, which could include a bar or restaurant. The proposed commercial space is of a relatively modest scale to ensure the public realm retains a predominantly calm and recreational character and complements the commercial offer being brought forward at St. John's. Although, the mixture of uses within the lower levels will help to animate the experience at ground level. This includes active frontages in the form of two commercial units (with external seating) and residential amenity spaces which will help to foster an active community of residents. These spaces are to be treated with glass

Consultation Comments	Response
	facades, helping to give visibility into the activity within these lower levels.
Bars would be noisy.	The commercial uses (including bars and restaurants) will be limited to a closing time of 11pm in order to maintain residential amenity. These uses will not create a significant level of noise as this will be restricted to a recommended volume level and the operators will be carefully selected to be appropriate for a residential neighbourhood. At Deansgate Square, Renaker have been successful in creating 'The Square' which offers a mixture of commercial uses in the form of casual neighbourhood style eateries and bars whilst respecting the neighbourhood quality of the development.
Apartment sizes are too small.	All apartments meet or exceed the Nationally Described Space Standards (NDSS) and Manchester's Residential Space Standards (which is larger than the NDSS). The buildings will provide a mixture of 1, 2 and 3 bed units.
Concern over the increase in traffic within the local area, especially during the construction period.	A detailed Construction and Environmental Management Plan (CEMP) will be submitted prior to the commencement of the development which will detail arrangements for construction vehicular access. As a philosophy, Renaker will bring construction vehicles within the site hoardings and which reduces the need for road closures. Delivery routes for the major materials and items will be set out in a detailed Construction Traffic Management Plan as part of the CEMP. At this stage it is anticipated that access will be from the Regent Road and Mancunian Way and will endeavour to deliver outside of peak traffic hours to minimise local disruption and the normal workings of the surrounding properties. The concrete supply will be from the Applicant's Great Jackson Street batching plant which due to its very close proximity to the site, minimises disruption to the road network. In respect of the operational phase, a Transport Assessment has been prepared by Vectos and submitted in support of this planning application. It found that the Site is located within a highly accessible location by a range of sustainable transport modes, which are also usable by those with limited mobility and wheelchair accessibility. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities within walking distance of the Site. An assessment of the proposed access junction with the Trinity Way/ Water Street junction has demonstrated that the network is capable of accommodating the proposed site access into Site D. Therefore, it is forecast to operate within capacity with minimal queuing and delay. Nonetheless, a Framework Travel Plan has been prepared by Vectos and is submitted in support of this application. The Framework Travel Plan promotes a full range of sustainable modes of transport.
Request for more secure bike storage and car parking spaces as well as visitor parking. As a result, this may increase / relocate parking on nearby roads.	There will be a 100% provision (1:1) of secure cycle parking spaces underneath each of the Sites in line with local standards, as well as the provision of 70 Sheffield stands within the public realm for visitors. The Transport Assessment helped to provide the recommended and appropriate level of car parking that is 556 (29%).

Consultation Comments	Response
	This level of parking is sufficient owing to the high provision of cycle parking as well as the Site's highly accessible City Centre location. Visitor parking will not be included within the Proposed Development, however, drop off locations for visitors will be provided on site. The Site also benefits from a number of car parks within under a five minute drive (approximately 0.5 miles), containing a large number of secure spaces.
Construction phase may lead to negative impacts on air quality and levels of dust.	The environmental impacts of construction are considered within the Environmental Statement, including Air Quality, Noise and Human Health. The construction chapter sets out the key considerations for mitigating potential environmental impacts from construction activities. Subject to planning permission being granted, the Applicant will submit a detailed CEMP, prior to works commencing. As part of the the CEMP details will be included to minimise the impact of construction activities to nearby users, this may include wheel washing facilities and dampening down of materials/during activities.
Demand for affordable housing.	The scheme's ability to support contributions to affordable housing will be assessed through the submission of a Viability Assessment as part of the formal planning application. This will be independently assessed during the determination period. For further details of how the proposals are addressing affordable housing, please refer to the Affordable Housing Statement and Viability Assessment submitted with the planning application.
Risk of bicycle theft.	Bicycle storage is contained within the basement which is accessed solely by building management and residents. There will be consistent CCTV coverage surrounding the development as well as 'fob' access to all private areas. The development will also be supervised by building management, as well as on site security. 70 visitor cycle spaces will be provided within the public realm, which will benefit from passive surveillance from future residents and visitors, as well as from the on-site residential management team.
Podium should extend to the street to create active frontage as open space is unnecessary for these spaces.	As part of the design evolution process, the site layout, scale and massing have been explored to deliver the optimum use for the site. A key vision for the development of the Site is to deliver tall, elegant towers whilst maximising the amount of deliverable residential units as well as creating a large quantum of public realm. In this way it seeks to make the most efficient use of land, as per the ambitions of the national planning policy framework. The two buildings per site leads to an elegant massing response to be developed. Fewer buildings and more slender footprints has provided substantial public realm space, better views from and between buildings and more generous connections from the site into the surrounding areas. The open space is necessary to ground the buildings and create a new destination, providing a space for residents and visitors to dwell.
Better relationship with the St. John's and the Science and Industry Museum	The Applicant and the Science and Industry Museum have agreed to maintain contact (for future conversations on increasing connectivity between sites). This echoes conversations also had with Factory and wanting to enhance the linkages across the three sites.

Consultation Comments	Response
	Notwithstanding these longer term objectives, it is not possible for these connectivity proposals to all form part of the current planning application due to the range of wider complex considerations (e.g. land ownerships).
Potential impact on wind.	A detailed wind microclimate assessment has been undertaken to determine the impact the Proposed Development is likely to have on the local environment. The shape and orientation of the building has assisted in reducing this potential impact as well as other mitigations measures such as wind baffles that have been integrated into the landscaping design. Overall, the wind conditions on Sites C and D are appropriate for their intended uses. Further details can be found within Chapter 17 of the Environmental Statement.

Pre-Application Consultation

Local Planning Authority

- 3.11. During the design development stages undertaken prior to the submission of this planning application, regular dialogue has taken place with Manchester City Council Planning Officers to present the proposals, understand and address the City's strategic objectives and have an opportunity to consider and address feedback. A series of meetings were held between March 2021 and October 2021.
- 3.12. The overall feedback from pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and will form an important part in the regeneration of St. John's and Water Street. Particular support was given to the scale of the public realm provision and the high quality architectural design of the towers.
- 3.13. The following key considerations have been raised during the pre-application discussions and addressed within the planning application submission:
- Architectural design quality
 - Landscaping design
 - Enhanced Local Connections
 - Environmental impacts
 - Impact on setting of surrounding heritage assets
 - Relationship with emerging St. John's masterplan, Science and Industry Museum, and Factory
 - Residential quality
- 3.14. The outcome of the pre-application discussions has been positive and supportive of the proposals in principle on the basis that they will complement wider planning and regeneration plans and economic objectives for the St. John's and Water Street area and its surroundings, and on the basis that thoughtful and well considered design responses are provided for the Site.
- 3.15. Further details of how this has been achieved are provided within the accompanying application documents including the supporting Planning Statement and Design and Access Statement.
- 3.16. The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Local Ward Councillors

- 3.17. The Site lies within the Deansgate Ward and is adjacent to the Ordsall Ward to the north, Salford Quays Ward to the west and the Hulme Ward on its southern boundary. All Councillors were notified of the public consultation and the consultation boundary on the 5 August 2021 and invited to a detailed briefing session.
- 3.18. All three elected members of the Deansgate Ward were invited to a specific briefing meeting in advance of the public consultation event through an email dated the 29 July 2021, these members are as follows:
- Councillor Marcus Johns – Deansgate Ward
 - Councillor Joan Davies – Deansgate Ward
 - Councillor William Jeavons – Deansgate Ward
- 3.19. The public consultation advertisement boundary (Appendix 2) was shared with the councillors on the 29 July 2021.
- 3.20. The Councillors were briefed on the proposals on 10 August 2021. On this date Councillor Joan Davies and Councillor William Jeavons were in attendance, with apologies from Councillor Johns. The Councillors were supportive of the principle for the development of the underutilised Site at Trinity Islands. The following key considerations have been raised during the discussions and addressed within the planning application submission:
- Construction related impacts
 - Floodrisk
 - Residential tenure
 - Green / open spaces
 - Connectivity

Statutory Consultees

Greater Manchester Police – Design for Security

- 3.21. A meeting was held with Greater Manchester Police (GMP) on 18 August 2021 at the pre-application stage, to inform their preparation of a Crime Impact Statement for Trinity Islands. A full presentation of the Proposed Development showing the Site location, layout, floorplan and elevations to GMP was provided. Overall, GMP were supportive of the of the scheme and the benefits it will bring in terms of activity to the area, natural surveillance and better lit pedestrian pathways across the wider area.
- 3.22. A small number of comments were received by GMP which are identified in the table below:

Table 3.3 Response to comments from GMP on Trinity Islands

Comments received by GMP / Topic	Project Team Response
Potential issue for tailgating.	The residents' entrances of each building will be secured by a fob system to gain access from the outside and a secondary secure line into the lift and stair core is also in place. The buildings will benefit from CCTV and 24/hr concierge services and associated staff.
Potential concern for safety of landscaped area, in particular within the underpass.	The public realm is accessible to the public but remains as private land and therefore will be appropriately managed by the building owners. There will CCTV as well as a high level of natural surveillance due to the ground floor commercial uses and number of residents within the buildings.

- 3.23. Following this meeting, Greater Manchester Police 'Design for Security' have prepared a Crime Impact Statement that is being submitted as part of this planning application. This report provides further details and recommendations that have been considered by the design team as part of the detailed scheme being proposed. Further information can be found within the Crime Impact Statement and the Design and Access Statement supporting this application.

Historic England

- 3.24. The Proposed Development is located within the Castlefield Conservation Area and is within the proximity of a number of listed buildings, most specifically those within the Science and Industry Museum's estate. On this basis the Applicant undertook pre-application engagement with Historic England.
- 3.25. On the 25 August 2021 the Project Team presented the proposals for Trinity Islands to Historic England. Historic England praised the Project Team for investing time and resources reconsidering the height, design, and configuration of the buildings and for adapting and altering the wider landscaping for the Site. Historic England concluded that differences from the minded-to-approve 2017 scheme and the Proposed Development would result in a very limited alteration to their previously outlined conclusions. It was, however, noted that the proposals have a greater sense of separation between each of the buildings, thereby reducing further the potential for the development to be read as a homogenous block.
- 3.26. Following the meeting, Historic England sent a formal letter on 3 September 2021 outlining their appraisal of the scheme. In summary, Historic England did not object to this scheme and stated that *"the proposals would result in a very limited alteration to our previously outlined conclusions. It is, however, noted that the plans 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 therefore partly reduces their potential overbearing nature"*.
- 3.27. Historic England concluded that *"the works will result in 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. It will be for the applicant to therefore demonstrate to the local planning authority the public benefits of the proposals"*.
- 3.28. The written letter from Historic England is found in Appendix 5 of this Statement. Additional information regarding heritage and the Proposed Development can be found within the Heritage Statement, Design and Access Statement and the Public Benefits chapter of the Planning and Tall Building Statement.

Non-Statutory Consultees

Places Matter!

- 3.29. A meeting was held with the urban design panel Places Matter! on the 14 July 2021 at the pre-application stage to inform the panel of the proposals at Trinity Islands and gain their views of the overall design strategy. A full presentation of the Proposed Development showing the Site location, layout, floorplan and elevations was provided.
- 3.30. Overall, the panelists were pleased with the Proposed Development:
"The Panel supports this scheme and the principle of tall buildings at this arrival point to the city. The extent of the public realm creates convincing and meaningful space in the figureground plan. Overall, you are making the right moves to connect this new place back to Manchester."
In summary, the Panel thanked you for bringing the scheme to Design Review and was supportive of your overall approach and design ideas. It is evident that the design for the towers is well advanced and convincing" Overall, the panel supported the scheme and the principle of tall buildings at this arrival point to the city, giving specific praise to the extent of the public creating a convincing and meaningful space and making the right moves to connect this new place back to Manchester."
- 3.31. The written comments from the PlacesMatter! Panel are found in Appendix 6 and a full response is included in the Design and Access Statement prepared by SHP.

Local Businesses and Land Owners

Science and Industry Museum

- 3.32. A meeting was held with the Museum of Science and Industry on the 16 August 2021 at the pre-application stage to inform them of the proposals at Trinity Islands and gain their views of the overall design strategy. A full presentation of the Proposed Development showing the Site location, layout, floorplan and elevations was provided. Overall, the Science and Industry Museum supported the scheme, stating that it was an ambitious and attractive development.

Table 3.5 Response to comments from the Science and Industry Museum on Trinity Islands

Comments from the Science and Industry Museum	Project Team Response
How will any potential impact on heritage be addressed?	Throughout the design process, the architects have worked closely with the Heritage specialist as well consulting with Historic England to determine the most appropriate solution for the Site and minimise impacts on the setting of heritage impacts so far as possible. The proposals represent an opportunity to redevelop an underutilised site which currently does not contribute positively to the character and appearance of the Conservation Area to create a strong, attractive feature within the townscape that will provide a number of social and economic benefits to the area and Manchester as whole. It is also considered that the proposed development will still be understood and appreciated as a contemporary backdrop to the established roofline of the buildings within the Science and Museum Industry site. Further information on heritage and design can be found within the Design and Access Statement prepared by SHP and the Heritage Statement prepared by SLHA.
Concern over the increase in traffic within the local area, especially during the construction period.	A Transport Assessment has been prepared by Vectos and submitted in support of this planning application. It found that the Site is located within a highly accessible location by a range of sustainable transport modes, which are also usable by those with limited mobility and wheelchair accessibility. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities within walking distance of the Site. An assessment of the proposed access junction with the Trinity Way/ Water Street junction has demonstrated that the network is capable of accommodating the proposed site access into Site D. Therefore, it is forecast to operate within capacity with minimal queuing and delay. Nonetheless, a Framework Travel Plan has been prepared by Vectos and is submitted in support of this application. The Framework Travel Plan promotes a full range of sustainable modes of transport.

Comments from the Science and Industry Museum	Project Team Response
Potential for future opportunities to increase connectivity and permeability between the Science and Industry Museum, St. John's and the Site.	The Science and Museum Industry stated that their current refurbishment works will include new entrances on Liverpool Road and Water Street, and both are seeking to obtain a patch of land to east for soft landscaping. Both parties agreed to maintain contact (including the Factory/Manchester International Festival) for future conversations on increasing connectivity between sites.

Factory (Manchester International Festival)

- 3.33. A meeting was held with Factory on the 5 August 2021 at the pre-application stage to inform them of the proposals at Trinity Islands and gain their views of the overall design strategy. A full presentation of the Proposed Development showing the Site location, layout, floorplan and elevations was provided. Overall, The Factory generally supported the scheme but raised a number of comments outlined in the table below.

Table 3.6 Response to comments from The Factory on Trinity Islands

Comments from Factory	Project Team Response
Potential for railway arches to be opened up to create better connects and provide additional commercial spaces.	The railways do not form part of the Applicant's ownership and neither the Proposed Development. The Applicant has suggested that no formal arrangements have been made but the edge of the Site facing this area has been designed with this future connection in mind by providing sufficient space and appropriate landscaping.
Concern over the noise impact of the Factory onto the residents in Trinity Islands.	Whilst being close to the public realm area outside the Factory, the closest building on Site is still at a sufficient distance in terms of noise overspilling. This is also matched with the appropriate level of noise insulation built into the design.
Potential for the development to open up more by providing steps to access a water taxi.	The riverside access will be opened up to create a better connection to the River Irwell in terms of access and visibility. Walkways are being provided along this rivers edge with the glass balustrades fencing to visually open up the river element. Full access to the river will not be provided due to the increased risk to personal safety and flooding.

Network Rail

- 3.34. The Applicant has undertaken pre-application consultation with Network Rail in their capacity as an adjacent landowner and in respect of the relationship of the proposals with the operational railway. Due to the proximity of the proposals to Network Rail's assets, the Applicant is also entering into a Basic Asset Protection Agreement (BAPA) with Network Rail.

As a result of consultation, the Applicant has reviewed access arrangements off Water Street to ensure the proposals are entirely independent of Network Rail's land assets. The Applicant is also continuing to engage with Network Rail regarding specific operational requirements to mitigate potential incidences of solar glare and a positive technical solution is expected to be identified following more detailed analysis.

National Air Traffic Services (NATS)

- 3.35. The Applicant has undertaken pre-application consultation with the National Air Traffic Services and has entered into a formal contract between both parties. This contract secures system modification to mitigate any radar harm caused by the proposals.

Summary

- 3.36. Overall, there is wide support towards proposals to redevelop an underutilised surface car park that has been identified for development into new tall and elegant towers with commercial uses and public realm in order to create a gateway into the City Centre and successfully regenerate St. John's and Water Street.
- 3.37. During design development, the design of the building including the landscaping, elevational treatments and boundaries has evolved in response to comments raised by key statutory stakeholders including MCC, GMP, Historic England and Places Matter.

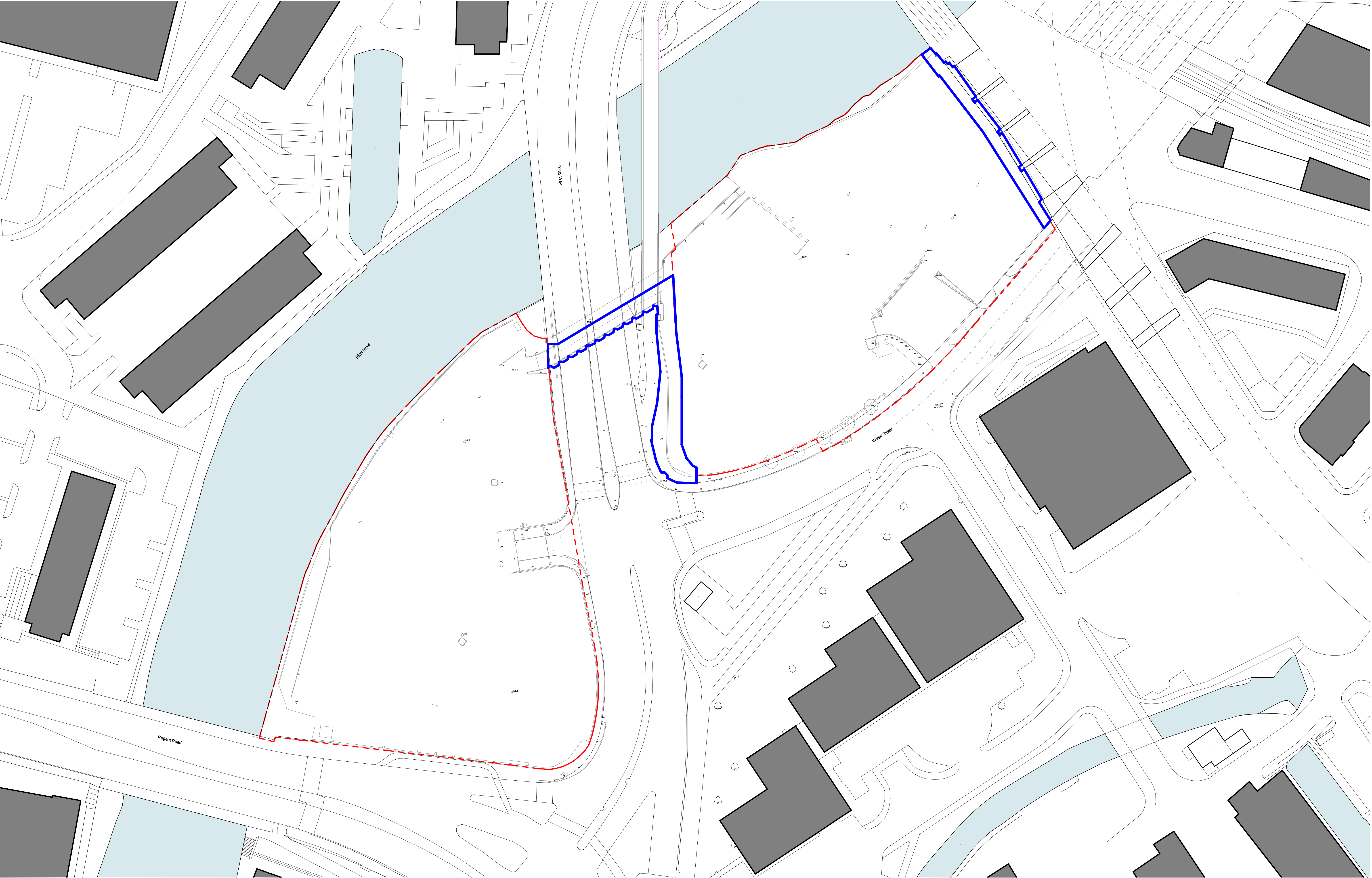
Local residents and businesses were also provided with the opportunity to view and comment on the proposals through an online consultation webpage that detailed the proposals at Trinity Islands. During the consultation period over 1,800 individuals viewed the detailed proposals and 85 provided a number of comments. This was supported by a consultation webinar providing local residents and businesses with the opportunity to ask questions and provide commentary directly with the project team. Furthermore, detailed briefings were held with Factory, Science and Industry Museum and Network Rail due to their proximity and relationship to the Proposed Development. All in all, this level of consultation is considered comprehensive and is commensurate with the strategic importance with a development of this scale and nature.

- 3.38. Whilst justification has been provided within the Planning Statement and Design and Access Statement this Statement has also set out a direct response to points made by members of the local community.
- 3.39. The Applicant is also committed to ensuring the consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority and beyond. During this process, the Applicant and the project team will continue to listen and engage with local stakeholders and, wherever possible, accommodate their ideas and aspirations.

4. Summary and Conclusions

- 4.1. Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.
- 4.2. The proposals form part of the next phase of development taking place within the St. John's and Water Street regeneration. They will help to provide a number of social and economic benefits whilst creating a new and attractive gateway into the City Centre.
- 4.3. In respect of the COVID-19 restrictions imposed during the stages of the design development, consultations were limited to non-physical settings and therefore postcards were sent directly to addresses and directed them to an online consultation website. The consultation gauged opinions from all stakeholders in the local community. Valuable insights were gained and have informed the designs for the next phase of development taking place at Trinity Islands
- 4.4. The application proposals have been the subject of a significant amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local residents and businesses, Ward Councillors, Greater Manchester Police, adjoining owners, and Statutory Consultees, to identify and consider relevant issues prior to the submission of the application for Planning Permission.
- 4.5. Pre-application engagement with local residents and businesses was principally focused online through an online consultation website that also included an interactive webinar session. The consultation website presented detailed proposals for the Proposed Development and received 1,800 visitors during the consultation period and the engagement generated 81 direct responses from the local community, businesses and stakeholders to date.
- 4.6. Any comments received from the respondents have been addressed within this Statement and other supporting documents.
- 4.7. The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the Applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1 – Site Location Plan



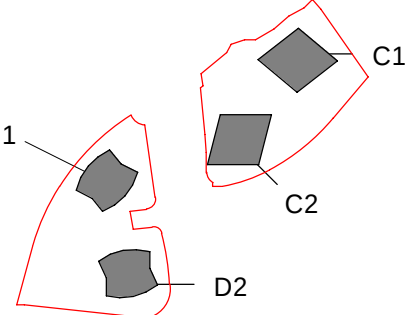
This drawing is copyright.
Do not scale off dimensions.

All dimensions to be checked on site by contractor.

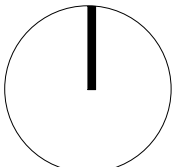
Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

 Network rail boundary

 Site boundary



NORTH



Rev	Date	Description
D01	2021-09-03	First Issue

Project Title
Trinity Islands
Trinity Way
Manchester

Status
For Information

Drawing Title
Z1 Site Wide
Site Location Plan

Project No 10364	Scale 1 : 500@ A1
Revision D01	



Manchester
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London
+44 (0)20 7549 4000

Appendix 2 - Consultation Boundary



Appendix 3 – Consultation Leaflets

TRINITY ISLANDS

PUBLIC CONSULTATION

Renaker Build Ltd invites you to take part in the development of Trinity Islands by viewing the latest proposals for the site on their website

www.trinityislands-consultation.co.uk

The website will be available for members of the public to view from the 5th of August, which will allow you to view the proposals, find out more about the scheme, and provide comment.

Renaker Build Ltd is firmly established as one of the North West's leading property developers, with a proven track record in design, build and delivery of the highest quality residential schemes.



View the proposals at

www.trinityislands-consultation.co.uk

and provide your views

RENAKER

The Trinity Islands site is currently vacant and underutilised. The previous landowner secured approval for a high density residential led scheme in 2017. Since acquiring the site, Renaker have been developing a deliverable scheme that will create a new community of residents and workers that are ideally located to access the high-quality amenities and leisure facilities within the wider St. Johns area. The Trinity Islands proposals will knit the site back into the city centre, strengthen connections, deliver a major new piece of public realm and make a major contribution to the vibrancy and success of the St. Johns area. Renaker's proven track record in delivering high quality residential schemes presents a fantastic opportunity to positively transform this area and support the City's long-term regeneration and growth objectives.

The plans can be viewed at:

www.trinityislands-consultation.co.uk

You can provide comments on the current proposals from the 5th of August until the 27th August 2021. Contact us at:

ukdeloitteconsultation@deloitte.co.uk

Your views will then be considered as part of our engagement process and we will endeavour to reflect your comments within the scheme to be submitted for planning approval. The target date for submission of the application is late September.

If you cannot get online for any reason, you can also call **0161 455 8288** and leave a message. A member of the team will be monitoring the phonenumber and will call you back as soon as possible to discuss any queries you might have.

Appendix 4 – Consultation Web Pages



Introduction Strategic Context/Neighbourhood The Proposals Have Your Say



Welcome

Renaker Build Limited welcomes you to this pre-application public consultation website which presents our plans to redevelop **Trinity Islands** into a vibrant and high-quality residential-led mixed use development in Manchester City Centre.



Trinity Islands site map

Developer and Project Team

The lead project team comprises **Renaker Build Ltd** as the developer, **Simpson Haugh and Partners** as architects, **TPM Landscape** as the landscape designers, and **Deloitte LLP** as planning consultants. The team is supported by a range of consultants providing professional technical advice on the development of the scheme.

Since its establishment in 2006, Renaker Build Limited (Renaker) has helped to transform Manchester's skyline and reshape the urban fabric of the City Centre.

Based in Manchester City Centre, Renaker are the North West's leading property developer with a proven track record in design, build and delivery with around 2,900 new homes currently under construction. Our vision is to transform the urban landscape, unlocking potential and delivering high quality schemes, which create sustainable communities.

Renaker are responsible for a number of major, well-known and highly successful developments within Manchester City Centre. These include recently completed schemes such as Deansgate Square, Wilburn Basin alongside the River Irwell,

Royal Mills within Ancoats, as well as Greengate and Cambridge Street. Current developments include Crown Street and Castle Wharf that are either nearing completion or are significantly progressed. Renaker have also recently consulted on 'Plot F', which is their next development phase in the Great Jackson Street Regeneration Framework area.

Opportunity

Trinity Islands has been a long term vacant and underutilised site. In 2017 the land secured committee approval for a high density residential led scheme, but the approval was not implemented. Since acquiring the site, Renaker have been developing a deliverable scheme that will provide the opportunity to create a new community of residents and workers that are ideally located to access the high-quality amenities and leisure facilities within the wider St. Johns area.

The Trinity Islands proposals will strengthen the connections to the city centre, deliver a major new piece of public realm and make a major contribution to the vibrancy and success of the St. Johns area. Renaker's proven track record in delivering high quality residential schemes presents a fantastic opportunity to positively transform this area and to ensure they support the City's long-term regeneration and growth objectives.

Site location

The Site is bounded by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Street to the south.

Located within Manchester City Centre, it forms part of the Water Street and St Johns Strategic Regeneration Framework Area. The Site comprises approximately 4.4 acres of brownfield land, which is used as a surface car park. The site is split by the Inner Ring Road into two parcels of land, referred to as Site C and Site D.

Site C comprises approximately 2.2 acres of brownfield land is bounded by the River Irwell to the north, Trinity Way to the west, Water Street to the south and a railway viaduct to the east. The Site slopes downwards to the north towards the River Irwell.

Site D comprises approximately 2.2 acres of brownfield land is bounded by the River Irwell to the north and west, Regent Road to the south and Trinity Way to the east. The Site slopes downwards to the north and west towards the River Irwell and there is a limited amount of vegetation running along this boundary.

Existing site from the River Irwell

Existing site

Planning Application Format

The proposals will be submitted as a full planning application. This means that full details will be shown within the application for all parts of the Proposed Development. The proposals will comprise phases, which reflect how each part of the proposals will be constructed in

sequence.

The current target is to submit the planning application in Autumn 2021.

RENAKER

NQ Building,
47 Bengal St,
Ancoats,
Manchester, M4 6BB.

SITE LINKS

[Introduction](#)

[Strategic Context / Neighbourhood](#)

[The Proposals](#)

[Have Your Say](#)

[Privacy policy & GDPR](#)



Introduction Strategic Context/Neighbourhood The Proposals Have Your Say



Strategic Context/Neighbourhood

The Site is on the western boundary of Manchester City Centre and is within the Water Street Conservation Area. The emerging St Johns Masterplan area is located approximately 53m to the north east of the site with Deansgate and Spinningfields beyond. To the west are the River Irwell and Salford.

The Site also falls within the St Johns and Water Strategic Regeneration Framework (SRF) Areas. These are not prescriptive planning policy documents, but together provide guiding development principles for the regeneration of the area.

Regeneration Ambitions for the Area

Manchester City Council have developed an overarching vision which is summarised below:

- **Creation of a new city centre neighbourhood:** an attractive place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a

Emerging Context

The surrounding area has seen major investment in recent years with a large number of new residential, commercial and cultural buildings either having been constructed or being under construction. The key component of this regeneration has been the St Johns masterplan, which is delivering:

- Manchester Goods Yard will be a new state-of-the-art flexible workspace with additional retail and leisure uses - expected delivery late 2021.

unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.

- **Integration with the City Centre:** Development that is fully integrated both functionally and physically with the city centre and adjoining city centre neighbourhoods.
 - **Public Space:** To create a meandering network of public spaces and complementary range of uses. The creation of new public realms and squares within this area provides the opportunity to create a stronger connection between the public spaces across St Johns and increase the overall level of amenity and biodiversity.
 - **Heritage:** A form of development that retains and reutilises the Site's key heritage assets and integrates those features into the new urban form.
 - **Permeability and Connectivity:** A series of existing and newly created public landscaped spaces will be support a stronger network of routes and linkages that connect the different parts of the site to the rest of St Johns, its neighbours and the River Irwell, as well as anchoring the major buildings.
 - **Height and Scale:** A scale of building form that in height and plan extends the scale of the St. John's district across to the Site. To the west of St Johns, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential
- The Factory will be a world class cultural venue and new home to the Manchester International Festival - expected delivery early 2022.
 - Globe and Simpson will provide high-quality workspace for a leading headquarters building - expected delivery early 2022.
 - Old Granada Studios is a redevelopment and refurbishment to create a hotel, workspace, studio complexes workspace and retail and leisure space – expected delivery mid-2022.
 - Union T1 will be a 'co-living' scheme, providing 390 apartments and 180 studios with ancillary amenity space, commercial space and self-storage.
 - Union T2 will be a 'co-living' scheme, providing 188 apartments and 186 studios with ancillary amenity space, commercial space and self-storage.

buildings. These will comprise high-density living within a series of taller buildings, marking a gateway into the city

- **Uses:** The development of the Trinity Island site should be designed to the highest architectural quality, promoting high-quality living on the upper levels and a mixture of retail and leisure uses within the ground floors to create active frontages that will bring a new level of activity and vibrancy into the area.

Trinity Islands regeneration area

Existing and Future Development

The Site is located to the south east of the City Centre, within easy walking distance of St Johns, Spinningfields, Deansgate and the city's central retail area.

The site is also highly accessible, being in close proximity to the Inner Ring Road, as well as being in easy walking / cycling distance of Deansgate Metrolink and train station.

The City's full range of retail, leisure and hospitality offers are also within easy walking distance of the Site, including First Street, Castlefield, Spinningfields, Deansgate, the Arndale Centre along with a new cultural hub and array of food and beverage outlets being delivered within the St Johns regeneration area.

Citywide plan

RENAKER

NQ Building,
47 Bengal St,
Ancoats,
Manchester, M4 6BB.

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Introduction Strategic Context/Neighbourhood The Proposals Have Your Say



The Proposals

The following boards provide detailed explanations of the current Trinity Islands proposals:

THE VISION

Over the past five years, Renaker Build has delivered some of the city's highest quality residential schemes, which are creating new vibrant, safe, secure and sustainable communities within the City Centre. Renaker are now bringing forward proposals for a new development within the St Johns and Water Street Strategic Regeneration Framework (SRF) areas.

The transformation of St John's and Water St is already well underway with a number of schemes under construction comprising a mixture of office, leisure and residential uses. These frameworks work in hand to create a vision for the Trinity Islands site, effectively helping to guide these current development proposals.

Renaker are seeking to extend these phases of regeneration by bringing forward a new landmark development opportunity, helping to extend the urban fabric of the City Centre. The four elegant towers proposed at Trinity Islands will provide a new landmark gateway to the city centre whilst also offering a high-quality place to live. At ground level, significant investment will integrate the scheme into this evolving part of the city.

Renaker's proposals seek to provide up to 2,000 new

<https://www.trinityislands-consultation.co.uk/the-proposals>

AERIAL VIEW - LOOKING NORTH



RENAKER's proposals seek to provide up to 2,000 new, high-quality homes on the site, as well as a significant amount of public realm for the city to enjoy. The proposals continue the visions of the SRF's and seek to enhance the neighbourhood with green spaces, as well as increasing pedestrian connectivity and enhancing the relationship with the River Irwell.



[Click here to download this document as a single PDF](#)

RENAKER

NQ Building,
47 Bengal St,
Ancoats,
Manchester, M4 6BB.

SITE LINKS

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Have Your Say

The deadline for providing feedback has now passed.

Thank you to everyone who provided comments as part of our pre-application consultation.

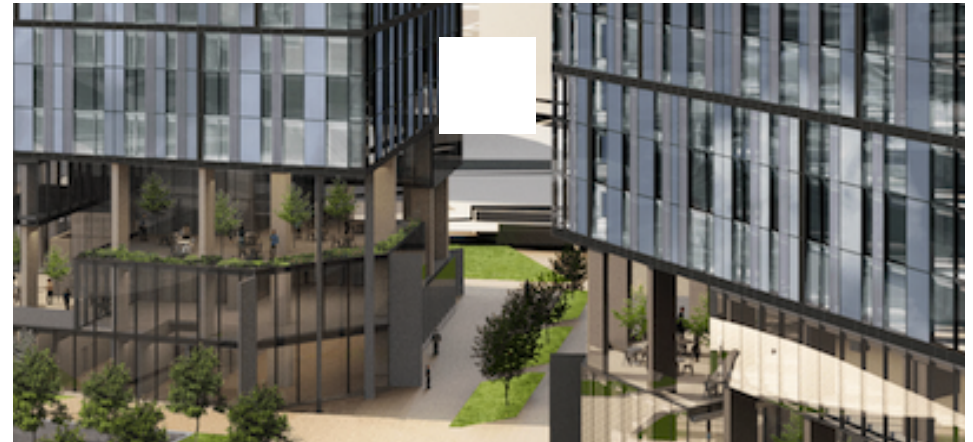
If you have any further questions about our proposals, please email:

Email: ukdeloitteconsultation@deloitte.co.uk

On 12 August (5.30-6.30pm) we hosted a resident's briefing session on Zoom, for people who wanted to learn more about the Trinity Islands proposals. This included a presentation from Renaker, as well as the architects of the scheme, Simpson Haugh

and Partners, and landscape architects, TMP. Following the presentation, a Q&A was held, where residents were able to ask specific questions about the proposals.

The session was recorded for those who were unable to attend and can be viewed here.



Trinity Islands residents briefing session webinar

Your comments will be taken into account by the team as the proposals continue to evolve. A Statement of Consultation will also be submitted with the planning application, which summarises how consultation feedback has been considered as part of the development of the proposals.

Once the application has been submitted, you will have the opportunity to make comments directly to the Local Planning Authority, which will be taken into consideration when determining the planning application.

The planning application will be supported by a full suite of supporting documents and technical assessments, providing a detailed explanation of the proposals. Once the proposals are submitted to the Council, all documents will be available to view on the Council's website (www.manchester.gov.uk) and at the Council's offices at the Town Hall (subject to making an appointment with the Council, noting any Covid-19 restrictions in place at the time).

RENAKER

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Appendix 5 – Historic England Response



Mr Cameron Radford
Deloitte LLP
The Hanover Building
Corporation Street
Manchester
M4 4AH

Direct Dial: 0161 2421442

Our ref: PA01163026

3 September 2021

Dear Mr Radford

Pre-application Advice

TRINITY ISLANDS, WATER STREET & ST JOHN'S STREET, CASTLEFIELD, MANCHESTER

Following our meeting of 25th August 2021, and the documents subsequently received by email, please see below Historic England's comments on the proposals. We hope that these are beneficial in allowing you to progress the project.

Advice

Significance

The site is located on the edge of the Castlefield Conservation Area, adjacent to the River Irwell. This conservation area is integral to understanding the history of Manchester, as it was the site of the first recorded development of the area, with the establishment of the Roman fort in the first century AD. Its later history is of even greater national and international significance, as the Castlefield Conservation Area contains both the first canal in Britain, the Bridgewater Canal, and the oldest passenger railway station in the world, Liverpool Road. These have shaped the history and character of Manchester, while the transport infrastructure they inspired has shaped landscapes across Britain and the world.

This transport infrastructure has had a considerable impact on the character and appearance of the conservation area, particularly at the intersections where they overlap, creating a multi-level environment of viaducts, canals, road and railway lines, populated by a collection of industrial and residential buildings. A number of these are listed in their own right, including the buildings and associated bridges and viaducts at Liverpool Road Station, three of which are listed at grade I.

Impact

Historic England was involved in extensive pre-application discussions in relation to a



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
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previous scheme to develop the site, which culminated in the submission of an application in 2017 (ref. 115107/FO/2017), to which we did not raise an objection.

When assessing this application, we concluded that the development of vacant and unattractive plots on the edge of the conservation area was positive in principle. We did, however, have reservations over the scale of the proposed development, and we therefore concluded that the impact on the conservation area would be neutral. We also highlighted that the proposed tower blocks would create an intrusion in views looking from and past the highly significant group of buildings in and around Liverpool Road Station, and that this would result in less than substantial harm to the significance of these assets.

The applicant has invested time and resources reconsidering the height, design, and configuration of the buildings, and has also adapted and altered the wider landscaping plan for the site. However, from a heritage perspective the fundamental elements of the proposals remain unchanged, as they would still result in a group of tall buildings, which would redevelop unattractive vacant sites in the conservation area, but which would bring about visual intrusion into the setting of the listed buildings at Liverpool Road.

Position

As such, we conclude that the changes to the proposals would result in a very limited alteration to our previously outlined conclusions. It is, however, noted that the plans 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 therefore partly reduces their potential overbearing nature.

Overall, we therefore still conclude that the works will result in 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. It will be for the applicant to therefore demonstrate to the local planning authority the public benefits of the proposals.

Next Steps

As our comments relate to fundamental elements of the proposals, but do not raise any additional concerns to those that were considered in the assessment of the previous application on the site, we do not believe that further pre-application discussions are inherently necessary. However, if the applicant feels that these would be beneficial, an additional cycle of advice could be arranged through our Extended Pre-application service, details of which can be found on our website at www.historicengland.org.uk/eas <<http://www.historicengland.org.uk/eas>>. If you would like to discuss this option further, please do contact me.



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Historic England

Yours sincerely

Richard Broadhead

Inspector of Historic Buildings and Areas

E-mail: Richard.Broadhead@HistoricEngland.org.uk

**TRINITY ISLANDS, WATER STREET & ST JOHN'S STREET, CASTLEFIELD,
MANCHESTER**

Pre-application Advice

List of information on which the above advice is based

Trinity Islands, Manchester Presentation



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Appendix 6 – Places Matter! Response

PlacesMatter

Design Review Report Trinity Islands

22 July 2021

Trinity Islands, Manchester

Reference: PM_2021_021

Report of the Design Review Panel

Date of Review:	14 July 2021
Location:	Remote Design Review
Site Visit:	The Panel used 3D digital maps and 'street view'.
Design Lead:	SimpsonHaugh with TMP for Renaker Build

Findings

Thank you for bringing this scheme to Places Matter Remote Design Review and for the clear presentation of your scheme. Due to Covid 19 this review was undertaken in 'remote' format.

The Panel supports this scheme and the principle of tall buildings at this arrival point to the city.

The extent of the public realm creates convincing and meaningful space in the foreground plan.

Overall, you are making the right moves to connect this new place back to Manchester.

Explore alternatives that accentuate the vertical groove and consider twisting C2 to avoid any sense of a wall of development.

Background

The site is the two existing surface car parks either side of Trinity Way, adjacent to the River Irwell, Regent Road and Water Street. It falls within the Water Street and St John's SRF area within the boundary of the Castlefield conservation Area.

The proposal seeks to build four towers varying in height from ground + 38, to Ground + 59 storeys, a total 1922 apartments, together with significant new riverside public realm, over 76% of the red-line area. Some 580 basement car parking spaces will also be provided.

Design Review

The Panel thanked you for your very clear presentation, but noted that it would have been useful to have sight of this in advance of the Design Review to aid understanding of such a large scheme, given the context of the previous planning consent. It was also noted that Historic England had yet to be consulted.

This is an ambitious proposal which is striving to create a new place in Manchester and to connect that with River Irwell. The extent of the public realm creates convincing and meaningful space in the figureground plan, which is working very well. The Panel applauded the public realm strategy and the extent of space being provided.

This is an arrival point to the city and a good location for tall buildings, on what is at present just a "gash site". This gives it a background place feel at present and so how much of a destination it can become will be down to the uses which you add to attract people. In this respect, site C is more naturally connected to its hinterland and will draw people from the city. You will need to work much harder to avoid site D remaining an island site and the lack of control under the bridge could hinder this.

The connections being made to the river are much clearer and the sections helped to understand that. Overall, this looks like a convivial place to be, unlike the opposite bank, which does not. In terms of the well-being agenda the Panel asked you to consider opportunities for urban allotments and family play, which is lacking in the city, and which you could make a visible attraction of the scheme.

From a strategic point of view, the Panel questioned the need for so much car parking in this city centre location.

The public realm is truly presenting itself as a new waterfront park, accessible from the city. But the connections will be a challenge and you were asked to study this further to make sure you make a success of this. You have addressed the issue of flooding in terms of uses within the towers, but there remains a question over what happens to the landscape itself when it floods. You need to consider the fine detail of how people who don't live at the new place will deal with this.

The key to the buildings will be your approach to the first four floors and you were applauded for the way in which you had broken these down. You were asked though to consider how you might blur the distinction between these and the public realm further in connecting these amenity floors and terraces to the landscape below. Don't risk the 'plinth' disconnecting the towers from the landscape below in your efforts to ensure resident security.

Wind modelling will be key to ensuring that the public realm feels comfortable and whilst your CGIs look great, they are not doing the landscape justice or representing the true scale of the and generosity of the public realm yet. You might also consider how the terraces might offer opportunities for small scale events as part of your destination strategy for the new place.

In terms of massing, the Panel did not have an issue with the height of the towers and in any case, the precedent has been set by the previous planning consent. The critical issues are the composition and the view from MOSI. The elliptical towers were thought to look elegant, but the diamond towers are broader and more horizontal in nature, so you were asked to explore more views from MOSI.

From a heritage impact perspective there will always be a balance to be struck and the overwhelming positive is the extent of the public realm provision. In the current proposed view from MOSI the combination of the width of the C1 and C2 diamond towers combined with the perspective aligning the top of the towers is risks creating the impression of a wall of development. In discussion you suggested that twisting C2 to present its slenderer side might help provide a visual breathing space between the towers in this view.

Test the view from MOSI further, including the impact of the fenestration proposals. The fenestration pattern to C1 and C2 had a horizontal feel and the

Panel was concerned that this may accentuate the width of the towers in the MOSI view.

The vertical groove running up the elliptical towers was felt to be strong. The proposals for these towers have two curved facades with a groove between them. There are fins on the curved sides and sheer glazing to the groove. You were asked to explore an alternative that kept the curved side smooth, which may express the curvature of the building better and use fins to further accentuate the verticality of the groove.

In summary, the Panel supports this scheme and the principle of tall buildings at this arrival point to the city. The extent of the public realm creates convincing and meaningful space in the foreground plan.

Overall, you are making the right moves to connect this new place back to Manchester. Explore alternatives that accentuate the vertical groove and consider twisting C2 to avoid any sense of a wall of development.

The Panel thanked you for bringing this scheme to Places Matter Design Review and for your constructive response to participating in the 'remote' format. We have the option for Desk Review once you have refined your proposition and the discussions with the Planning Authority are concluded on this current proposal.

PlacesMatter

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