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DATE / REF

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18/01/2022

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Dear Jennifer,

Re: Trinity Islands Solar Glare Addendum (ref: 132429/FO/2021)

This addendum letter has been prepared for the Proposed Development of Trinity Islands in relation to the proposed amendments to the facade design of Phases C1 and C2, and how this impacts the conclusions of the Environmental Statement Chapter 13: Solar Glare. It has been requested that a revised technical assessment is undertaken to support the proposed facade changes and the conclusions of Chapter 13 of the ES. As such, technical assessment have been undertaken for the revised facade design. The results of the technical assessment have been appended to this letter and for ease of comparison, they are presented alongside the results of the facade design as submitted and reported upon within the ES.

The amendments to the facade design comprise revision of the tilted glazing panels within three facades per building to reorientate all tilted panels downwards rather than alternating between upwards and downwards tilting panels. No other changes have been made to the Proposed Development.

Owing to the small scale of the proposed changes, it was considered unlikely that there would be any material change in the times of day and year when reflections generated by the Proposed Development could occur. The areas of facade where reflections could occur were also considered unlikely to materially change. As such, it was not expected that there would be any change in the overall solar glare effects reported within Chapter 13 of the ES. However for completeness, the technical analysis has been revised for all road viewpoints where significant effects were reported within the ES, these being Minor to Moderate Adverse or Moderate Adverse effects, and only those where the significant effects occur as a result of reflections from the facades of Phases C1 and/or C2. For rail tracks, one representative viewpoint has been re-assessed for each relevant track where significant effects were reported to occur as a result of the facades of Phases C1 and/or C2. The technical assessments provided within Appendix A have been undertaken for Scenario 6 only, as the completed development position and the results are summarised below with reference to the solar glare effects reported within Chapter 13 of the ES. This scope has been discussed and agreed with MCC.

The embedded mitigation outlined within para 13.48 to 13.52 of the ES remains valid and the revised panel tilting continues to break-up the reflections by avoiding large areas of flat glazing in the same plane as the adjacent panel. Additionally, by tilting all panels downwards it further lowers the intensity of reflections given off these facades.

East Ordsall Lane Pedestrian Crossing (EOL1)

Of the two viewpoints previously assessed at this junction, only viewpoint EOL1a experienced significant effects from Phase C1/C2. The times of day and year of all reflections, and the areas of reflection from the north-eastern facade of C1 and the northern and western facades of C2 remain unchanged from those of the submitted scheme. For the north-western facade of C1 there is a marginally larger area of reflection between 6° and 10° of a drivers' line of sight however this would not materially alter the conclusions of the ES.

East Ordsall Lane junction with Middlewood Street/Hampson Street (EOL2)

Of the two viewpoints previously assessed at this junction, only viewpoint EOL2a experienced significant effects from Phase C1/C2. The times of day and year of all reflections, and the areas of reflection from all facades remain unchanged from those of the submitted scheme.

Trinity Way/Inner Ring Road pedestrian crossing (TW1)

Both viewpoints previously assessed at this junction experienced significant effects from Phase C1/C2. The times of day and year of all reflections, and the areas of reflection from the north-western facade of C1 and the southern facade of C2 remain unchanged from those of the submitted scheme. For the north-eastern facade of C1 there is a marginally larger area of reflections between 5° and 8° of a drivers' line of sight however this would not materially alter the conclusions of the ES.

Water Street junction with Regent Road (WS3)

Only one viewpoint was assessed at this junction, WS3, and it experienced significant effects from Phase C1/C2. The times of day and year, and the areas of reflection from the south-eastern facade of C1 remain unchanged from those of the submitted scheme. For the southern facade of C2 there is a slight reduction in the areas of reflection between 0° and 6° however this would not materially alter the conclusions of the ES.

Regent Road junction with Oldfield Road (RR1)

Of the three viewpoints assessed at this junction, only viewpoint RR1a experienced significant effects from Phase C1/C2. The times of day and year, and the areas of reflection from the south-western facade of C1 remain unchanged from those of the submitted scheme. For the western facade of C2 there is a slight increase in the number of panels that could generate reflections between 2° and 7° however this would not materially alter the conclusions of the ES.

Regent Retail Park (RP1)

Only one viewpoint was assessed at this junction, RP1, and it experienced significant effects from Phase C1/C2. The times of day and year, and the areas of reflection from the south-western facade of C1 and the northern facade of C2 remain unchanged from those of the submitted scheme. For the western facade of C2 there is a slight increase in the number of panels that could generate reflections between 15° and 18° however this would not materially alter the conclusions of the ES.

Regent Retail Park (RP2)

Only one viewpoint was assessed at this junction, RP2, and it experienced significant effects from Phase C1/C2. The times of day and year, and the areas of reflection from the south-western facade of C1 and the northern facade of C2 remain unchanged from those of the submitted scheme. For the western facade of C2 there is a slight increase in the number of panels that could generate reflections between 14° and 20° however this would not materially alter the conclusions of the ES.

Northern Line Southbound from Salford Central to Salford Crescent (N2)

Viewpoint N2-60 previously experienced significant effects from Phase C1/C2 that are considered representative of the worst-case reflections seen along this stretch of track. The times of day and year, and the areas of reflection from the north-western facade of C1 and the southern facade of C2 remain unchanged from those of the submitted scheme. For the north-eastern facade of C1, the lower panels situated between 2° and 4° no longer have the potential to generate reflections toward train drivers, whilst there is a slight increase in the number of panels that could generate reflections between 5° and 17° however this would not materially alter the conclusions of the ES. It is considered that all other viewpoints along this track would experience similar non-material changes.

Northern Line Southbound from Salford Central to Deansgate (N3)

Viewpoint N3-60 previously experienced significant effects from Phase C1/C2 that are considered representative of the worst-case reflections seen along this stretch of track. The times of day and year, and the areas of reflection from the north-western facade of C1 and the southern facade of C2 remain unchanged from those of the submitted scheme. For the north-eastern facade of C1, the lower panels between 2° and 4° no longer have the potential to generate reflections toward train drivers, whilst there is a slight increase in the number of panels that could generate reflections between 6° and 16° however this would not materially alter the conclusions of the ES. It is considered that all other viewpoints along this track would experience similar non-material changes.

Northern Line Northbound from Deansgate to Salford Crescent/Eccles (N4)

Viewpoint N4-160 previously experienced significant effects from Phase C1/C2 that are considered representative of the worst-case reflections seen along this stretch of track. The times of day and year, and the areas of reflection from the western facade of C2 remain unchanged from those of the submitted scheme. For the south-eastern facade of C1 there is a reduction in the number of panels that could generate reflections towards a train driver. Reflections would no longer be visible between 10° and 12°, and less panels could cause reflections between 12° and 18° however this would not materially alter the conclusions of the ES. Likewise, fewer panels could generate reflections from the southern facade of C2 toward train drivers between 2° and 5° of the drivers' direct line of sight, again this would not materially alter the conclusions of the ES. It is considered that all other viewpoints along this track would experience similar non-material changes.

Tram Line Eastbound from Cornbrook to Deansgate-Castlefield (T1)

Viewpoint T1-60 experienced significant effects from Phase C1/C2 that are considered representative of the worst-case reflections seen along this stretch of track. The times of day and year, and the areas of reflection from the south-eastern facade of C1 remain unchanged from those of the submitted scheme. For the southern facade of C2, there is a reduction in the number of panels that could generate reflections towards a tram driver between 5° and 10° however this would not materially alter the conclusions of the ES. It is considered that all other viewpoints along this track would experience similar non-material changes.

For each of the junctions or tracks assessed, the considerations that informed the attribution of the overall magnitude of effect remain valid. Therefore, as the times of day and year are not altered and there are no material changes to the areas of facade that give off reflections at any of the viewpoints assessed, the overall effects remain as per the below:

- East Ordsall Lane Pedestrian Crossing (EOL1) – **permanent, Minor to Moderate Adverse and significant;**
- East Ordsall Lane junction with Middlewood Street/Hampson Street (EOL2) – **permanent, Minor to Moderate Adverse and significant;**
- Trinity Way/Inner Ring Road pedestrian crossing (TW1) – **permanent, Moderate Adverse and significant;**
- Water Street junction with Regent Road (WS3) – **permanent, Moderate Adverse and significant;**
- Regent Road junction with Oldfield Road (RR1) – **permanent, Moderate Adverse and significant;**
- Regent Retail Park (RP1) – **permanent, Minor to Moderate Adverse and significant;**
- Regent Retail Park (RP2) – **permanent, Minor to Moderate Adverse and significant;**
- Northern Line Southbound from Salford Central to Salford Crescent (N2) – **permanent, Moderate Adverse and significant;**
- Northern Line Southbound from Salford Central to Deansgate (N3) – **permanent, Moderate Adverse and significant;**
- Northern Line Northbound from Deansgate to Salford Crescent/Eccles (N4) – **permanent, Moderate Adverse and significant;** and
- Tram Line Eastbound from Cornbrook to Deansgate-Castlefield (T1) – **permanent, Minor to Moderate Adverse and significant.**

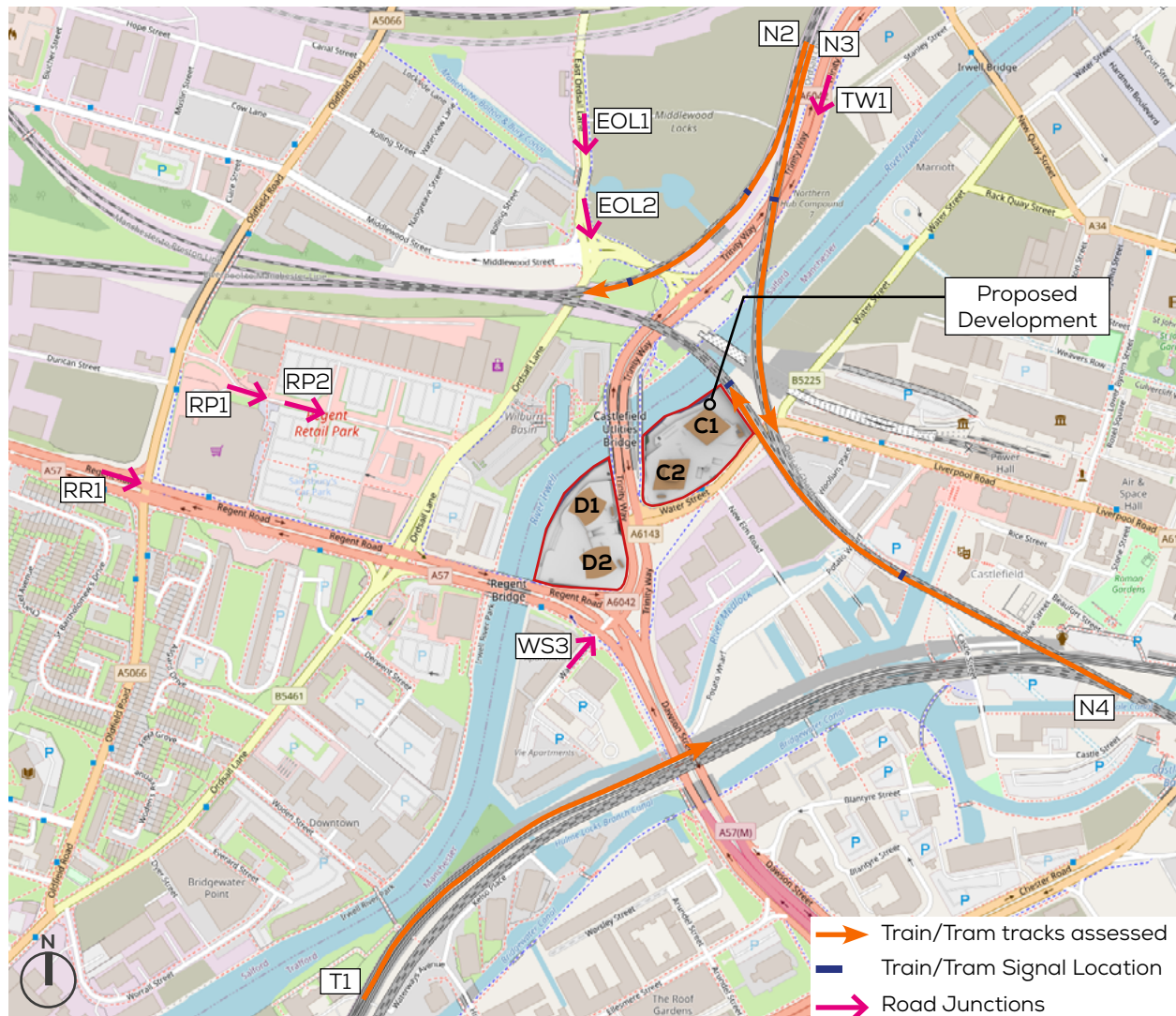


As the revised technical assessments have confirmed, the proposed amendments to the tilted panels of the facades of Phase C1 and C2 do not alter the effects reported within Chapter 13 of the Trinity Islands ES. As such, the residual effects remain as per those reported within Chapter 13 of the ES and the conclusions of the ES remain valid in relation to solar glare.

Yours sincerely,
For and on behalf of GIA,

Krystle Stewart
Associate Partner

Appendix A – Solar Glare Results



Viewpoint Key

Road

- EOL1** - East Ordsall Lane pedestrian crossing (page 6)
- EOL2** - East Ordsall Lane junction with Middlewood Street/Hampson Street (page 7)
- TW1** - Trinity Way/Inner Ring Road pedestrian crossing (pages 8 & 9)
- WS3** - Water Street junction with Regent Road & Egerton Street/Inner Ring Road (page 10)
- RR1** - Regent Road junction with Oldfield Road (page 11)
- RP1** - Regent Retail Park pedestrian crossing (page 12)
- RP2** - Regent Retail Park junction 1 (page 13)

Rail

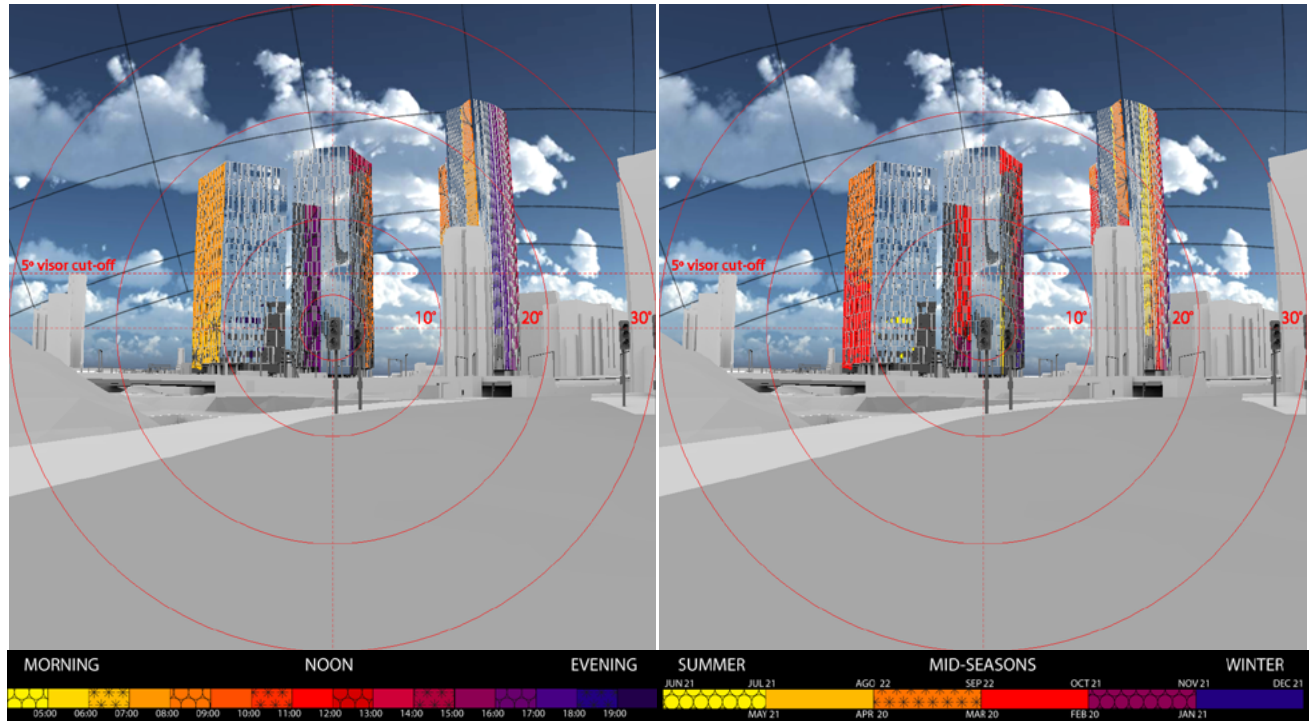
- N2** - Northern Line - Southbound from Salford Central to Salford Crescent (page 14)
- N3** - Northern Line - Southbound from Salford Central to Deansgate (page 15)
- N4** - Northern Line - Northbound from Deansgate to Salford Crescent/Eccles (page 16)
- T1** - Tram Line - Eastbound from Cornbrook to Deansgate-Castlefield (page 17)

East Ordsall Lane pedestrian crossing (EOL1) - Viewpoint EOL1a

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

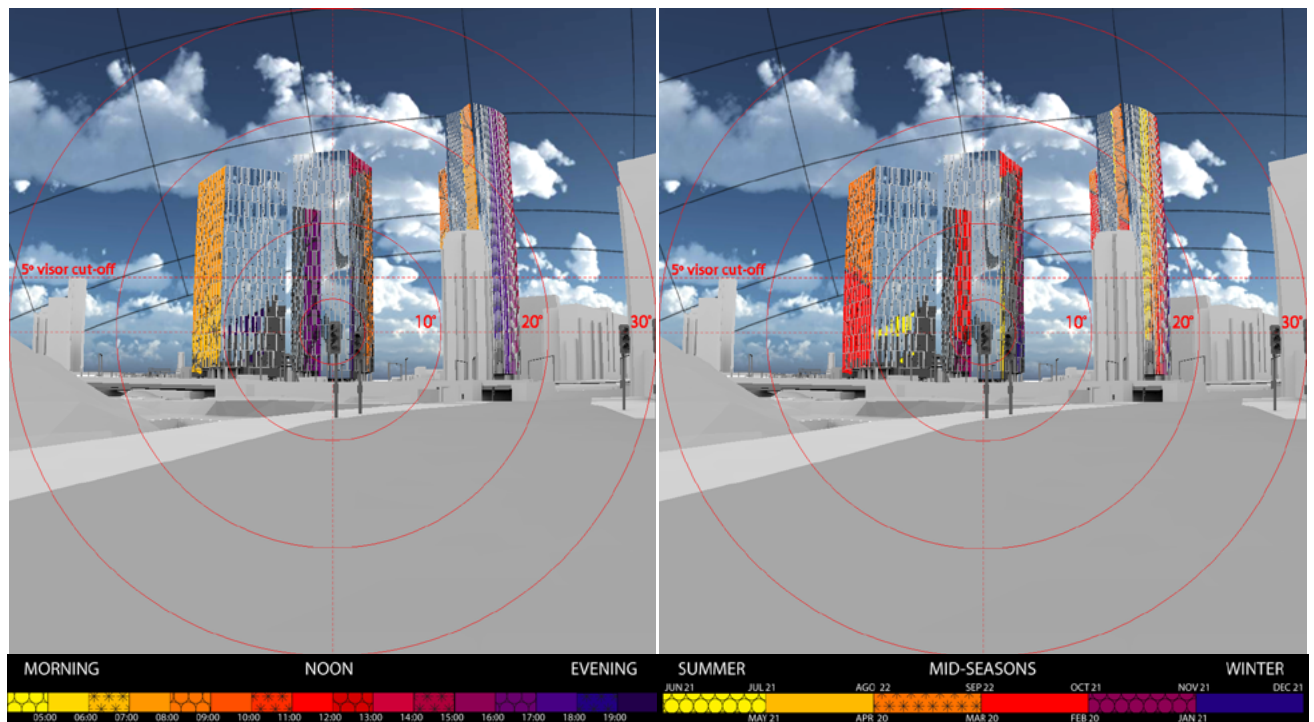
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

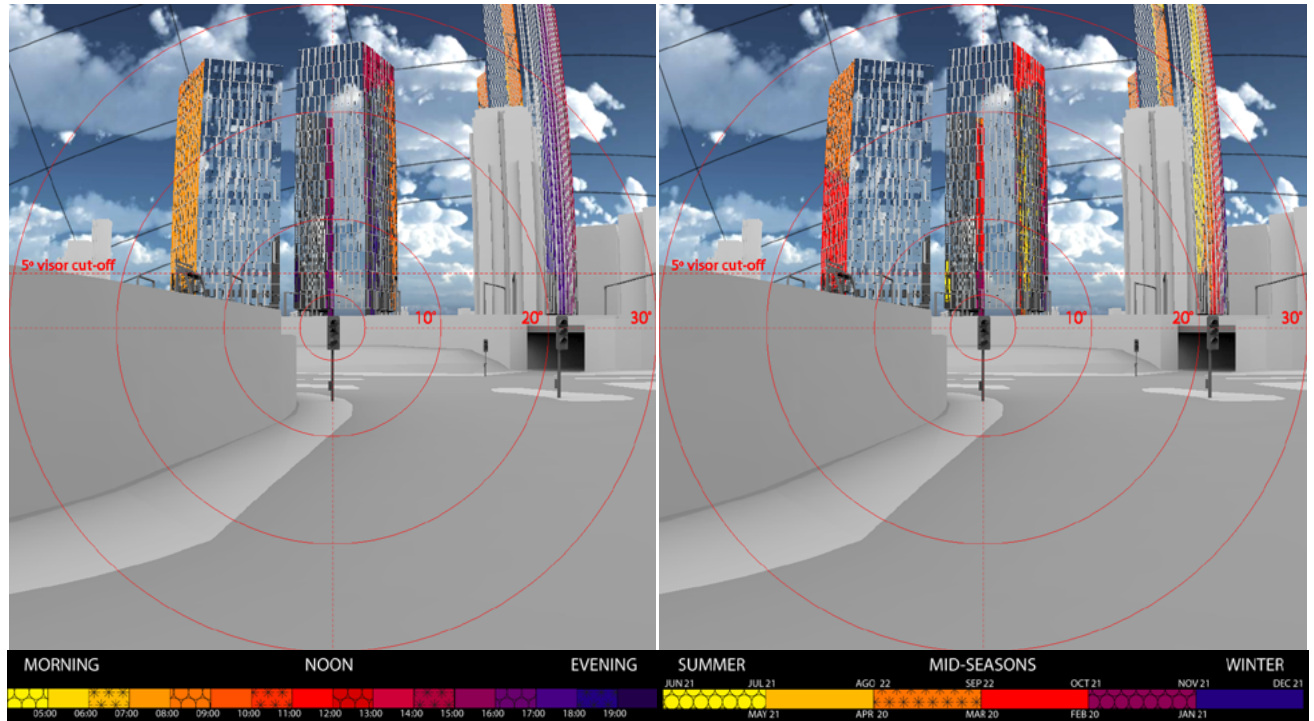


East Ordsall Lane junction with Middlewood Street (EOL2) - Viewpoint EOL2a

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

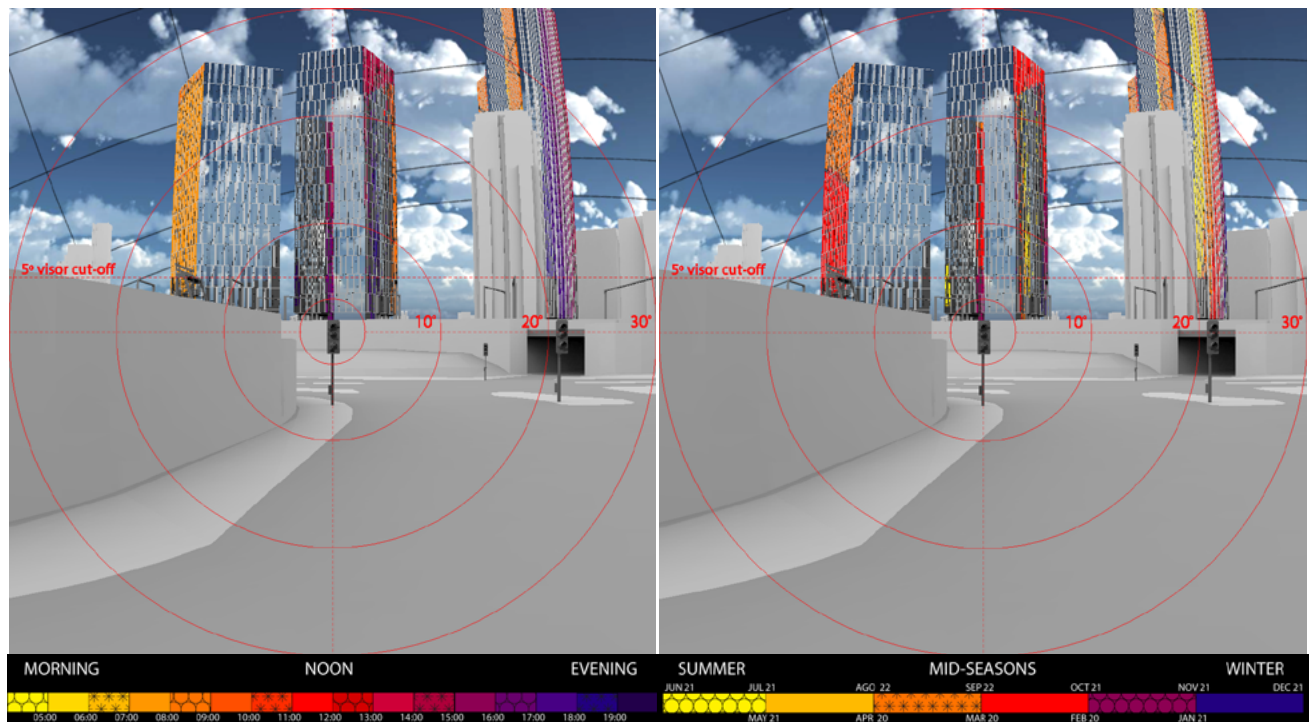
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

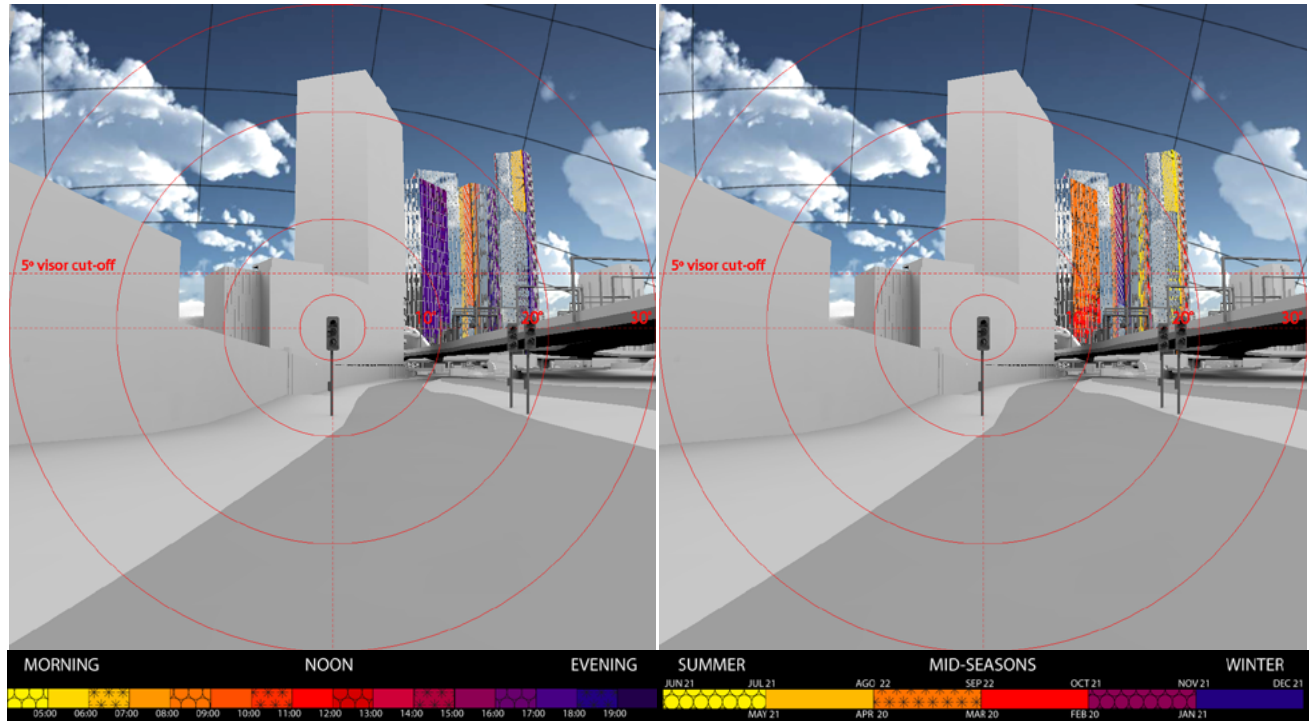


Trinity Way/Inner Ring Road pedestrian crossing (TW1) - Viewpoint TW1a

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

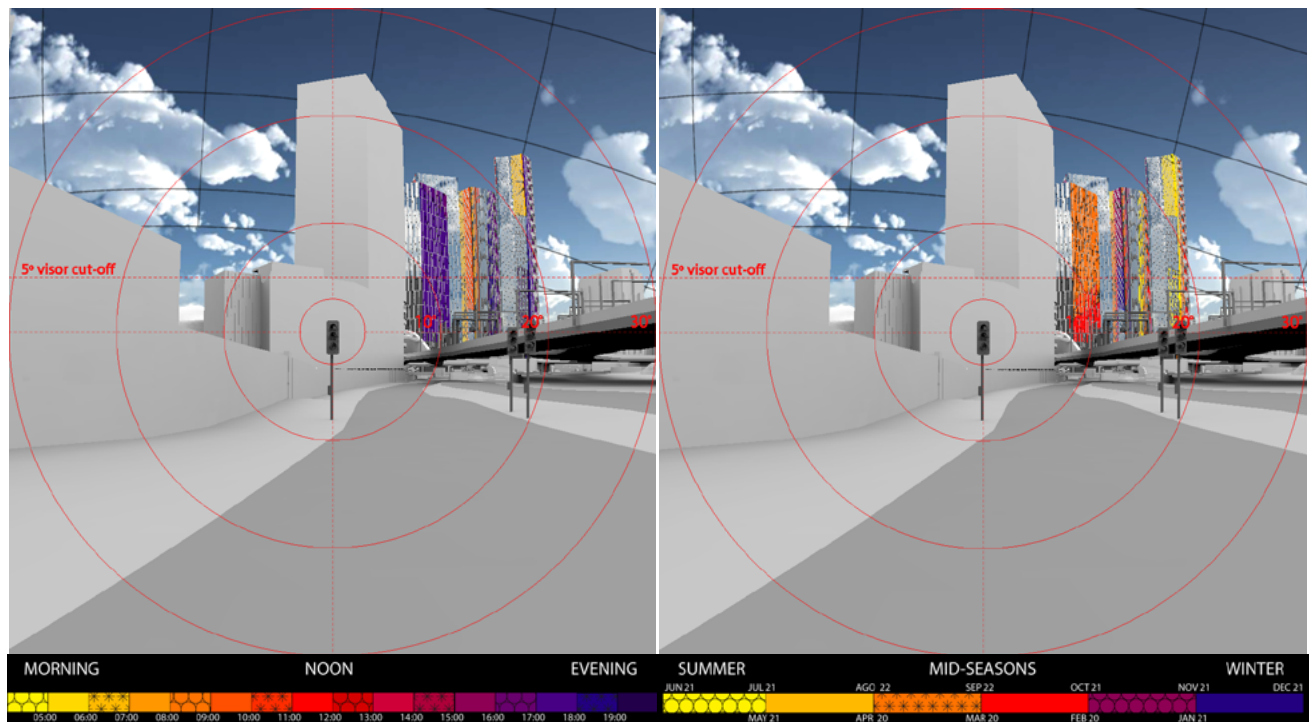
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

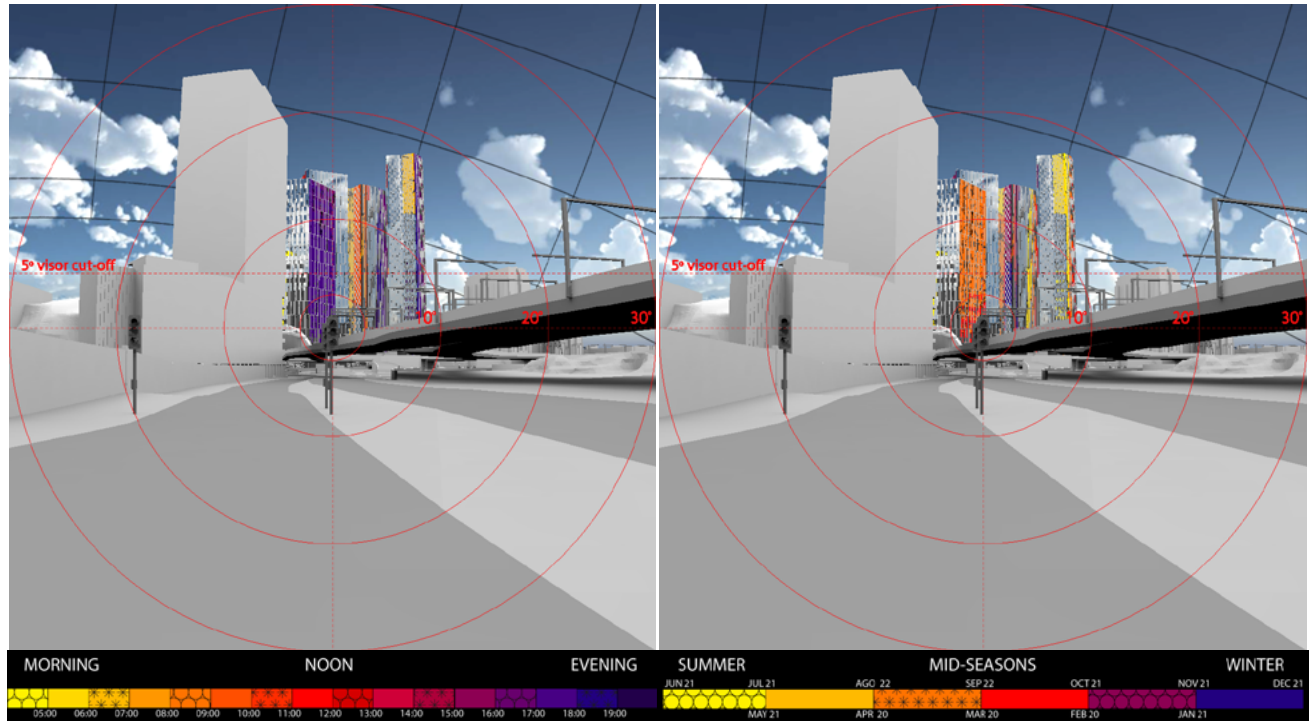


Trinity Way/Inner Ring Road pedestrian crossing (TW1) - Viewpoint TW1b

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

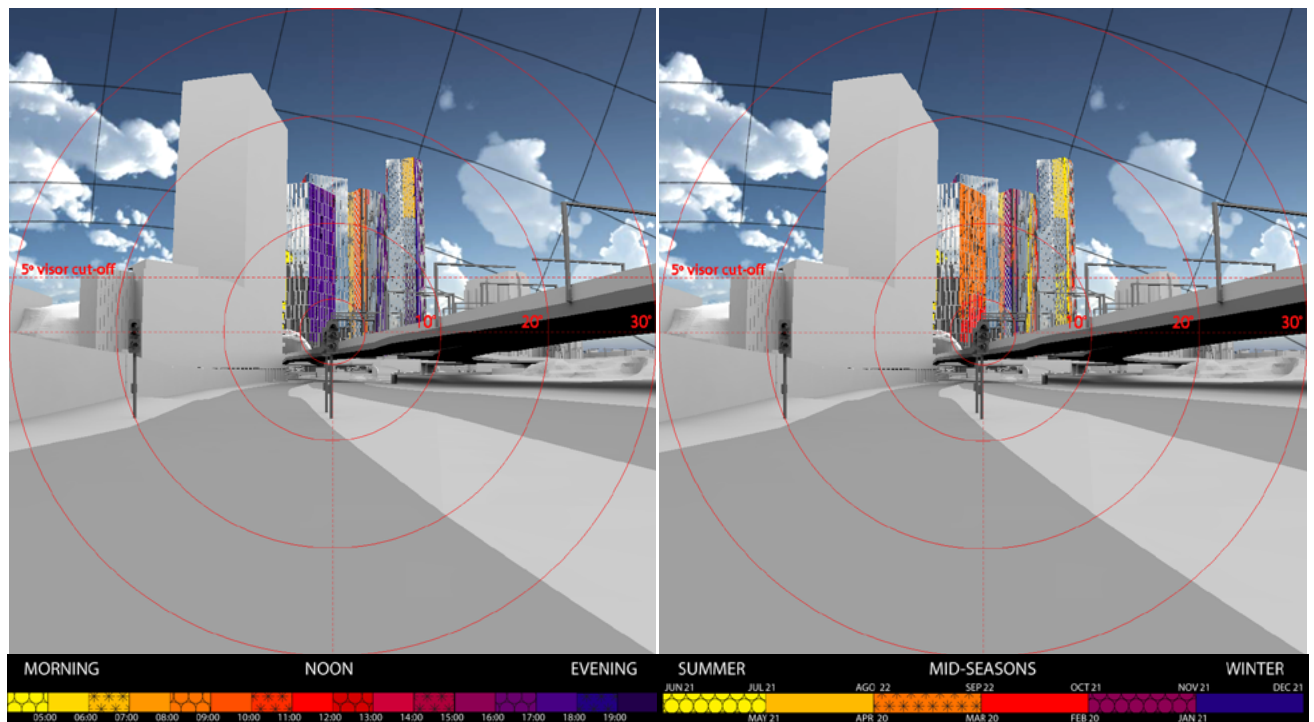
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

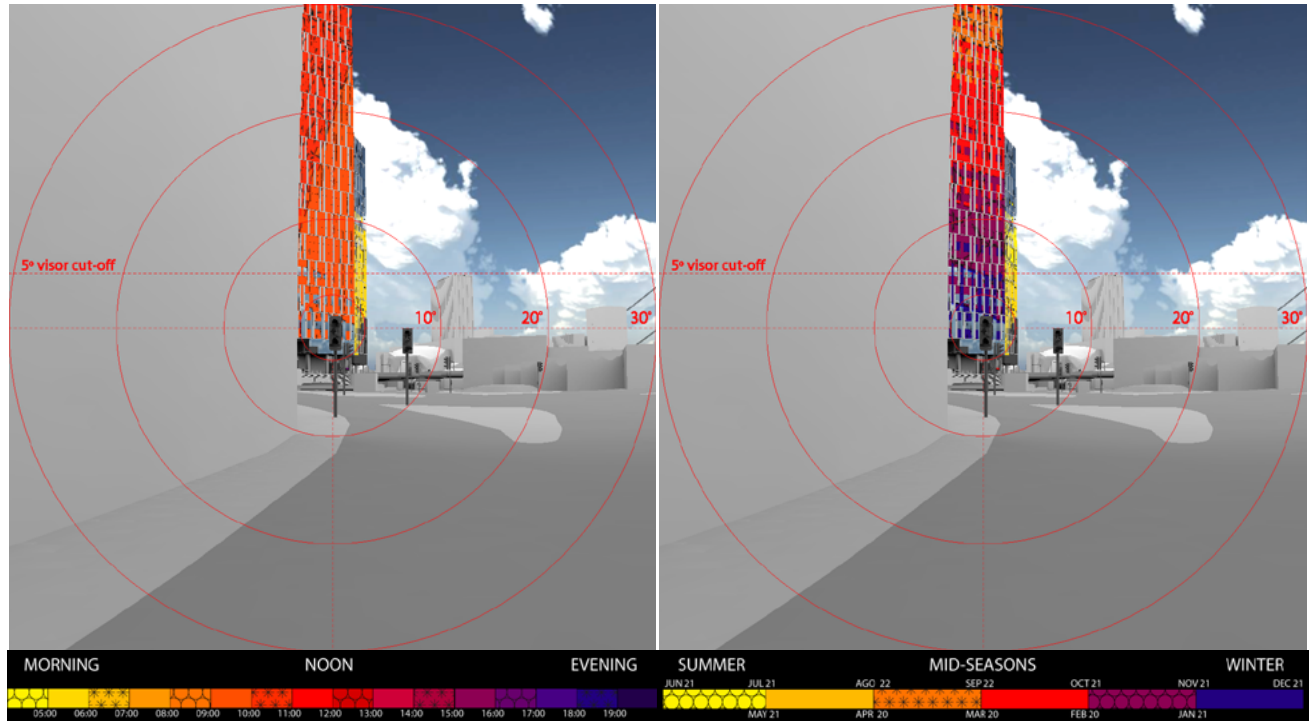


Water Street junction with Regent Road (WS3) - Viewpoint WS3

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

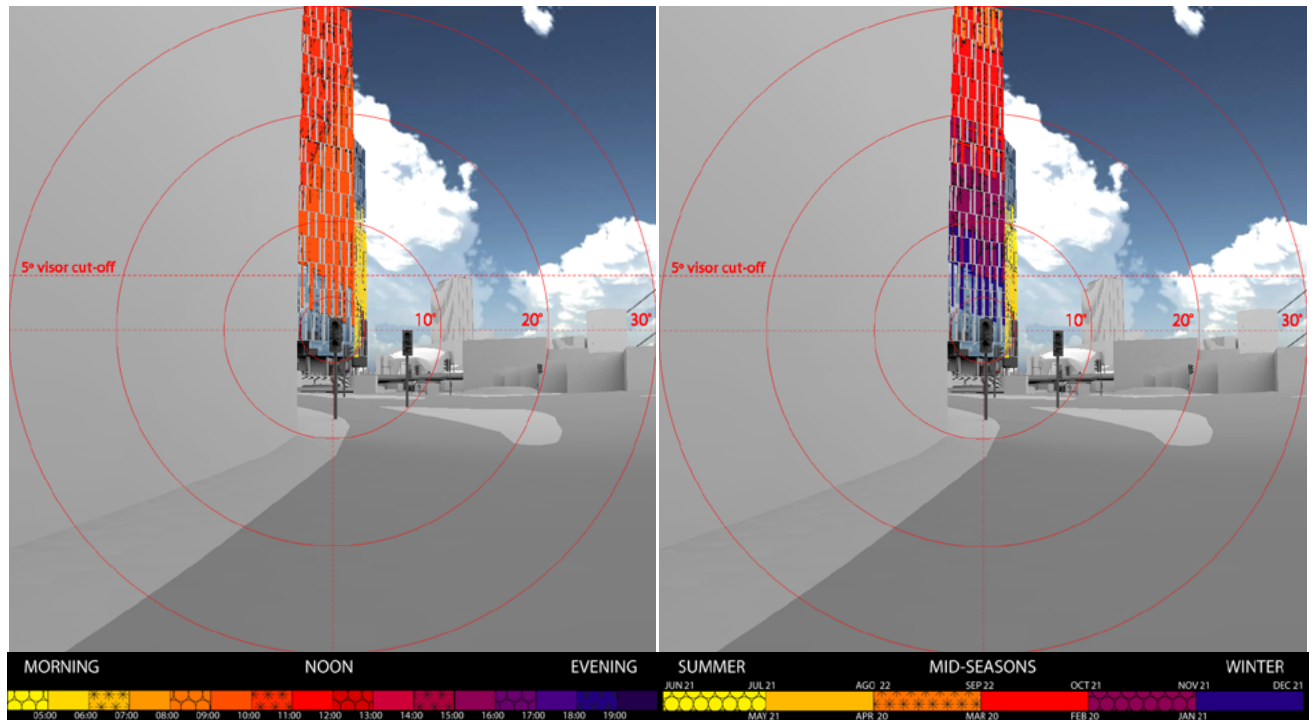
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

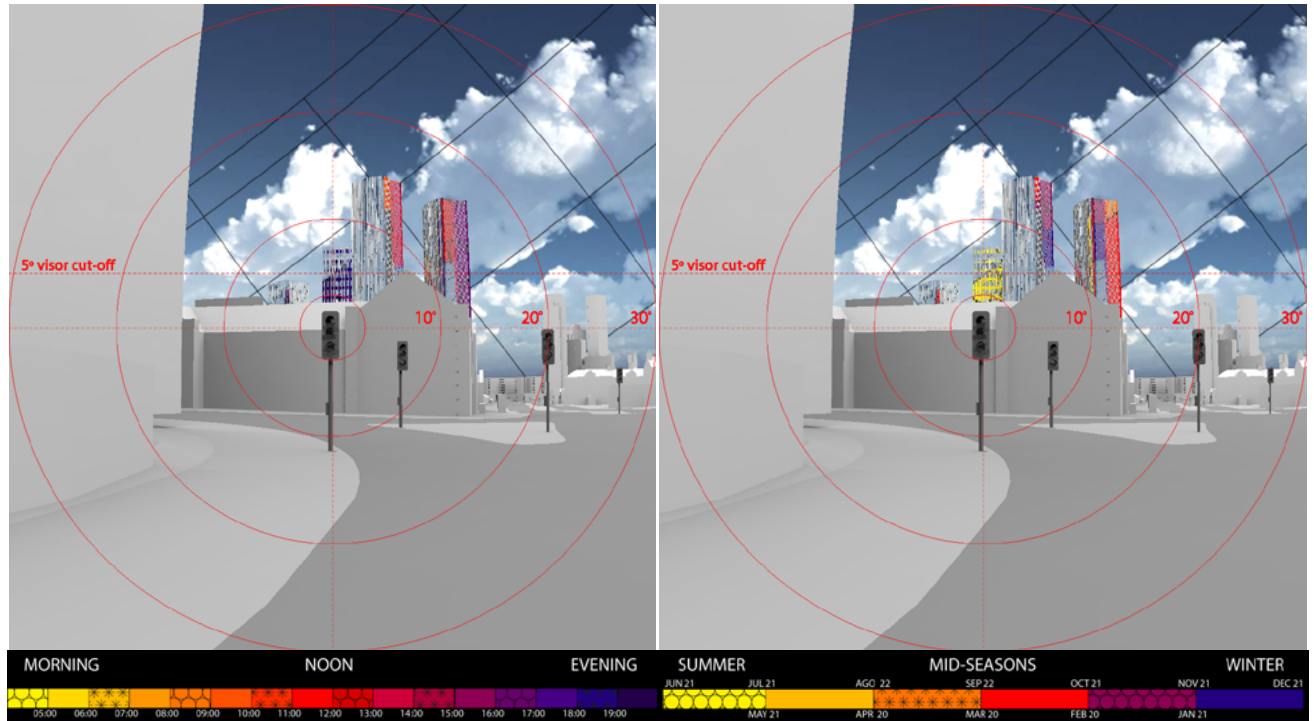


Regent Road junction with Oldfield Road (RR1) - Viewpoint RR1a

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

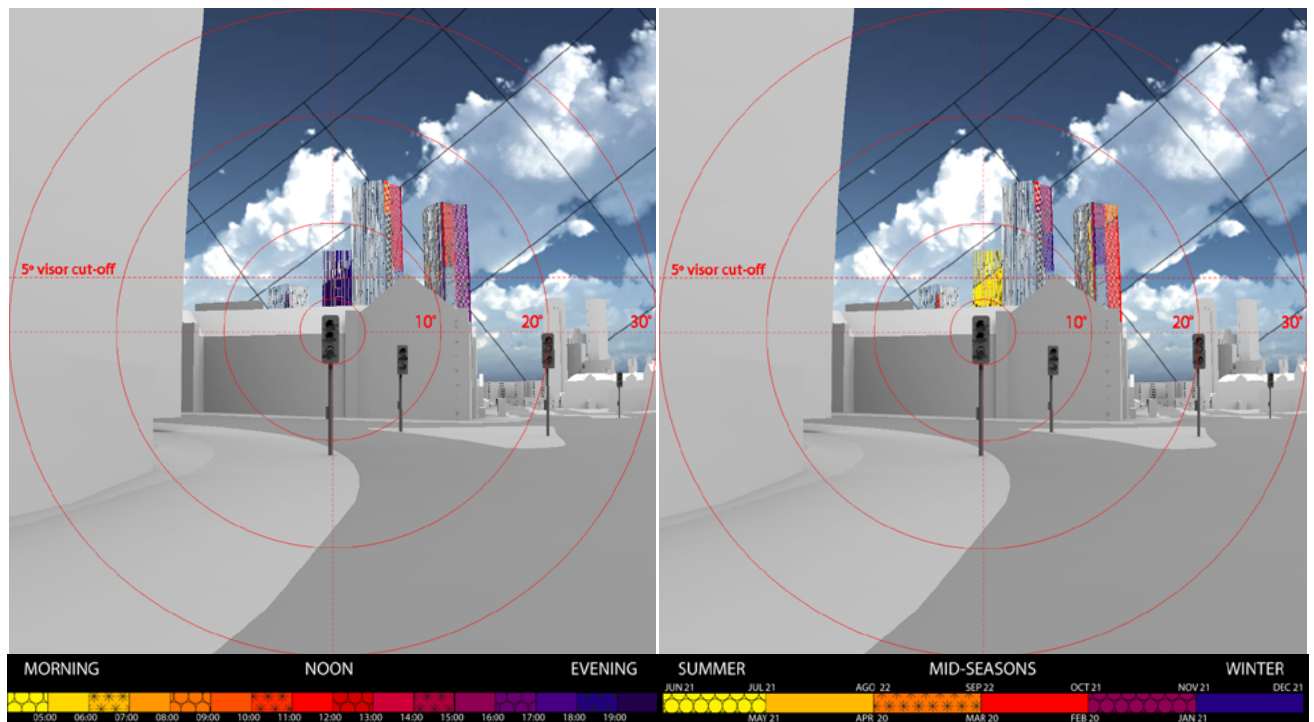
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

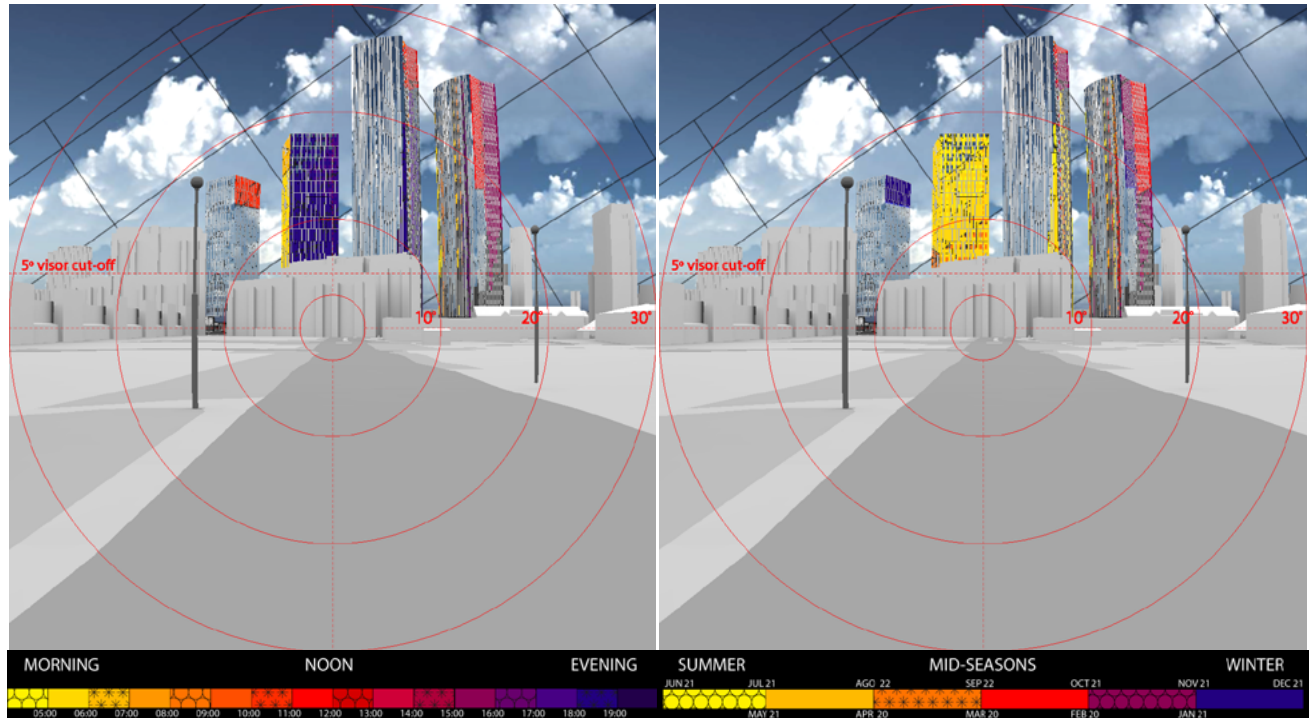


Regent Retail Park (RP1) - Viewpoint RP1

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

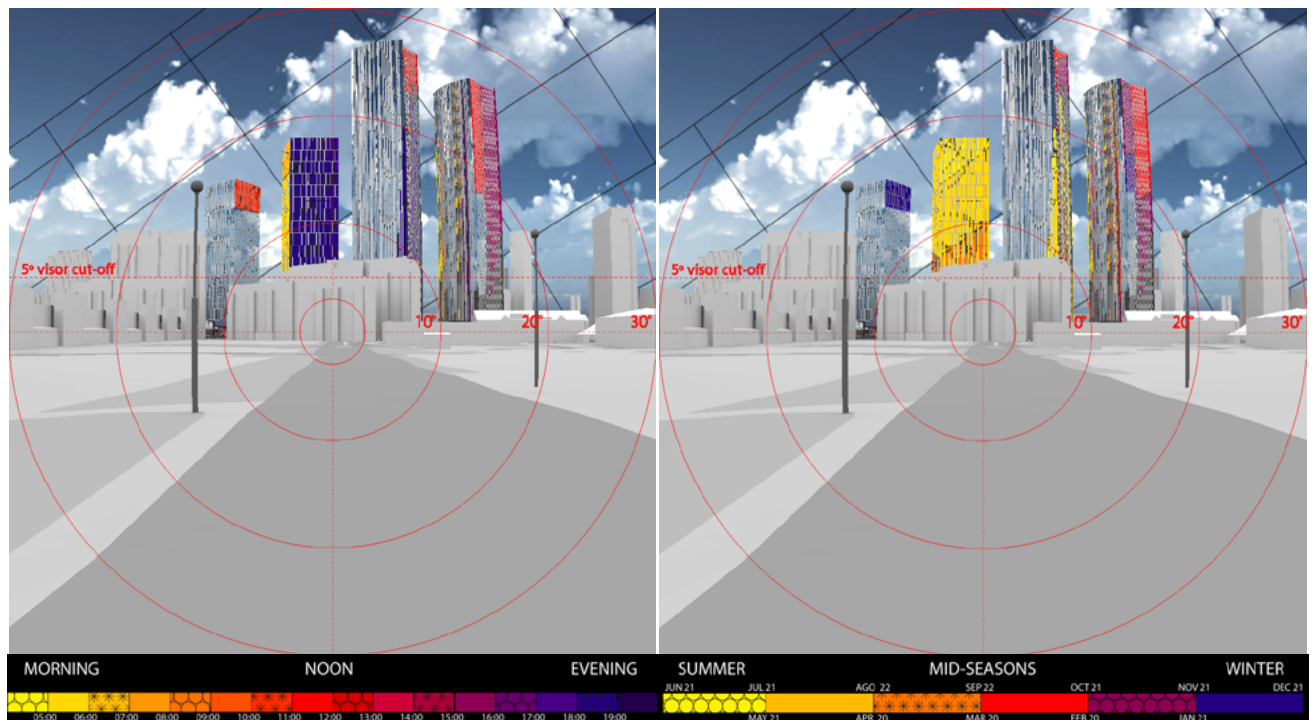
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

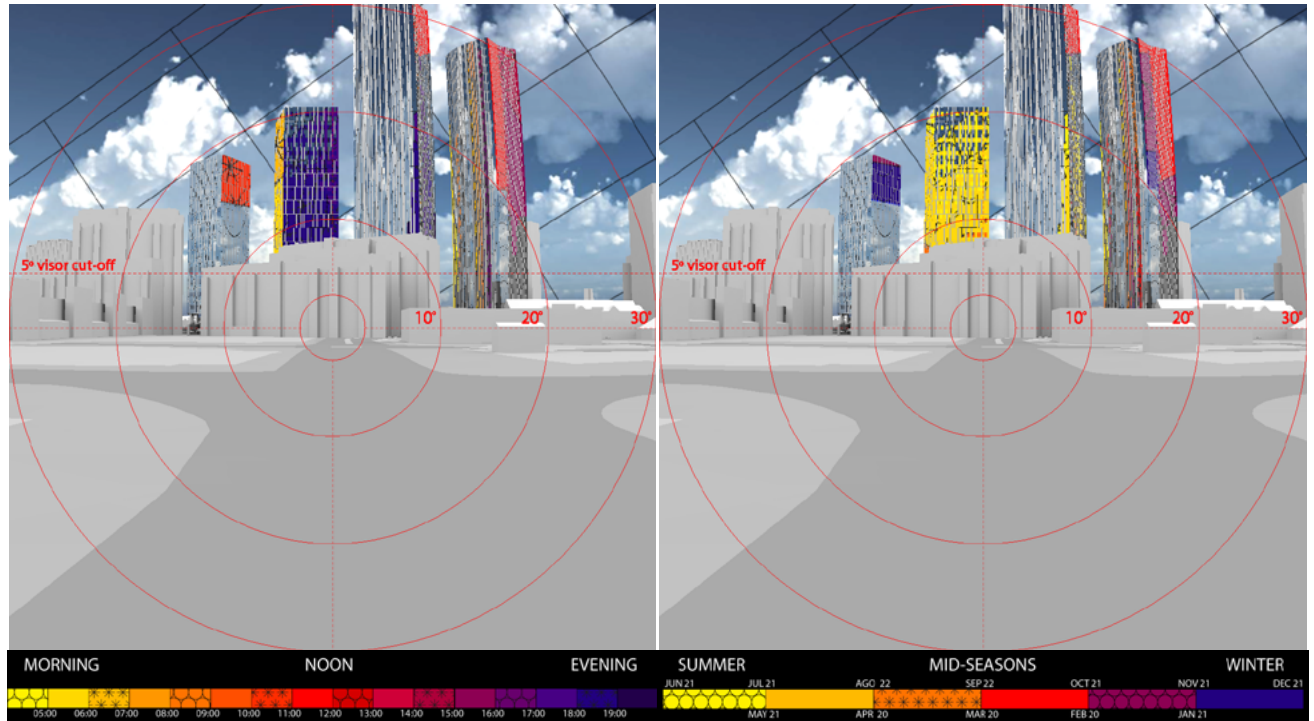


Regent Retail Park (RP2) - Viewpoint RP2

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

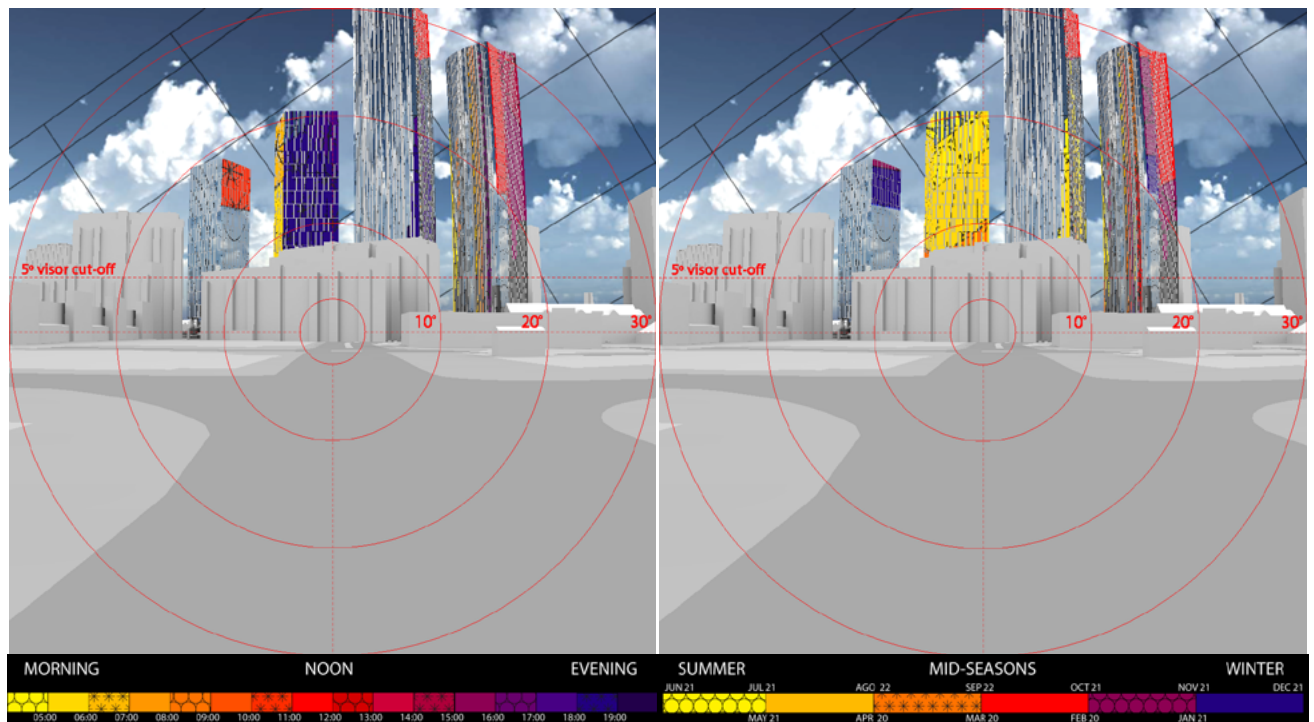
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

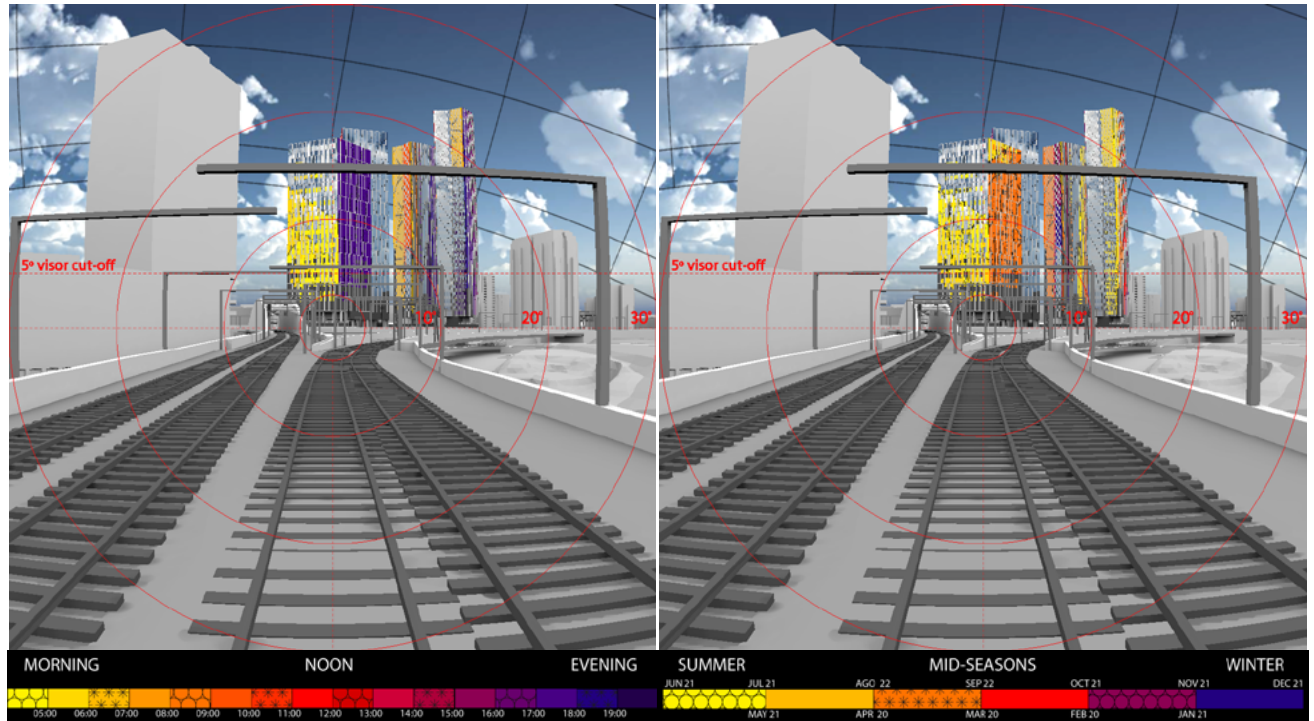


Northern Line Southbound to Salford Crescent (N2) - Viewpoint N2-60

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

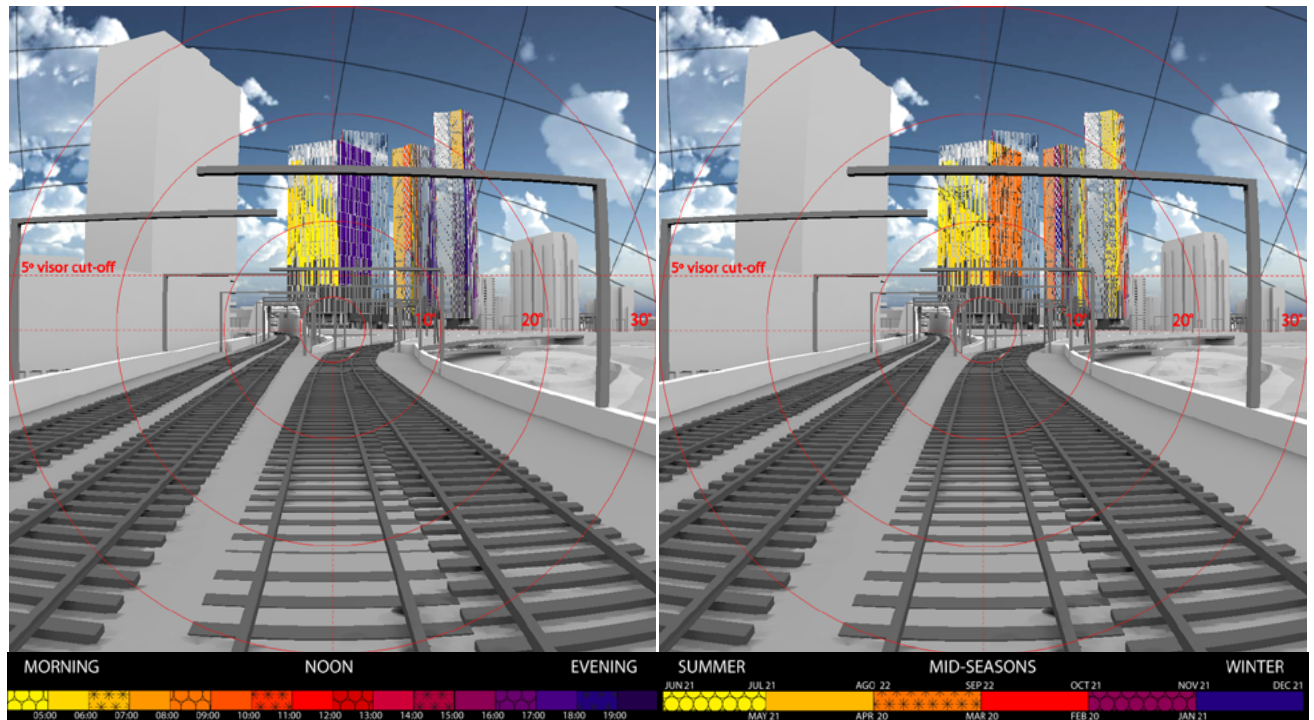
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

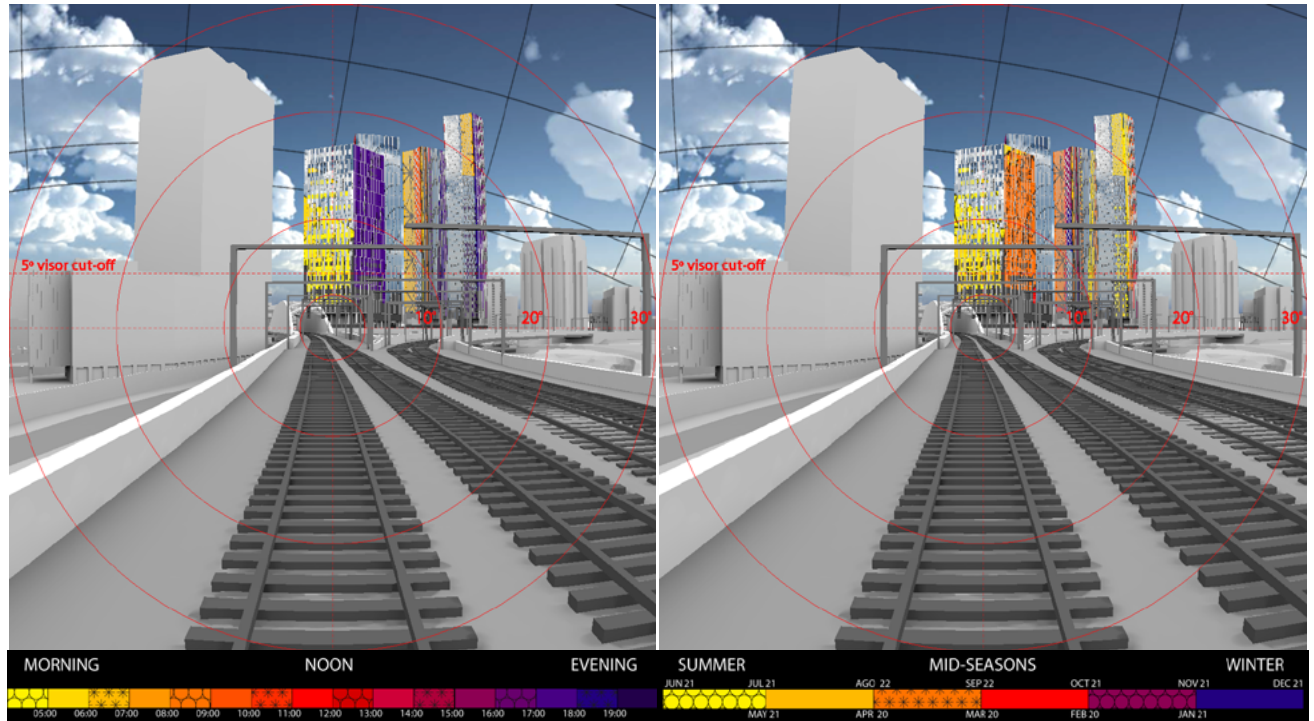


Northern Line Southbound to Deansgate (N3) - Viewpoint N3-60

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

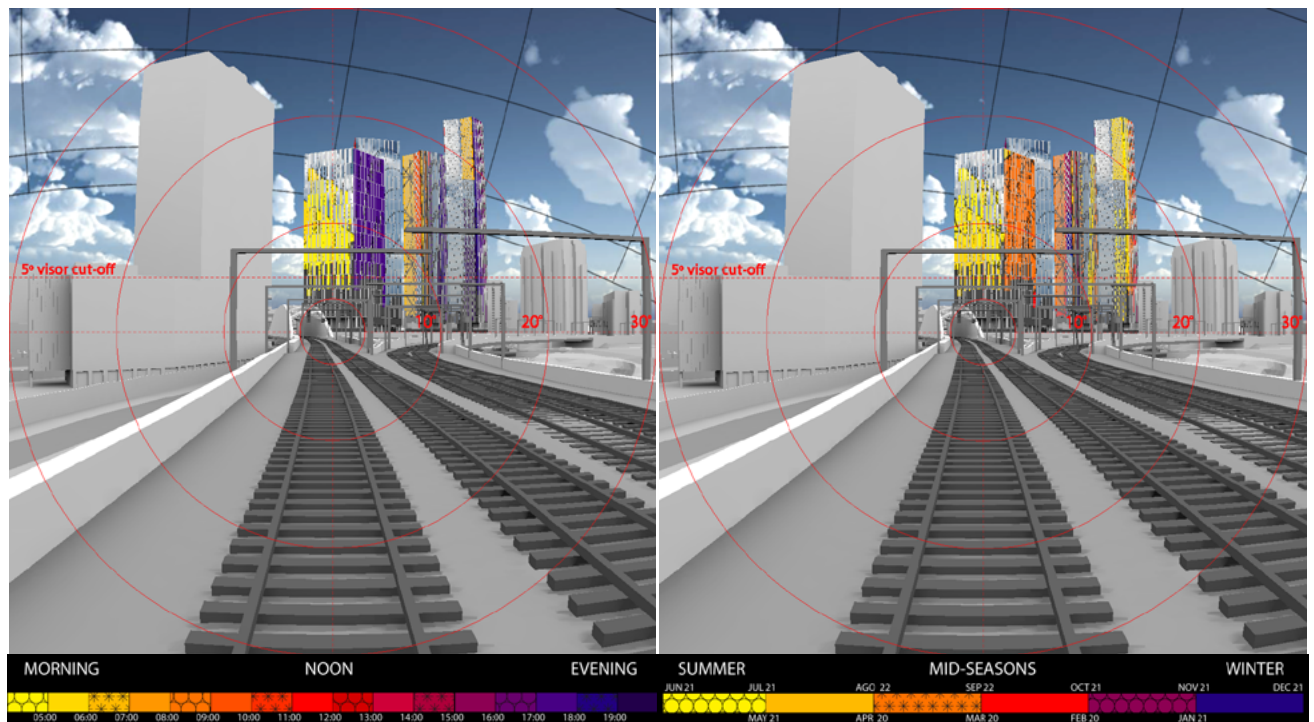
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

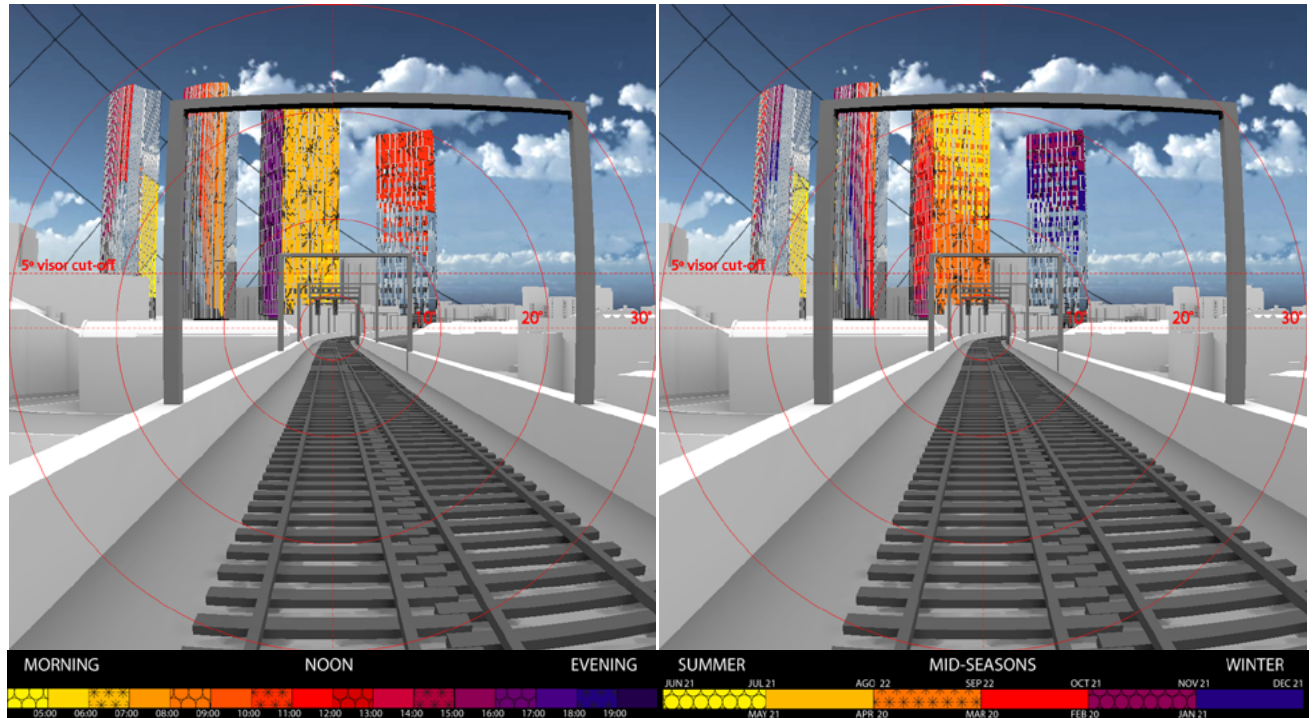


Northern Line Northbound to Salford Crescent (N4) - Viewpoint N4-160

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

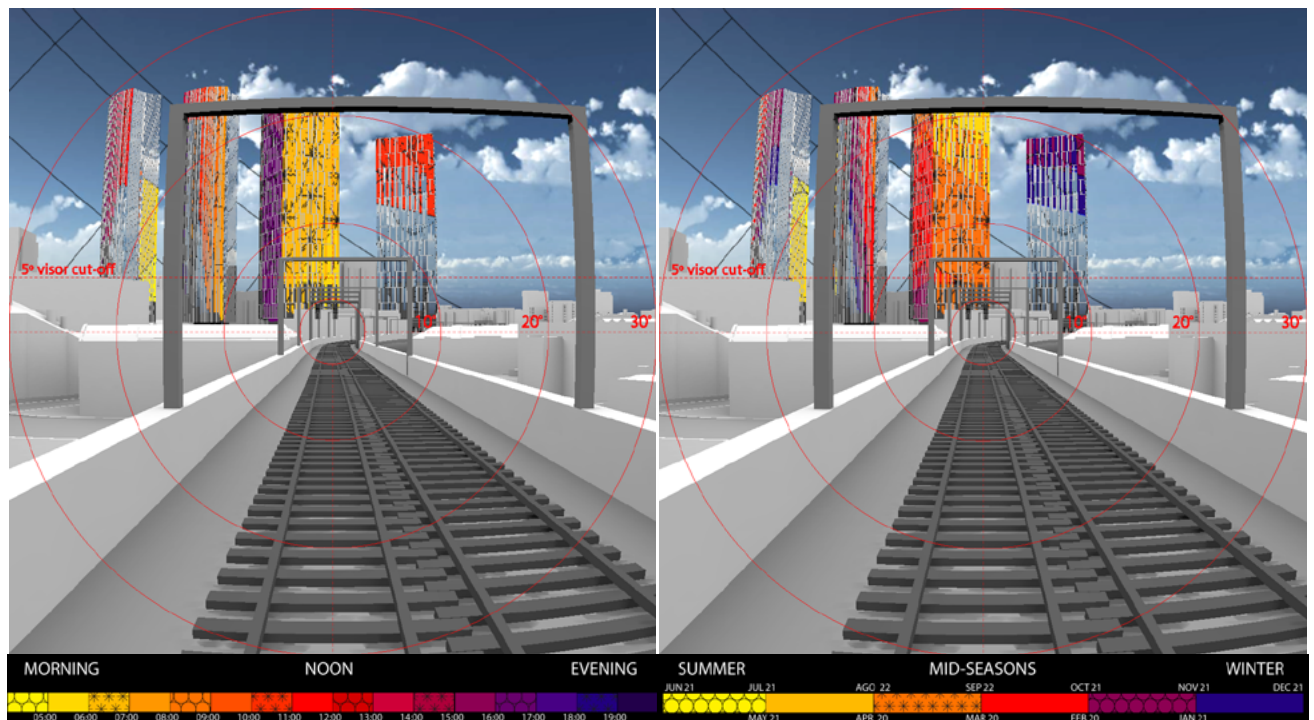
60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

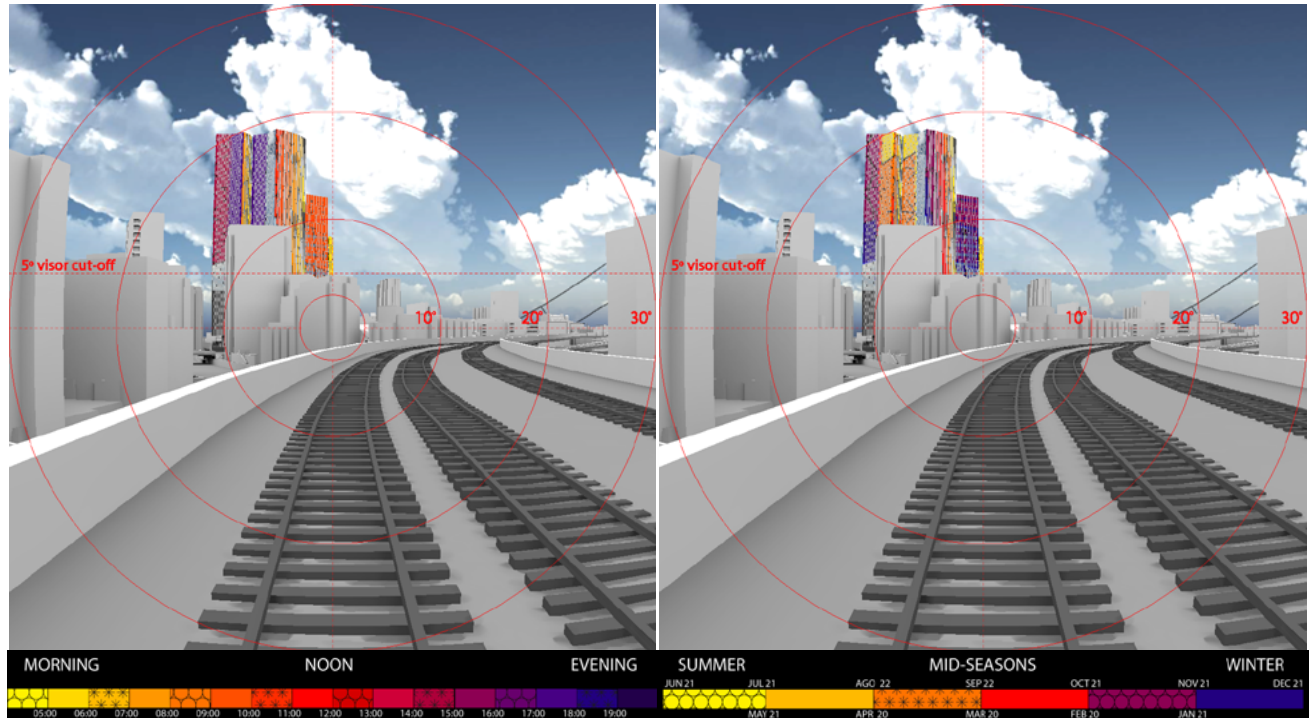


Tram Line Eastbound to Deansgate-Castlefield (T1) - Viewpoint T1-60

Submitted Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season



Amended Results (Scenario 6)

60° FIELD OF VIEW: Time of Day

60° FIELD OF VIEW: Season

