



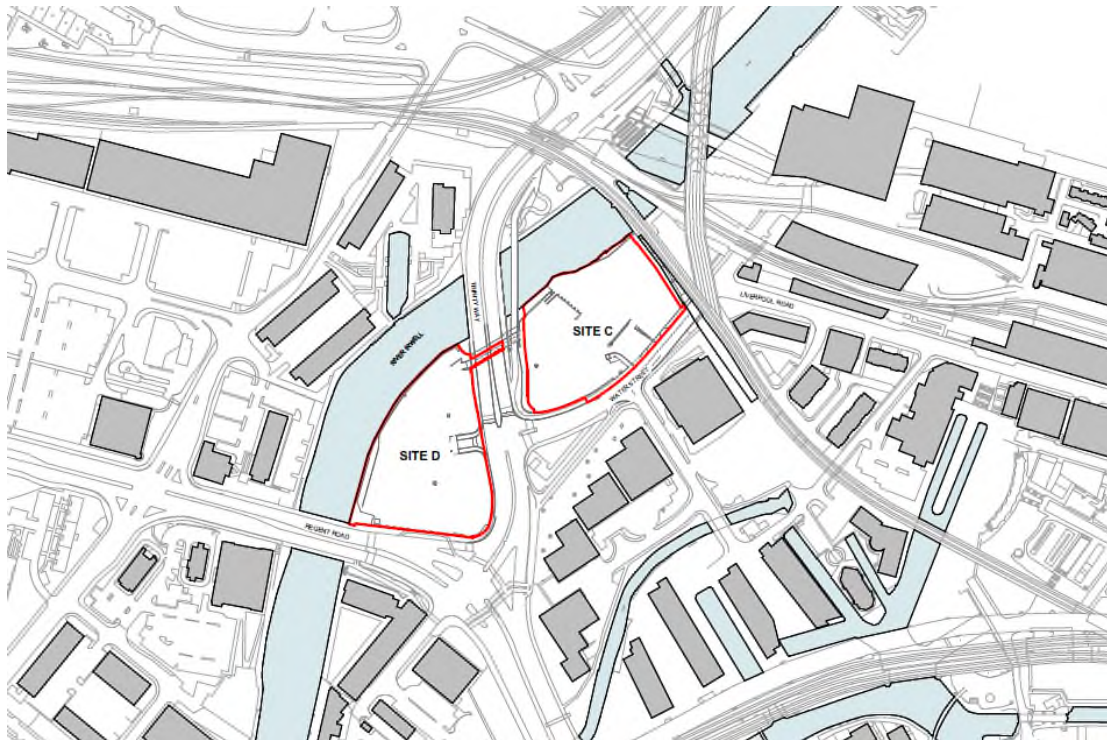
# Contents

|    |                                                  |    |
|----|--------------------------------------------------|----|
| 1. | Introduction                                     | 2  |
| 2. | Site and Surroundings                            | 9  |
| 3. | Strategic Context                                | 18 |
| 4. | Proposed Development                             | 25 |
| 5. | Planning Policy Framework                        | 34 |
| 6. | Tall Building Evaluation                         | 42 |
| 7. | Site-Specific Issues                             | 57 |
| 8. | Conclusion                                       | 81 |
|    | Appendix A – Public Benefits                     | 85 |
|    | Appendix B– Detailed Response to Planning Policy | 91 |

# 1. Introduction

- 1.1. This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte in support of a Full Planning Application for the redevelopment of an existing surface level car park split into two parcels known as Site C and Site D which is bound by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Road to the south in Manchester City Centre ('the Site'). The Site is situated within the Deansgate Ward and has been identified for redevelopment within the St John's and the Water Street Strategic Regeneration Frameworks (SRF).

Figure 1.1 Existing Site Location Plan (SimpsonHaugh and Partners)



- 1.2. The Site was last used as a surface level carpark and which has been in near continuous use for almost two decades. In this way, the Site has been severely underutilised and has failed to take advantage of its strategic positioning in this part of the City Centre. It is one of the last remaining sites identified for re-development within the St. John's and Water Street SRF areas, both of which are already witnessing a breadth of regeneration activity. The Site is also one of the largest areas identified for regeneration within the SRFs, and therefore the redevelopment of the Site will have a significant impact of realising the long-held visions. Most notably, 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 .
- 1.3. The Applicant has now acquired the Site and is looking to continue the regeneration activity in this area. Closely aligned with the endorsed frameworks, the Applicant is seeking to deliver a high quality landmark development within a strategic 'gateway' location entering into Manchester City Centre. This will contribute significantly towards the aim of creating a new and highly attractive place to live, work and play in Manchester. As part of this, the Applicant has recognised the need for green and open spaces within this part of the City Centre and has ensured that the provision of public realm is absolutely central to the design.

- 1.4. This Statement considers the Proposed Development in its strategic as well as local urban and environmental context and assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance including Historic England's *Tall Buildings Guidance (2015)*, which provides recommended criteria for assessing tall building proposals. Other considerations that are addressed within this statement include the Manchester Residential Quality Guidance (2017) and both the St John's and Water Street SRFs.

## The Applicant

- 1.5. The Applicant is Renaker Build Limited ("the Applicant"). Renaker is now firmly established as one of the North West's leading property developers, with a proven track record in design, build and delivery with circa. 5,000 high-quality and high-rise new homes provided to date. This extensive track-record is extended further with approximately 1,200 new homes currently under construction, including The Blade (Crown Street Phase 2) and Castle Wharf.
- 1.6. Renaker has also recently completed construction of 2,000 new homes as part of Victoria Residence and Elizabeth Towers (Crown Street Phase 1) and the landmark Deansgate Square development, which have set a new benchmark for residential quality in Manchester. These homes are supported by an extensive amenity offer both for residents and members of the public alike, including a new park. As part of this extended offer, Renaker have secured permission for a new primary school within Great Jackson Street – a key part of social infrastructure for the City.
- 1.7. Renaker's vision is to transform the urban landscape, unlocking potential and delivering quality schemes which encourage community and are attuned to the needs of the end user. This vision has helped to change the residential offer within Manchester, drive regeneration in critical locations, and support the City's transformation into a truly world-class City.
- 1.8. As part of this, the Applicant has led the delivery of the Great Jackson Street Framework area in the City Centre, where a majority of their recent developments are located and have effectively transformed the urban landscape and skyline of Manchester. This has been achieved through delivering buildings of exceptional design quality, providing high quality homes and creating resilient and sustainable neighbourhoods that will become a key part of the physical and social fabric of the City Centre. The Trinity Islands development takes the same ethos, designing a high quality development at a key point of entry into Manchester City Centre that compliments the ongoing regeneration within the St. John's and Water Street SRF areas.

## The Proposed Development

- 1.9. This section provides an outline of the Proposed Development, further details can be found within Chapter 4 of this Statement. The Proposed Development will be submitted to Manchester City Council (MCC) as the Local Planning Authority.
- 1.10. The Proposed Development comprises the following buildings:
- **Site C:**
    - **Building C1** – 414 apartments across 39 storeys and a mixture of commercial uses and residential amenity at lower levels.
    - **Building C2** – 521 apartments across 48 storeys and a mixture of commercial uses and residential amenity at lower levels.
  - **Site D:**

- o **Building D1** – 532 apartments across 60 storeys and residential amenity at lower levels.
- o **Building D2** – 483 apartments across 55 storeys and a mixture of residential amenity at lower levels.

1.11. The Proposed Development includes:

- 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 homes. The residential mix is proposed as:
  - o 1 bed – 638 (32.7%)
  - o 2 bed – 1,254 (64.3%)
  - o 3 bed – 42 (2.2%)
  - o 3 bed duplex apartments – 16 (0.8%)
- A collection of high quality residential amenity spaces in the form of gymnasiums, meeting rooms / business lounge, resident’s lounge and a resident’s garden.
- Retail uses at lower levels to provide active frontages and a strong commercial offer to the immediate area. These will be carefully curated to enhance the amenity offer and contribute to the overall ambience of the area, similar to the success witnessed at Deansgate Square.
- 1.29 hectares of high-quality public realm, hard and soft landscaped including newly formed access to the riverside, enhanced pedestrian and cycle connections and informal child play spaces. The landscaping will provide new connection to the River Irwell and help transform the Site into a new waterside destination.
- Off-street servicing arrangements.
- 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).
- 100% secure cycle parking provision (1,950 spaces) and 58 visitor spaces in the form of Sheffield stands in the public realm to help facilitate sustainable transport for all users to the Site.

1.12. The Proposed Development will transform the existing underutilised brownfield site, to create a vibrant, new community of residents and workers within a highly sustainable location. Upon completion, Trinity Islands will be home to a community of approximately up to 5,000 new residents, the majority of whom are expected to work within the City and make a positive contribution to the local economy, thereby directly supporting Manchester’s regeneration priorities. These new homes will weave into the fabric of the emerging residential uses in St. John’s, and with apartments at Potato Wharf within the Water Street SRF. Together these will make the area a sustainable residential community, enhanced by the commercial uses of wider St. John’s.

1.13. The proposed extensive area of high quality public realm will also make a significant contribution to publicly accessible green space within the City Centre. The landscaping proposals have sought to strike a balance between hard and soft landscaping to successfully deliver a scheme that enhances key connections whilst also increasing on-site biodiversity. The Site, by its very name, has a unique Island setting which includes being bound on one elevation by the River Irwell. The landscaping design has been underpinned by the desire to celebrate one of Manchester’s key features and use it to anchor the landscaping proposals. The

connections to the River Irwell and the creation of the riverside setting will create a vibrant new destination. The public realm will have places for all to enjoy, be it those wanting to relax on the grass, or catch-up with friends whilst overlooking the River Irwell, or children playing in the informal play space. This offer will blend into the surrounding area and the network of public realm, such as St. John's Gardens, Castlefield Bowl, and the emerging landscaping at Factory.

- 1.14. Overall, the redevelopment of Trinity Islands will extend the urban fabric of the City Centre, making a major positive contribution to the on-going regeneration of the St. John's and Water Street areas. Alongside the current regeneration plans, the Applicant's proposals will help to crystallise the area as a new destination which blends a residential neighbourhood, extensive public space, leisure and for employment.

## Description of Development

- 1.15. The proposed description of development is as follows:

*"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."*

## Phasing and Programme

- 1.16. The Proposed Development will be phased in order to facilitate the delivery process of each part of the scheme. These four phases are defined as:
- **Phase C1** – Building C1, whole basement for site C, operational C1 car parking.
  - **Phase C2** – Building C2, operational C2 car parking and final landscaping works
  - **Phase D1** – Building D1, whole basement for site D, operational D1 car parking.
  - **Phase D2** – Building D2, operational D2 car parking and final landscaping works.
- 1.17. The Applicant has provided the following indicative construction sequence and programme for delivering the proposals. Subject to planning approval, the intention is to start site in March 2022, with Site C being complete by September 2026, and Site D complete by early 2031.
- 1.18. Chapter 5 of the submitted Environmental Statement (ES) focuses on describing the construction phase of the Proposed Development, as well as providing a more detailed construction programme. For further details on the phased nature of the development, please refer to the Phasing Plans (Drawing Ref: 10364-Z1-SHP-G000-PL-Grd-B5D803) prepared by SimpsonHaugh and Partners (SHP) covering both above ground and below ground works, both submitted in support of this application.

## Pre-Application Stakeholder Engagement

- 1.19. A Statement of Consultation has been prepared as part of the planning application. This document explains the extensive programme of pre-application consultation that has been undertaken to ensure that key stakeholders were provided with the opportunity to be briefed and understand the proposals, prior to the formal submission of the application. As a key part of the pre-application consultation, the project team has considered and, where possible, addressed any issues raised as part of design evolution.
- 1.20. Due to ongoing COVID-19 pandemic, all pre-application consultation took place via virtual means. This has included a range of direct stakeholder meetings and a period for public consultation.
- 1.21. Pre-application engagement has been undertaken with the Local Planning Authority, Local Ward Councillors from Deansgate, Manchester Airport Group, Historic England, Greater Manchester Police Secure by Design,

Science and Industry Museum, MCC Highways, MCC Environmental Health, Manchester International Festival and Network Rail. In addition, the Proposed Development has been presented to the Places Matter! Design Review Panel.

- 1.22. For the public consultation, a website was published online that included a non-technical overview of the forthcoming proposals. The website provided visitors with the opportunity to respond to key questions and provide any additional feedback, which was then reviewed by the Applicant and project team. To ensure the website was well publicised, leaflets were posted to 3,726 addresses within the surrounding area. The consultation website provided the opportunity for feedback over a three-week period, during which time a webinar was held on the 12 August 2021. The webinar was publicised on the website and sought to provide an opportunity for attendees to be briefed on the proposals by the project team and raise questions in real time.
- 1.23. A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation prepared by Deloitte and submitted as part of this application. Technical queries have been addressed within the Planning Statement, Statement of Consultation, Design and Access Statement (DAS) and other submission information. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

## Document Structure

- 1.24. This Statement is structured as follows:
- **Chapter 2** – Provides a Site description and considers the wider context of the Site;
  - **Chapter 3** – Sets out the strategic and economic context of the proposals;
  - **Chapter 4** – Describes the application proposals as well as their design evolution;
  - **Chapter 5** – Details the relevant documents that make up the Development Plan and material considerations;
  - **Chapter 6** – Presents a detailed evaluation of the proposed tall buildings;
  - **Chapter 7** – Assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application;  
**Chapter 8** - provides our conclusions in relation to the overall merits of the proposals;
  - **Appendix A** – Considers the public benefits of the proposals; and
  - **Appendix B** – Detailed Planning Policy Response

## Application Documentation

- 1.25. This Planning Statement should be read in conjunction with the following supporting documents submitted as part of this application.

**Table 1.1: List of documents submitted in support of this Planning Application.**

| Document      | Prepared By                     |
|---------------|---------------------------------|
| Location Plan | SimpsonHaugh and Partners (SHP) |

| Document                                                                | Prepared By                                     |
|-------------------------------------------------------------------------|-------------------------------------------------|
| Existing Site Plan and Elevations                                       | SHP                                             |
| Masterplan Context Plan                                                 | SHP                                             |
| Proposed Application Drawings – Proposed Plans, Elevations and Sections | SHP                                             |
| Phasing Plan                                                            | SHP                                             |
| Landscape Plans                                                         | TPM Landscape Architects                        |
| Verified Views                                                          | Ambiente                                        |
| Planning Statement and Tall Building Statement                          | Deloitte                                        |
| Statement of Consultation                                               | Deloitte                                        |
| Design and Access Statement                                             | SHP                                             |
| Arboricultural Report                                                   | Godwins                                         |
| Archaeological Desktop Study                                            | Salford Archaeology                             |
| Blue and Green Infrastructure Statement                                 | Deloitte                                        |
| Broadband Connectivity Assessment                                       | Pager Power                                     |
| Crime Impact Statement                                                  | Greater Manchester Police - Design for Security |
| Phase 1 and 2 Ground Conditions                                         | WSP                                             |
| Ecological Appraisal                                                    | ERAP                                            |
| Energy Statement                                                        | Element Sustainability                          |
| Environmental Standards Statement                                       | Element Sustainability                          |
| Fire Strategy                                                           | Hoare Lea                                       |
| Lighting Strategy                                                       | TPM Landscape Architects                        |
| Local Benefits Proposal – Statement of Intent                           | Renaker Build Limited                           |
| Residential Management Strategy                                         | Zenith                                          |
| Safety Assessment (Manchester Airport)                                  | Pager Power                                     |
| Servicing Strategy                                                      | Vectos                                          |
| Site Waste Management Strategy                                          | Vectos                                          |
| TV Reception Survey                                                     | Pager Power                                     |
| Operational Management Strategy                                         | Zenith                                          |
| Ventilation Strategy                                                    | WSP                                             |
| Viability Assessment                                                    | Renaker Build Limited                           |
| <b>Environmental Statement</b>                                          |                                                 |
| <b>Volume 1</b>                                                         |                                                 |
| Chapter 1 - Introduction                                                | Deloitte                                        |
| Chapter 2 - Environmental Impact Assessment Methodology                 |                                                 |
| Chapter 3 - Alternatives and Design Evolution                           |                                                 |
| Chapter 4 - Site, surroundings and Description of Proposals             |                                                 |
| Chapter 5 - Construction Management, Programme, Methodology and Phasing | Renaker Build Limited                           |

| Document                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Prepared By                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| Chapter 6 - Air Quality                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Ensafe                                       |
| Chapter 7 - Climate Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | WSP                                          |
| Chapter 8 - Daylight, Sunlight and Overshadowing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | GIA                                          |
| Chapter 9 - Heritage                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Stephen Levrant Heritage Architecture        |
| Chapter 10 - Human Health                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Enfusion                                     |
| Chapter 11 - Noise and Vibration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Matt Fisher Acoustics                        |
| Chapter 12 - Socio-Economic Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Ekosgen                                      |
| Chapter 13 - Solar Glare                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | GIA                                          |
| Chapter 14 - Townscape and Visual Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Chris Burnett Associates                     |
| Chapter 15 - Traffic and Transport                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Vectos                                       |
| Chapter 16 - Water Resources                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Curtins                                      |
| Chapter 17 - Wind Microclimate                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | WSP                                          |
| Chapter 18 - Residual Impacts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | All EIA Consultants                          |
| Chapter 19 - Type 1 Cumulative Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Deloitte with input from All EIA Consultants |
| <b>Volume 2: Technical Appendices</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                              |
| <ul style="list-style-type: none"> <li>• Appendix 2.1 – ES Scoping Report</li> <li>• Appendix 2.2 – Committed Developments</li> <li>• Appendix 2.3 – ES Scoping Opinion</li> <li>• Appendix 6.1 - Assessment Inputs</li> <li>• Appendix 6.2 – Figures</li> <li>• Appendix 6.3 – Construction Phase Assessment Methodology</li> <li>• Appendix 6.4 – Construction Phase Road Vehicle Exhaust Impact Assessment</li> <li>• Appendix 6.5 – Sensitivity Analysis Impact Assessment</li> <li>• Appendix 6.6 – EIA Qualifications</li> <li>• Appendix 8.1 – Drawings of the Baseline and Proposed Scenario;</li> <li>• Appendix 8.2 – Daylight and Sunlight Results for Baseline v Proposed;</li> <li>• Appendix 9.1 – Heritage Statement</li> <li>• Appendix 12.1 – Socio-Economic Baseline Data</li> <li>• Appendix 13.1 – Solar Glare Assessment</li> <li>• Appendix 14.1 - Maps</li> <li>• Appendix 14.2 - Viewpoint and townscape photographs including AVR and block images.</li> <li>• Appendix 14.3 - Visualization methodology</li> <li>• Appendix 15.1 - Transport Assessment</li> <li>• Appendix 15.2 - Travel Plan</li> <li>• Appendix 16.2 – Flood Risk Assessment and Drainage Strategy</li> </ul> |                                              |
| <b>Non-Technical Summary</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Deloitte with input from All EIA Consultants |

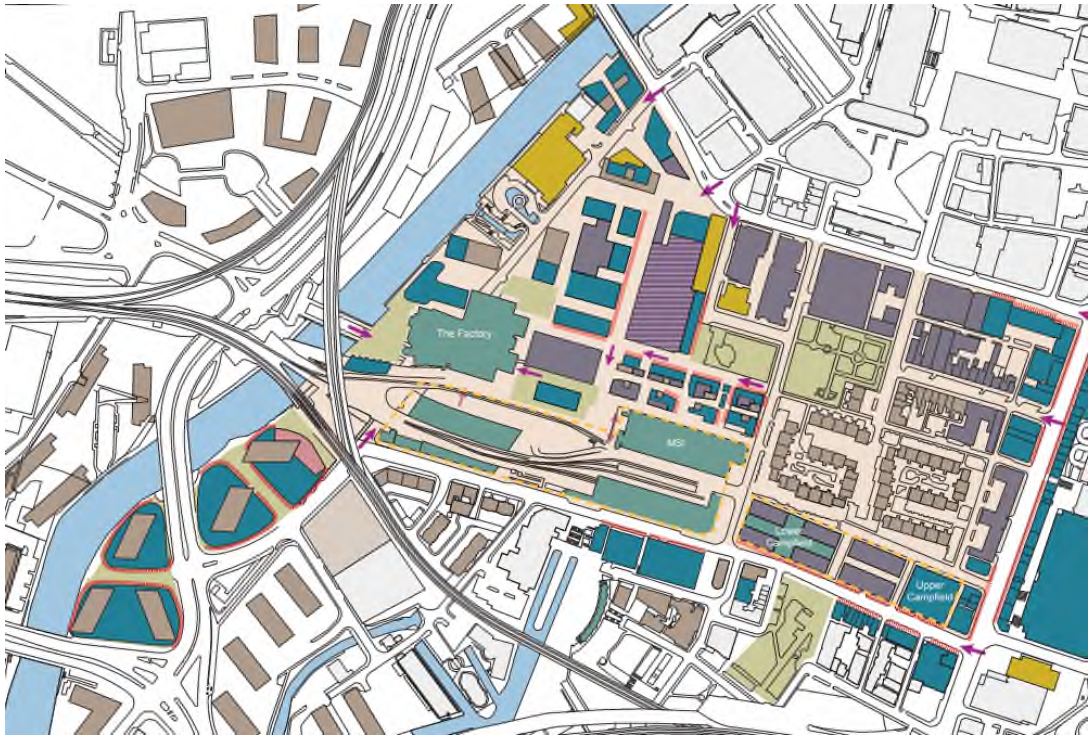
## 2. Site and Surroundings

- 2.1. This Chapter includes a description of the Site, its context in relation to the surrounding area and the Site's suitability for the Proposed Development.

### Site and Surroundings

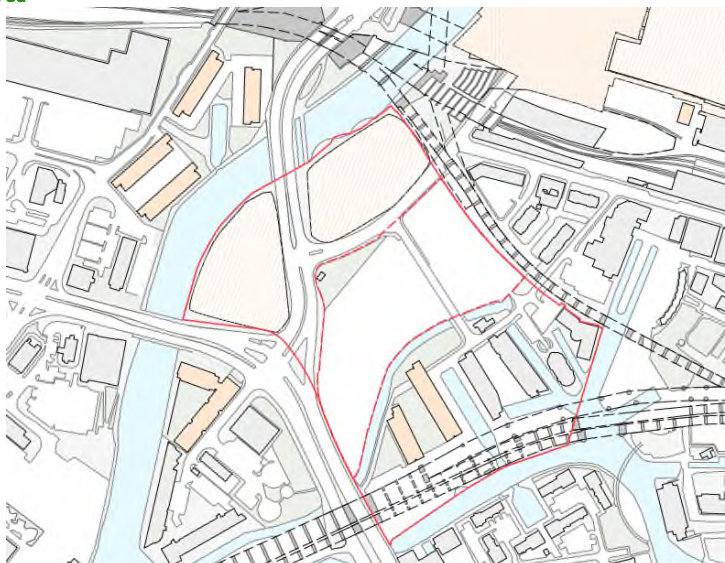
- 2.2. The Site is in Manchester City Centre located within two SRF areas, St. John's and Water Street, and is bounded by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Road to the south. St. John's principle focus is to the north east of the Site which utilises the Old Granada Studios site and wraps around the Science and Industry Museum. The St. John's SRF focuses on the creation of Enterprise City and Factory, alongside a select number of residential elements. The SRF boundary is shown below in Figure 2.1.

Figure 2.1: St. John's SRF Area



- 2.3. Water Street SRF includes as the Castlefield Industrial Estate (now including Big Yellow Storage), and beyond that an area known as Potato Wharf adjacent to the Cheshire Lines Viaduct. The vision is for a residential neighbourhood and repurposing of the light industrial units located between Potato Wharf and the Site. To date this SRF area has experienced more subdued regeneration compared to the St. John's SRF. The Water Street SRF area is shown in Figure 2.2

Figure 2.2: Water Street SRF Area



- 2.4. In this way the Site is in the area where the two SRFs overlap, and whilst the overarching vision for the SRFs differs, there are synergies between the ambitions. Both SRFs outline the Site as suitable for high-density residential-led development in the form of tall buildings.
- 2.5. The Site comprises 1.78 hectares of brownfield land in the form of a hard standing which was last used as surface car parking (*sui generis*) (with a temporary period as a construction compound for the Ordsall Chord). The Site is separated by Trinity Way into two discrete land parcels known as Site C and Site D, as per the red line boundary plan, albeit they are connected via an underpass.
- 2.6. Site C comprises 0.89 hectares and 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.
- 2.7. Site D comprises 0.89 hectares and 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.
- 2.8. The Site is situated in the Deansgate Ward and is adjacent to the Hulme Ward immediately south of Site D as well as the Ordsall Ward within Salford's administrative area beyond the western boundary.

## Environmental Considerations

- 2.9. The Site is located within the Greater Manchester Air Quality Management Area.
- 2.10. The Environment Agency Flood Map indicates that the majority of the Site falls within Flood Zone 2 which is in part due to its relationship with the River Irwell along the northern boundary of the Site, and the remainder of the Site falls within Flood Zone 1. Referring to Planning Practice Guidance, the proposed residential-led development is appropriate in Flood Zones 1 and 2, and is consistent with the long-term regeneration ambition for the Site.
- 2.11. Drawing reference 078567-CUR-XX-XX-DR-C-92000-P01 contained within the submitted Flood Risk Assessment (FRA) indicates the extent of the Site falling within Flood Zone 2 (less than 1 in 100 and greater than 1 in 1000 year) based on the Environment Agency modelling of the River Irwell/Manchester Ship Canal. The EA level data set shows that the maximum water level across the site assuming the Undefended scenario in the 1 in 100 year is 24.13m (AOD) and the 1 in 1000-year event is 25.82m (AOD).

- 2.12. The Site also falls within the Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.
- 2.13. The FRA submitted with this application demonstrates that the Site is appropriate for development and can be successfully used for residential uses, ground floor commercial uses, and public realm.

## Regeneration Context

- 2.14. As above, the Site is identified within the St John's and Water Street SRFs. MCC have developed an overarching vision between these frameworks which has been summarised in more detail 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.

## Emerging Context

- 2.15. The surrounding area has seen major investment in recent years with a large number of new residential, commercial and cultural buildings completed and additional developments currently under construction. The key component of this regeneration activity has been the St. John's masterplan.
- 2.16. The St. John's masterplan is based on a vision for 'Enterprise City'; a distinctive new neighbourhood that builds on the success of Spinningfields to create a new tech, media and creative cluster, raising Manchester's international profile. This Enterprise City vision is well under-way with multiple projects nearing completion:
- **Manchester Goods Yard** will be a new state-of-the-art flexible workspace with additional retail and leisure uses - expected completion 2022.

- **Factory** will be a world class cultural venue and new home to the Manchester International Festival - expected completion 2022.
- **Globe and Simpson** will provide high-quality workspace for a leading headquarters building - expected completion early 2022.
- **Old Granada Studios** is a redevelopment and refurbishment to create a hotel, workspace, studio complexes workspace and retail and leisure space – expected completion 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.

2.17. A number of major occupiers are set to call ‘Enterprise City’ home, and these include, global media firm WPP, Booking.com, and Cloud Imperium Gaming. In addition, an exclusive SoHo House members club are bringing forth their second unique hotel and diner concept, Mollies Hotel within Enterprise City. These will join the initial phases of regeneration in St. John’s including the refurbishment of ABC to include an Everyman Cinema and Barry’s Bootcamp.

## Regional Strategic Context

- 2.18. Manchester’s ambition and vision for the City is to be in the top flight of world-class cities by 2025.<sup>1</sup> This growth in population will be supported by employment growth, which is expected to see 15,000 more workers within the City Centre alone over the next ten years.
- 2.19. Residential development in the City Centre therefore has a key role to play in the city achieving this aspiration. The City Centre performs a number of key functions for both the City and the Greater Manchester City Region and is a driver of economic growth through an increasingly popular residential centre and its associated access to work, leisure facilities and high-quality public transport connections.
- 2.20. In addition to being located within the St. John’s area, the Site is located in close proximity to various defined areas within Manchester City Centre. These defined areas are characterised by their proximity to the City Centre, their built environment and mix of uses. In particular, these include:
- **Castlefield:** Castlefield is located to the south-east of the Site. The whole of Castlefield forms a Conservation Area, the boundary of which runs the edge of the River Irwell, up to Quay Street to the north and the A56 to the south. Castlefield has a rich history dating back thousands of years. The Roman Fort of Mamucium, established in c. 79 A.D, was found here, giving rise to Manchester’s name. In addition, the Science and Industry Museum is located within Castlefield, on Liverpool Road, which is where the world’s first passenger railway line, from Liverpool to Manchester, terminated in 1830. This area and its buildings, railway infrastructure and canals, epitomises Manchester’s role in the Industrial Revolution in the 19th Century. Castlefield is now predominantly a mature residential district with additional leisure and commercial uses. It mixes new buildings with converted mill buildings from Manchester’s booming cotton industry.
  - **Deansgate and Knott Mill:** This is Manchester’s primary north-south cross City Centre thoroughfare and is located to the north east of the Site. The southern end of Deansgate has witnessed a significant amount of regeneration over the last 15 years focused on the re-use of Deansgate Terrace, the

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<sup>1</sup> MCC (2020) State of the City Report 2020

success of Deansgate Locks, enhancements to the Deansgate / Castlefield tram station and interchange and the success of Deansgate Locks. Deansgate provides a range of retail, leisure, commercial and residential uses. The Knott Mill area is a predominantly low rise area of converted mills and warehouse, with businesses focused on digital, media, creative sectors and professional / business services. This area plays a valuable role in the City Centre.

- **Hulme:** Hulme is situated to the south of the Site on the other side of the Mancunian Way. Hulme is predominantly a residential area with associated services and amenities as well as Hulme Park, which is a significant green space in the City

- 2.21. In addition, across the River Irwell from Trinity Islands and within Salford, there have been a number of developments which have come forward in recent years which are predominantly residential-led. This has created a new residential community broadly focused on the land between Ordsall Lane and the River Irwell. These developments are an approximate 10-minute walk from Trinity Islands and include Lamba Court and Steel House, Lowry Wharf, Wilburn Basin, Downtown, and Gresham Mill.

## Transport and Accessibility

- 2.22. The Site is in a highly sustainable location within the south west of the city centre, being close to transport hubs including the Deansgate/Castlefield tram stop and Deansgate Train Station. There are also a number of bus services that run along Chester Road. Manchester is a compact and walkable City Centre and the Site also therefore has excellent access to the services and facilities it has to offer.

### Pedestrian

- 2.23. The Site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of a city centre location. Key leisure, cultural, business and retail facilities on Deansgate, First Street and Castlefield are within easy reach of the Site. There are a number of local shops within a short walk from the Site which include an M&S Foodhall, Sainsbury's Local and a Tesco Express (up to 11 minutes' walk) on Quay Street as well as a large Sainsbury's supermarket within a 6 minutes' walk across the River Irwell and into Salford. The Primary Shopping Area is approximately a 20 minute walk from the Site and provide a wide variety of retail and leisure uses.
- 2.24. There are a number of additional amenity and leisure facilities within a 15 to 20 minute walk of the Site, including:
- Castlefield Bowl – 6 minute walk
  - The Science and Industry Museum – 7 minute walk
  - St George's Park – 13 minute walk
  - Castlefield Gallery – 13 minute walk
  - Albert Hall – 14 minute walk
  - Home at First Street – 16 minute walk
  - John Ryland's Library – 17 minute walk
  - Manchester Central Library – 18 minute walk
  - Hulme Park – 19 minute walk
  - Palace Theatre – 20 minute walk

2.25. The following facilities are within a 20-30 minute walk from the Site:

- Manchester Arndale Centre / Central Retail District
- The Manchester Art Gallery
- The National Football Museum
- The Royal Exchange Theatre
- The People's History Museum
- Manchester Aquatics Centre
- Northern Quarter

## Cycle

2.26. The Site is within easy access to the Bridgewater Canal cycleway which links the Site to Old Trafford, Stretford, Sale, Altrincham, Trafford Park and Media City.

2.27. The Ashton Canal Cycleway is also accessible from Manchester City Centre, which links East Manchester through a dedicated cycle route to this part of the city centre.

2.28. National Cycling Route 6 can be accessed from the western end of Liverpool Road on the northern boundary of the Site. This links the Site to Bury as well as onto Route 55 to Wigan and Route 85 to Wilmslow.

2.29. A number of Beelines cycleways are in close proximity to the Site, this includes the following:

- To the north of the Site, on Water Street, providing a connection to Salford Central and North Manchester.
- To the east of the Site, across and along the River Irwell providing a connection to Salford Quays.
- To the south of the Site, within Castlefield, providing a connection to South Manchester.

## Public Transport

### Rail

2.30. Deansgate Train Station (12 minute walk from the Site) is approximately 0.6 miles to the east of the Site providing access to a range of destinations across Greater Manchester. These include cross-city links to Manchester Oxford Road, Manchester Piccadilly and Manchester Victoria Stations.

2.31. Further railway services are:

- Manchester Oxford Road Train Station – 21 minute walk
- Manchester Victoria Train Station – 26 minute walk
- Manchester Piccadilly Train Station – 29 minute walk

2.32. The Ordsall Chord opened in November 2017 and comprises a series of bridges and viaducts. It provides a link between Manchester City Centre's main train stations as well as enabling direct services to Manchester Airport from the north. The Ordsall Chord therefore provides improved connectivity across the City Centre and supports the running of more trains across the whole north of England.

- 2.33. Manchester Oxford Road Railway Station, the second busiest train station in Manchester serves the southern part of the City Centre on a line which moves westwards towards Warrington, Chester, Liverpool, Preston and Blackpool, and eastwards through to Piccadilly.
- 2.34. Manchester Piccadilly is the rail hub for the North West with frequent and rapid services between Manchester and to a wide range of locations in the UK. Destinations include London with an average journey time of only 2 hours 10 minutes. High Speed Rail 2 (HS2) is due to open at Piccadilly Station in 2033 and will further increase Manchester's connectivity to other major population areas and reduce journey times.
- 2.35. The Transpennine Express line at Manchester Piccadilly links all major cities in the North of England (and Scotland) including Newcastle, Liverpool and Hull. For instance, there are 46 services to Liverpool and 62 services to Leeds every day. Trains to Birmingham run every half hour and Manchester Airport benefits from up to 8-9 services an hour, with services operating 24 hours a day.
- 2.36. Manchester Victoria Station is a major regional interchange serving destinations to the north and east of Manchester, including direct rail services to Liverpool (with a fast service at 36 minutes journey time) and Leeds (approximately 49 minutes journey time).

## Metrolink

- 2.37. Over 43 million Metrolink journeys were made to and from the City Centre. The Metrolink has been the subject of significant ongoing investment and expansion of routes in recent years. Recent changes include the introduction of contactless payments using smart meters in July 2019.
- 2.38. More recently, the Metrolink has expanded to extend the Metrolink to the Trafford Centre; known as the Trafford Park Line. The Trafford Park line has six new tram stops and launched in March 2020. The line runs from the existing Pomona Metrolink stop, through Trafford Park, terminating at Trafford Centre.
- 2.39. The Deansgate-Castlefield Metrolink stop is approximately 12 minutes' walk from the Site. Existing Metrolink services provide direct high-frequency services on the Altrincham, Eccles, East Didsbury, Media City, Ashton, Rochdale, Bury lines and connecting services to a wider range of destinations including Manchester Airport.

## Bus

- 2.40. There is the New Elm Road, Regent Bridge and Water Street bus stops on the boundary of the Site providing access to various areas across Greater Manchester.
- 2.41. The Oxford Road Corridor is located approximately 19 minutes' walk from the Site and provides services across Greater Manchester.
- 2.42. In addition, the Manchester Piccadilly Gardens Bus Station and tram stop is situated approximately 22 minutes' walk from the Site.

## Free Bus

- 2.43. The Free Bus service (Metroshuttle) run by Transport for Greater Manchester has three different routes serving most of the City Centre.
- 2.44. The Metroshuttle Route 1 (Saturday service) has a stop outside of the Science and Industry Museum on Liverpool Road, which provides a route through to Piccadilly Gardens (interchange) and Piccadilly Train Station.
- 2.45. The Metroshuttle Route 2 has a stop outside of Deansgate Train Station, which provides a route to through to Piccadilly Train Station via Deansgate and Church Street in the Northern Quarter.
- 2.46. The Site is therefore well served by public transport both in terms of connectivity within Greater Manchester and further afield.

## Vehicle

- 2.47. The Site is well placed for access to the City's arterial ring road with the Egerton Street / Ring Road (A6042) and Regent Road (A57) bordering the Site. The roads are a two-lane, two-way dual carriageways and which provide access to other major arterial routes and to the wider motorway network.

## Summary

- 2.48. The Site is in a strategically important position. It is extremely well connected through public transport links, sustainable modes of transport and private vehicles. The Site is in close proximity to a number of City Centre facilities including places of work, retail, cultural and leisure uses. These features make the Site well placed for the proposed mix of residential and commercial uses.

## Conservation and Heritage

- 2.49. The Site is located with the Castlefield Conservation Area.
- 2.50. The Site does not contain any built heritage assets within its site boundary. 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
  - Railway Bridge Over River Irwell To Former Liverpool Road Station Grade I
  - The Giants Basin Grade II
  - Railway Bridge Over River Irwell To Former Liverpool Road Station Grade I
  - Colonnaded Railway Viaduct At Former Liverpool Road Goods Depot Grade II
  - Former Grape Street Railway Bonded Warehouse Grade II
  - Bridgewater Canal Basin At Potato Wharf Grade II
  - Old Warehouse To North Of Former Liverpool Road Railway Station Grade I
  - Former Commercial Hotel Grade II
  - Railway Viaduct Linking Bridge Over Irwell To Liverpool Road Station Grade II
  - 123, Liverpool Road Grade II
  - Former Liverpool Road Railway Station: Station Masters House Grade I )
- 2.51. For further information regarding the historic use of the Site and surrounding area please refer to the supporting Heritage Statement and Archaeological Assessment submitted in support of this application.
- 2.52. There are a number of key heritage considerations for the redevelopment of the Site. The Conservation Area Appraisal prepared by MCC suggests that development in the Conservation Area should:
- *"Incorporate a mixture of uses.*
  - *The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This policy still leaves scope for innovation, provided that new proposals enhance the area.*

- *The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely."*

## Planning History

2.53. The approved planning permissions of most relevance on Site and permitted in St John's and Water Street more broadly are set out in the table below.

**Table 2.1: Planning History**

| Name and PP Reference                                  | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Status                                                                                                         |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Trinity Islands (previous landowner)<br>115107/FO/2017 | Construction of a mixed-use development comprising two podiums of three storeys and five residential (Class C3) towers of 26, 26, 37, 41 and 67 storeys (including podium heights) connected by a new pedestrian bridge. Retail, commercial, leisure (gym and boat club) and community uses (community gallery and events space)(Use Classes A1, A2, A3, Agreement. A4 or D2), workspace facilities (Class B1) and an educational facility (Class D1) within the lower floors and podium level together with new riverside walkway, public realm and landscaping (including podium level parks). Two levels of parking for 581 cars and 2,532 bicycles and 200 cycle spaces within the public realm areas. | On 27 July 2017, the Planning Committee resolved to approve this application, subject to signing a section 106 |
| Trinity Islands<br>107668/FO/2014/C1                   | Erection of a site office, associated car parking and access to Trinity Way for a temporary period of 3 years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Approved 1 April 2015                                                                                          |
| Trinity Islands<br>045070/DU/CMDC/94                   | Change of use from car park, temporary car park and vacant land to a car park/coach park                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Approved 25 March 1994                                                                                         |

# 3. Strategic Context

- 3.1. This Chapter details the socio-economic context of Manchester City Centre as a whole and sets out the key drivers of change and development within the City Centre.

## Economic and Market Context

- 3.2. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the City will be home to 627,000 residents by 2025.<sup>2</sup>
- 3.3. Population growth in recent years has been particularly evident in a younger 20-24 and 25-39 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 3.4. Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.<sup>3</sup>
- 3.5. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 3.6. Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

## Manchester – A Growing City

- 3.7. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. MCC has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 3.8. Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.

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<sup>2</sup> MCC (2020) State of the City Report 2020

<sup>3</sup> Manchester City Council, State of the City Report 2020; 2018 is the most recently available data prepared by Office for National Statistics in respect of GVA per head per Local Authority.

- 3.9. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £75 billion, accounts for around two fifth of the North West's economic output<sup>4</sup>. In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester was produced in the City of Manchester.<sup>5</sup>
- 3.10. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 3.11. Manchester is one of the fastest growing cities in Europe. GMFM-2019 shows GVA growing at 1.6% per year up to 2037. Total employment is forecast to grow at 0.6% per year in GM, equating to a net increase of 183,000 jobs between 2017 and 2037. Employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in GM up to 2037.<sup>6</sup>

### Encouraging the growth of a dynamic private sector

- 3.12. With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London.<sup>7</sup>
- 3.13. Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.
- 3.14. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester and the Ministry of Justice have recently located within the NOMA area of Manchester in 2021<sup>8</sup>.

<sup>4</sup> Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021)*, <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

<sup>5</sup> Office for National Statistics, *ibid*.

<sup>6</sup> Greater Manchester Combined Authority, *Greater Manchester Forecasting Model 2019* <https://www.greatermanchester-ca.gov.uk/media/4829/economic-forecasts-for-greater-manchester-accessible-version.docx>

<sup>7</sup> Ernst and Young (EY) *EY UK Attractiveness Survey (June 2021)*, [https://assets.ey.com/content/dam/ey-sites/ey-com/en\\_uk/topics/attractiveness/ey-uk-attractiveness-survey-2021.pdf](https://assets.ey.com/content/dam/ey-sites/ey-com/en_uk/topics/attractiveness/ey-uk-attractiveness-survey-2021.pdf)

<sup>8</sup> Savills, *Market in Minutes: Manchester Offices* (May 2021) <https://pdf.euro.savills.co.uk/uk/office-reports/market-in-minutes-manchester-offices-spring-2021.pdf>

## Mobile and Skilled Workforce

- 3.15. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City<sup>9</sup>. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.<sup>10</sup>
- 3.16. A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

## National, Regional and City Region Connectivity

- 3.17. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's travel to work area capacity (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 3.18. Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. More recently, an extension linking Cornbrook with the Trafford Centre and Trafford Park completed in 2020. These investments have led to the Metrolink offering substantial coverage across the Greater Manchester conurbation. There is also strong access to mainline rail services from Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).
- 3.19. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents in a healthier and car-free approach.

## Manchester – International Connectivity

- 3.20. Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It usually serves 29 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long-haul routes to North America, the Middle East, Asia and Australasia.
- 3.21. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year in a post COVID-19 environment .

## Emerging Residential Trends

- 3.22. Developing socio-economic trends, as described above, are driving changes in how people choose to live and work.

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<sup>9</sup> Invest in Manchester, *Workforce (2021)*, <https://www.investinmanchester.com/why-manchester/workforce>.

<sup>10</sup> Invest in Manchester, *Universities in Manchester (2021)*, <https://www.investinmanchester.com/why-manchester/education>.

## Residential Supply and Demand

- 3.23. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth.
- 3.24. As reported in Deloitte's most recent Manchester Crane Survey, the number of new units under construction within central Manchester during 2020 was 12,322. This figure was broadly comparable with data from 2019 (12,178) and, whilst down on figures from 2018 (14,480), still demonstrate a consistent level of delivery within the city centre. Importantly, 4,698 units started on-site in 2020 representing a 45% increase on 2019 figures showing continued confidence in the residential market despite the pressures of COVID-19. Therefore, delivery in 2021 and beyond will continue to address the chronic levels of undersupply that were experienced for many years following the economic downturn in 2008.<sup>11</sup>
- 3.25. The growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living. In particular, the City Centre's position as a focal point for office-based job opportunities underpins its strength as a place to live.
- 3.26. Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of total volume of floorspace currently under construction.<sup>12</sup> The growth and constraint on office space availability is driven by some significant pre-lets in both Salford and Manchester. The amount of pre-let office occupiers demonstrates a resilient Manchester market, despite the effects of COVID-19. This is highlighted by pre-lets from major tenants across the City, including in St. John's future occupiers such as Booking.com, WPP and Cloud Imperium Gaming, and detailed in Chapter 2 of this Statement.
- 3.27. Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand.<sup>13</sup> This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester<sup>14</sup>, strong demand for city centre living remains evident.
- 3.28. A prevalent trend in the City Centre's residential market is the delivery of Build to Rent accommodation. Due to the city centre's continued attraction to young professionals, it is considered that this tenure will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility.
- 3.29. However, equally, there is also a need for high quality 'market sales / For-Sale' accommodation which caters for families, young professionals, and professional couples who are looking to maintain the benefits of city-centre living whilst getting a foothold on the property market. The Deloitte Crane Survey<sup>15</sup> notes that the

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<sup>11</sup> Deloitte, Manchester Crane Survey 2021.

<sup>12</sup> Ibid

<sup>13</sup> JLL, How new high-rise apartments are transforming Manchester (2019), <https://www.jll.co.uk/en/trends-and-insights/cities/how-new-high-rise-apartments-are-transforming-manchester>

<sup>14</sup> Manchester City Council – Monthly Economic Update – December 2020

<sup>15</sup> Deloitte, Manchester Crane Survey 2021

‘For-Sale’ market remains relatively strong with 3,639 of the homes under construction due to be sold to owner occupiers.

- 3.30. The Greater Manchester Strategic Housing Market Assessment (2020) report supports these findings, and sets out that the growing population and falling household size continues to boost the overall demand for housing, in which a greater proportion falls within the private rented sector.
- 3.31. The draft Places For Everyone (2021) joint plan for Greater Manchester places a strong focus on Manchester City Centre to deliver a significant majority of new housing development across the region. Overall, the strategy identifies Manchester will deliver 56,528 new homes from the period between 2021-2027, equating to an annual average of 3,533 of new homes being delivered.

## Culture, Leisure and Tourism

- 3.32. The importance of culture, leisure, and tourism to the Manchester economy is increasing, underlining the significance of the City's existing and growing asset base. Manchester's image as a cultural City that attracts regional, national, and international events is a sign of its increasing importance in this sphere.
- 3.33. Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a service-based high-growth economy with world class large entertainment facilities and sport stadia. In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Whitworth Art Gallery, the forthcoming Factory in St. John's that will become a permanent home for the Manchester International Festival, and the Co-op Live arena at the Etihad, which is currently under construction.
- 3.34. Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited City in the UK by international visitors after London and Edinburgh. The total number of international visits to Manchester increased by 42% between 2013-2018, compared to the UK growth rate of 16%. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the City Centre over the last decade.

## Impact of COVID-19

- 3.35. The UK GDP is recovering from the impact of COVID-19, however it has shown resilience and has grown in 2021 Q3 (July – September) to being almost at pre-pandemic levels. It is expected to get back to its pre-pandemic level in 2022 Q1 (January-March).<sup>16</sup>
- 3.36. The proposals at Trinity Islands will be a timely and important development for the city to support economic recovery and growth. As part of the Government's ambition to 'level up' the economy, which has been accelerated by COVID-19, there is a surge of demand to relocate Government Departments away from London to cities elsewhere in the UK such as Manchester.
- 3.37. In conclusion, the provision of high-quality residential dwellings and commercial uses are needed to support Manchester's growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth as well as accommodate new businesses.

## Strategic Context

### The Greater Manchester Strategy: Our People, Our Place (2017)

- 3.38. The Greater Manchester Strategy sets a vision "to make Greater Manchester one of the best places in the world to grow up, get on, and grow old". The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn

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<sup>16</sup> Bank of England (November 2021) Monetary Policy Report

- Priority 2: Young people equipped for life
- Priority 3: Good jobs, with opportunities for people to progress and develop
- Priority 4: A thriving and productive economy in all parts of Greater Manchester
- Priority 5: World-class connectivity that keeps Greater Manchester moving
- Priority 6: Safe, decent and affordable housing
- Priority 7: A green city-region and a high-quality culture and leisure offer for all
- Priority 8: Safer and stronger communities
- Priority 9: Healthy lives, with quality care available for those that need it
- Priority 10: An age-friendly city-region

## Our Manchester Strategy – Forward to 2025

3.39. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

3.40. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

3.41. The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.

3.42. The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations and partners.

- 3.43. The refreshed Strategy incorporates feedback received from Our Manchester Forum and Executive Members but retained the original Strategy's five themes (A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Liveable and Zero Carbon City; and A Connected City) as well as reflecting the need to respond to COVID-19.

### **Places for Everyone (Draft, 2021)**

- 3.44. The Draft 'Places for Everyone' Plan is a new long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. According to Objectives 2 and 3, Manchester City Centre will play a key role in delivering a majority of new housing with the region as well as driving a significant amount of economic growth by reutilising brownfield land in strategic locations.
- 3.45. Once endorsed the document will form part of the Local Development Framework and is therefore discussed in more depth in Chapter 5 of this Statement.

# 4. Proposed Development

- 4.1. This Chapter should be read in conjunction with the submitted application drawings and Design and Access Statement (DAS), prepared by SHP. It provides a summary description of the key elements of the Proposed Development.

## Design Brief

- 4.2. Renaker Build Ltd has assembled a highly experienced design team led by SHP. The design team has engaged closely with the Local Planning Authority and other key stakeholders throughout this period to develop what the Applicant considers to best address the key principles of the St. John's and Water Street SRF and deliver an optimised design solution for the Site.
- 4.3. The brief has evolved and been informed by the extensive design evolution and consultation process. The overriding aspiration is to deliver a high quality and landmark residential neighbourhood at a strategic gateway location for the city centre; to provide homes for a mix of people, ages and nationalities through the introduction of new residential tower forms that provide a unique sense of identity to the place. This strategy is underpinned by a number of objectives that have remained constant throughout this process.
- 4.4. In summary the original project brief set was:

## Context

- Deliver on the objectives of the 2016 St. John's SRF & 2016 Water Street SRF.
- Improve the street level environment.
- Create new high quality public realm at the heart of the development.
- Provide new high quality riverside public access.
- Create new connections from the Site into the surrounding Conservation Area.
- Maximise separation distances between buildings.

## Use

- Approximately 2,000 residential apartments with a ground floor commercial offer.
- 33% provision of 1 bed apartments and with all apartments meeting or exceeding Manchester Space Standards.
- High quality residential amenity space.

## Form / Appearance

- 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.

## Car & Cycle Parking

- Private car parking of approximately a 29% provision accommodated at basement levels ; with up to 20% demand-led provision of Electric Vehicle Charging. Spaces will be future proofed with containment channels that enable cable connections to be installed as and when demand dictates.
- Cycle parking – 1 to 1 parking provision provided in secure underground cycle parking areas.

- 4.5. The proposals have been directly informed by the SRF principles and further detailed justification for the detailed design is provided in the DAS and summarised within the next section of this Chapter.

## Design Evolution

- 4.6. A wide range of specialist consultants and external stakeholders have provided valuable input into the evolving scheme, which has served to inform the design process and arrive at an appropriate solution.
- 4.7. The Site's surrounding regeneration context has provided an important guide, which underpins the final design of the Proposed Development. In particular, the Site's location within the St. John's and Water Street SRF areas has influenced the Proposed Development in terms of scale, density, and materiality.
- 4.8. The Proposed Development will comprise of four towers ranging from 39 to 60 storeys in height. Consolidating the accommodation into four towers from five has enabled the Site to deliver a significant increase in the amount of public realm to be enjoyed by those in Manchester. Additionally, relocating the car park underground helps to maximise the amount of space above ground for residential use, commercial as well as public realm. The proposals have also revisited the commercial expectations to better compliment the St. John's area, rationalising this to the lower floors only and which contributes to ground floor activation alongside the residential amenity. In addition, the lower density towers within the Proposed Development are taller than those in the 2017 planning application. Therefore, the proposals represent a more efficient use of the City's finite brownfield land supply and will make a greater contribution to the identified need for new homes. Additionally, this massing and layout allows for the public realm to become larger and receive more light, improving its environment. Overall, it is considered that these towers will be of a quality befitting a main point of entry into Manchester City Centre.
- 4.9. The design concept seeks to respond to the opportunities and constraints established in the SHP's context analysis of the Site, so that the proposals contribute to the ongoing development and enhancement of the surrounding area.
- 4.10. All design iterations were assessed by the design team from a number of differing aspects - from an aesthetic point of view, the need to mitigate against any environmental effects and the need to create a high quality residential scheme. Following initial testing of the scheme comments received from key stakeholders, the main aspects of the design testing and iteration are as follows:
- **Three buildings per site** - The initial proposals considered ways in which up to 3 buildings could be located on each site, whilst maximising overlooking distances, addressing key junctions and generating key routes through the Site to improve connectivity with the surrounding area. Gaps between built forms were also considered when viewed from the critical viewpoints in and around the Castlefield Conservation Area. The multiple tower forms would read as a cluster on each site. Scale was considered to enhance the gateway setting, with lower building forms stepping down towards the adjacent context, and in particular that of the heritage assets clustered around the Science and Industry Museum. Upon reflection, through more developed design studies, the constraints of the Site, in particular the available area to position and logistically construct three separate buildings began to compromise the arrangement. Delivering three buildings on each site also compromised the ability to maximise the quantum of public realm.
  - **Two buildings per site** - A series of options for two buildings were explored, maintaining the same quantum of accommodation. Two buildings rather than three allowed a more elegant massing response to be developed with greater separation between the two buildings. Reducing the number of buildings consequently resulted in slightly increased height, which enhanced the slenderness of the built forms. Fewer buildings also offered more public realm space, better views from and

between buildings and more generous connections from the Site into the Castlefield and St. John's.

- **Form and Massing** - Each tower has a distinct plan form resulting in a dynamic massing arrangement. The rotation of the towers enables the viewer to understand the repeated form when viewed from any given location. The towers on Site C utilise a diamond shaped plan. The different angles of the adjacent diamond corners express a 'prow' to each building, providing a sense of movement and expressing the orientation of the building form towards key views or adjacent context. As a pair of buildings, the diamond forms rotate across the Site, so the viewer appreciates the whole form through interpretation of both buildings simultaneously. The massing breaks down at the lower floors to express cut out amenity spaces, to step the sense of life and activity from ground floor landscape level into each building form. This is done within the footprint of each tower to retain a clean-cut, crystalline appearance to each building. On Site D the tower forms are unique to the Site, the curved geometry of opposing faces enabling the taller marker building to lock into the natural curvature of the River Irwell, or the opposing tower to do similar at the junction of Trinity Way and Regent Road. The inflected building faces accentuate the contrast with the outer curved face; these simple moves not only generate a slenderer overall tower form but will encourage the moving daylight and shadow to render the building forms differently depending on time of day or year. Both towers are elevated above a series of exposed columns; responding to the rise in adjacent roads as they pass over the Irwell via their elevated bridges.
- **Scale** - The height of the towers varies by 21 stories from C1 to D1 and is consistent with the previous planning application for the Site; albeit the tallest tower D1 is lower in overall height than the existing planning permission. Tower forms step down to adjacent context; on Site C the smaller tower sits adjacent to the Heritage assets located in and around Liverpool Road and the MOSI; whilst the step down in height on Site D continues beyond in the form of One Regent, the opposing side of Regent Road. The taller buildings sit either side of Trinity Way in a gateway setting; the tallest point of the development therefore creating a visual connection between the adjoining island sites, which helps unify the two pairs of buildings to read as one development when viewed within the cityscape. Scale, orientation and location of each tower has also been assessed to ensure all areas of the public realm benefit from direct sunlight at differing times of the day.

## Proposed Development

- 4.11. A Full Planning Application is being submitted for the erection of four new tall buildings, to deliver a residential-led development with ground floor commercial uses, underground car parking and public realm.
- 4.12. The Proposed Development comprises the following buildings:
- **Site C:**
    - Building C1 – a residential building including four storeys of residential amenity spaces, commercial spaces at ground floor, and two storeys of private basement parking
    - Building C2 – a residential building including four storeys of residential amenity spaces, commercial spaces at ground floor, and two storeys of private basement parking.
  - **Site D:**
    - Building D1 – a residential building including four storeys of residential amenity spaces, and two storeys of private basement parking.

- Building D2 – a residential building including four storeys of residential amenity spaces at podium level, and two storeys of private basement parking

4.13. The Proposed Development includes:

- 1,950 high-quality apartments delivered across four towers ranging between 39 and 60 storeys providing a mixture of 1 bed (32.7%), 2 bed (64.3%) and 3 bed (3%) apartments.
- Residential amenity space and commercial uses at lower levels.
- 1.29 ha of high-quality public realm, hard and soft landscaped including newly formed access to riverside, enhanced pedestrian and cycle connections and informal child play space.
- Off-street servicing arrangements.
- 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).
- 100% secure cycle parking provision (1,950 spaces) and approximately 58 Sheffield stands within the public realm.

4.14. The Proposed Development will provide 20% demand-led EVC provision. For reference, at present electric plug-in cars account for only 1.6% provision of all licenced cars within the UK<sup>17</sup>. However, it is acknowledged that the International Environmental Agency anticipated that the number of electric vehicles on the world's roads will triple by the end of the decade with it soaring to as many as 125 million by 2030 under current national policies. This is reflected in the increase of new registrations of electric plug in cars more than doubling between 2019 and 2020. Spaces will be future proofed with containment channels that enable cable connections to be installed as and when demand dictates.

## Use and Quantum

4.15. The Proposed Development will be predominantly residential-led with complimentary commercial spaces within the lower levels.

4.16. The key use within the Proposed Development is residential. As discussed within Chapter 3, Manchester's residential market is becoming well developed with a range of different residential typologies available; for instance market-sales or build to rent. At this stage, the Applicant seeks to retain flexibility around the housing type in the interest of ensuring the delivered proposals can best meet housing market demand.

4.17. The significant provision of homes (1,950) will help to create a new and sustainable mixed use neighbourhood together with St. John's and Water Street. Two commercial spaces are being provided as part of the development and when combined extend to approximately 361 sqm (GIA). This proposed mix of uses will form a distinctive sense of place and ensure vitality throughout the day and into the evening.

4.18. Similarly, the riverside setting and public realm play a key role in the Proposed Developments use being that it covers 1.29 hectares of the overall development area. These communal and commercial spaces provide a strong focal point for residents and visitors to congregate, helping to facilitate a safer and more vibrant atmosphere.

4.19. The quantum of the Proposed Development is detailed in Table 4.1 below.

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<sup>17</sup> All Vehicles, Department of Transport (September 2021)

Table 4.1 Quantum of development for Trinity Islands

| Measurement                 | Proposed Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Proposed Site Area          | 1.78 ha (hectares)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Proposed Development        | <p><u>Residential (Use Class C3)</u><br/> 1,950 total apartments across the Proposed Development. Totals number of apartments for each building are individually set out below:</p> <ul style="list-style-type: none"> <li>• Building C1 – 414</li> <li>• Building C2 – 521</li> <li>• Building D1 – 532</li> <li>• Building D2 – 483</li> </ul> <p>Unit mix is set out below:</p> <ul style="list-style-type: none"> <li>• 638 x 1 bed (32.7%)</li> <li>• 1254 x 2 bed (64.3%)</li> <li>• 42 x 3 bed (2.2%)</li> <li>• 16 x 3 bed (0.8%)</li> </ul> <p><i>For further information on the unit mix per building please refer to the accommodation schedule prepared by SHP.</i></p> <p><u>Public Realm</u><br/> 1.29 ha (hectares) of hard and soft landscaped public realm.</p> <p><u>Commercial space (Use Class E and Sui Generis)</u><br/> Approximately 361 sqm (GIA) of commercial space across two units. These units are located in the lower levels of C1 and C2.</p> <p><u>Residential Amenity</u><br/> Approximately 3,064 sqm of residential amenity space:</p> <ul style="list-style-type: none"> <li>○ 702 sqm in C1 (NIA)</li> <li>○ 649 sqm in C2 (NIA)</li> <li>○ 893 sqm in D1 (NIA)</li> <li>○ 820 sqm in D2 (NIA)</li> </ul> |
| Proposed Development Height | <ul style="list-style-type: none"> <li>• Building C1 – 39 storeys</li> <li>• Building C2 – 48 storeys</li> <li>• Building D1 – 60 storeys</li> <li>• Building D2 – 55 storeys</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Car Parking                 | <p><b>Total across the Site:</b> 556 (29% provision)</p> <p><b>Building C1</b></p> <ul style="list-style-type: none"> <li>• Total: 109</li> <li>• Accessible spaces: 10%</li> <li>• EV charging: 20% demand-led provision at 7kW</li> </ul> <p><b>Building C2</b></p> <ul style="list-style-type: none"> <li>• Total: 152</li> <li>• Accessible spaces: 10%</li> <li>• EV charging: 20% demand-led provision at 7kW</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Measurement         | Proposed Development                                                                                                                                                                                                                                                                                                                                    |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     | <b>Building D1</b> <ul style="list-style-type: none"> <li>• Total: 154</li> <li>• Accessible spaces: 10%</li> <li>• EV charging: 20% demand-led provision at 7kW</li> </ul> <b>Building D2</b> <ul style="list-style-type: none"> <li>• Total: 141</li> <li>• Accessible spaces: 10%</li> <li>• EV charging: 20% demand-led provision at 7kW</li> </ul> |
| <b>Cycle Spaces</b> | <b>Total across the Site: 1,950 (100% provision)</b> <ul style="list-style-type: none"> <li>• Building C1 - 414</li> <li>• Building C2 - 521</li> <li>• Building D1 - 532</li> <li>• Building D2 – 483</li> </ul> <p>Approximately 58 visitor cycle spaces will also be provided within the public realm</p>                                            |

## Public Realm and Landscaping

- 4.20. The proposals have sought to create residential and mixed use developments set within high quality and extensive public realm. The proposal will deliver 1.29ha of public realm or in other words approximately 70% of the Site will be public realm. For context this space would be approximately two times that of Cathedral Gardens. Therefore, this proposed public realm will significantly contribute to the accessible green infrastructure provision within the city and help to reconnect people with the river environment. These public realm and landscaping proposals are detailed within the Landscaping Statement prepared by TPM and summarised below.
- 4.21. The towers will be grounded within a verdant parkland setting and form ‘Green Lungs’ at the entrance to the City. The Site is located at traffic dominated ‘Islands’ locations where there is the opportunity to change the character and nature of these spaces from concrete car park wastelands to green and open amenity landscapes. The soft landscaping will assist with air and noise pollution and seek to deliver spaces both attractive to people and wildlife.
- 4.22. One of the key drivers of the design of the spaces is to open up access along the under-utilised River Irwell and create new walkways and routes through the two sites; creating a continuous route and urban riverside environment. The proposed split level of the landscape from the lower level river walkway to upper podium landscape maximises on the river setting with a continuous walkway at the lower level and elevated river views from the upper podium landscape. The waterside connection in collaboration with the extensive green spaces proposed, will also offer health and wellness benefits to local residents and visitors alike. The proposals are appropriately graded to allow step-free access to the River so that the design is inclusive for all. In addition, consideration has been given to the proposed bench and seating locations to provide regular seating opportunities.
- 4.23. The design approach to the spaces seeks to create open and inviting access points leading into the developments at strategic junctions and locations to where it is envisaged people will want to move through and between the spaces. Pedestrian priority within the spaces has helped shape the access and servicing strategy, with the aim of minimising the impact of vehicles within the spaces to create more usable and attractive public realm. The design has been influenced by existing adjacencies and future masterplan proposals that are part of the St. John’s and Water Street SRF’s. Factory is the closest of the St. John’s

developments, located to north of the Site and can be accessed by going through the Castlefield Viaduct that crosses Water Street.

- 4.24. Site C and Site D architecture is different in form and palette and the landscape has sought to respond to the changes with design differences to ensure each site has its own character and anticipated uses. The prominent location of the gateway sites requires the public realm to be of high quality and character to form part of the arrival setting to the city.
- 4.25. The proposals will secure an opportunity to implement beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, providing a net gain in biodiversity in accordance with the principles of the NPPF. The Ecology Report by ERAP sets out a number of bio-diversity enhancement measures which will be considered by the Applicant as the proposals move into a detailed design phase. The planting has also been carefully selected to create variety and vibrancy to the Site that changes with the seasons, as well as including area of amenity lawn for rest and relaxation. Not only is it an area to rest and relax, the public realm is also a place of play. Site C is proposed to include a set of swing seats which overlook river, and which will further animate this part of the Site. On Site D it is proposed to include a sculptured play space as well as items such as table tennis tables.
- 4.26. The landscaping chosen not only has an aesthetic benefit, but it also makes an important contribution to mitigating the impacts of climate change. The canopy cover of trees can notably reduce temperatures in urban areas and is the most effective green infrastructure for reducing temperatures in urban areas. In addition, trees are known to provide carbon sequestration benefits.
- 4.27. Overall, the public realm will create an inclusive environment for existing residents and workers, visitors and future resident's alike. It will increase the biodiversity of the Site, contribute to carbon sequestration and will positively contribute to the network of green spaces throughout the City.

## Use

- 4.28. The Proposed Development seeks to provide high-quality residential accommodation befitting a city centre location, recognising the opportunity for the Site to deliver a critical mass of exemplar accommodation and car parking to support the economic growth of Manchester. The proposed uses are consistent with the development principles set out within the St. John's and Water Street SRFs.

## Residential

- 4.29. The SRFs identify the Site as being a proposed residential location that forms part of a series of connected neighbourhoods. The connected central location and the opportunity for scale both suit a residential usage.
- 4.30. The Manchester Residential Growth Strategy (2016) cites the need to locate higher density developments towards district centres and transport hubs. The Site is well connected to both heavy and light rail and a short walk to the City Centre.

## Commercial

- 4.31. Commercial units have been positioned within the ground floor of each C tower building. The self-contained units combined have an area of approximately 361 sqm and under Use Class E and Sui Generis (Drinking Establishment). The ultimate use aims to reflect the demand and connections to the adjacent St. John's development and will complement the riverside setting within a new residential neighbourhood.

## Car Parking

- 4.32. Private car parking has been included to serve the anticipated demand arising from the residential development. Locating the car parking at basement levels ensures a high quality of public realm can be delivered through reducing any noise or emissions that may come from cars from its setting.

## Height and Massing

- 4.33. The scale of the buildings has been used to generate a variety of building heights which form a dynamic townscape setting and evolve in appearance depending on the viewing location. The pairing of taller towers across Trinity Way, that divides the Site into 2 parcels of land, forms a dramatic gateway setting. The scale of the development is lower towards the heritage assets associated with the Science and Industry Museum and similarly drops down towards Regent Road bridge to form a stepped arrangement with the adjacent context. Building forms are orientated towards key vistas and routes to provide a clear identity to the four towers. The residential towers are between 39 and 60 storeys tall, rising up to c. 209.575m above ground level. As discussed at paragraph 4.8, this height and massing has also vastly improved the quantum of public realm delivered on the Site.
- 4.34. A series of massing compositions were appraised through the design development of the scheme before arriving at the proposed massing. The brief for the quantum of accommodation had been developed based on a proven track record for delivering high quality residential developments. Necessary commercial considerations with regard to quantum of development per residential development plot were considered by the development team in order to provide a robust and viable offer. The brief therefore required for a similar sized quantum of accommodation in each plot. The strength of the plan form in providing a distinctive massing arrangement is felt to provide a striking variety to the composition of the towers with the variation in height used to articulate the cluster on the skyline.

## Strategic Regeneration Frameworks & Current Planning Permission

- 4.35. Both the St. John's and Water Street SRFs propose tall buildings on this site to provide landmark buildings adjacent to a key gateway into the City and to complement the larger urban grain in this area. The SRFs also promotes maximising a newly formed waterside location, which can be provided with the proposal for tall buildings which in turn maximise the amount of public realm space. The suitability of tall residential buildings in this location has also previously been considered acceptable by Manchester City Council in respect of the 2017 scheme, which was minded for approval by MCC's Planning and Highways Committee.

## Appearance

- 4.36. 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..."*.
- 4.37. It continues to state that, *"architectural diversity is encouraged, to create a neighbourhood that is varied in character and reflects its organic, historic development"*.
- 4.38. The proposal utilises a lightweight unitised façade solution to ensure installation from within the building footprints. 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.
- 4.39. The façades will reflect the light and water and provide changing backdrops to the adjacent elements witnessed within the St. John's Masterplan. The subtle use of texture and unique anodised aluminium colours provides the buildings with character that defines them from any others within the context of the City.
- 4.40. The materiality of the building is summarised on the following drawings submitted as part of the planning application:
- 10292-Z1-SHP-G100-EL-XX-B5D801 Zone 1 - North Elevation
  - 10292-Z1-SHP-G100-EL-XX-B5D802 Zone 1 - South Elevation
  - 10292-Z1-SHP-G100-EL-XX-B5D803 Zone 1 - East Elevation

- 10292-Z1-SHP-G100-EL-XX-B5D804 Zone 1 - West Elevation

# 5. Planning Policy Framework

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

*“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.*

5.2. This Chapter details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC’s Strategic objectives.

5.3. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Chapter 8 of this Statement.

## Local Development Plan

5.4. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Saved Policies of the Manchester Unitary Development Plan (1995);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

## Material Considerations

5.5. The following published policy, executive reports and guidance documents are of material considerations relevant to the Proposed Development:

- National Planning Policy and Guidance:
  - o National Planning Policy Framework (NPPF) 2021, and
  - o Planning Practice Guidance (PPG).
- Supplementary Planning Guidance:
  - o Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
  - o Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008); and,
  - o Manchester Residential Quality Guidance (2017).

- Our Manchester Strategy 2016-2025;
- St. John’s Strategic Regeneration Framework (2014 and 2016)
- Water Street Regeneration Framework (2010 and 2016)
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
- Manchester Climate Change Framework: 2020-2025 (2020);
- City Centre Transport Strategy (2019);
- Draft Places for Everyone (2021);
- Design for Access 2 (2003); and
- GD04 Waste Storage and Collection Guidance for New Developments (2017).

## Adopted Manchester Local Development Plan

### Manchester Core Strategy (2012)

- 5.6. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

### Saved Policies of the Unitary Development Plan (1995)

- 5.7. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

## National Planning Policy and Guidance

### National Planning Policy Framework

- 5.8. The NPPF (revised version published July 2021), articulates the Government’s drive to ensure new developments are ‘beautiful’ through the use of Design Codes and the provision of street trees.
- 5.9. At the heart of the 2021 revised NPPF lies the ‘presumption’ in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.
- 5.10. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.
- 5.11. The NPPF states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs. It goes on to state that at a similarly high level, members of the United Nations – including the United Kingdom – have

agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

- 5.12. The sections which hold the most pertinence to the proposals are discussed in the following paragraphs. The NPPF, however, has been considered throughout the full assessment, including the technical reports prepared for this application.
- 5.13. Section 5 (paragraphs 60 to 80) is titled 'Delivering a sufficient supply of homes'. It outlines the need to provide high quality homes, widen opportunities for home ownership and create sustainable communities. It identifies that the mix of housing should be based on demographic trends and market trends, and that there is an appropriate mix of size, type and tenure of housing to meet local demands.
- 5.14. Section 6 (paragraphs 81 to 85) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.
- 5.15. Section 11 (paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land. As part of this it notes that a flexible approach daylight and sunlight in high density areas, so long as acceptable living standards are maintained.
- 5.16. Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
- Add to the overall quality of the area and function well over the lifetime of the development.
  - Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
  - Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
  - Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
  - Optimise the potential of the Site, create and sustain an appropriate mix of uses.
  - Create safe, inclusive and accessible environments which promote health and well-being.

## **National Planning Practice Guidance**

- 5.17. The National Planning Practice Guidance (NPPG) was published in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.
- 5.18. The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to

ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.

- 5.19. With particular reference to housing design issues, the NPPG sets out that well-design housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Additionally parking should be given consideration with there being several different approaches that can support successful outcomes such as on-street parking, in-curtilage parking and basement parking.
- 5.20. The NPPG references pre-application discussions, DAS and Design Reviews as some of the methods that can be used to achieve good design.
- 5.21. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

## Supplementary Planning Documents and Guidance

### Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 5.22. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.23. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.24. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development that is anticipated in Manchester.

### Providing for Housing Choice SPD (2008)

- 5.25. This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.
- 5.26. The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:  
*"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."*
- 5.27. One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met.

## Other Material Considerations

## Manchester Residential Quality Guidance (2017)

- 5.28. The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.
- 5.29. These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, and space standards represent only one of the key ingredients for creating attractive and sustainable residential environments.
- 5.30. The Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.
- 5.31. The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The document sets out nine components that, when combined, will inform and help to create high quality residential development and which will be used to shape the delivery of future housing provision in Manchester up to 2025 and beyond.
- 5.32. The nine components are as follows:
- *Make it Manchester* – understand the character and qualities of the various part of the City.
  - *Make it Bring People Together* – encourage a sense of community and neighbourliness.
  - *Make it Animate Streets and Spaces* – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting.
  - *Make it Easy To Get Around* – ensuring the development is accessible, well connected and easy to get around.
  - *Make It Work With the Landscape* – enhance and improve the connection with landscape and nature.
  - *Make It Practical* – dealing with the clutter of life.
  - *Make It Future Proof* – anticipate the impacts and effects of climate change that can make residential design more efficient.
  - *Make It a Home* – provide sufficient space, natural light and storage to allow people to settle down and flourish.
  - *Make It Happen* – ensuring that the proposals are delivered as designed, well-constructed and sustainably built.

## City Centre Transport Strategy (2021)

- 5.33. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

- 5.34. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. In order to achieve this, seven ambitions are set out:
- Ambition 1: Walking is the main way of getting around the city centre
  - Ambition 2: The city centre is cleaner and less congested
  - Ambition 3: more people choose to cycle to destinations within the city centre
  - Ambition 4: The city centre benefits from better public transport connections
  - Ambition 5: Parking in the city centre is smarter and integrated with other modes
  - Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the city centre
  - Ambition 7: Innovation is embraced where it benefits the city centre and its users.
- 5.35. As part of the Transport Strategy, The 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme. After securing funding, this intervention will consider some of the remaining links in the City Centre Triangle, particularly on Deansgate, Liverpool Road, Aytoun Street and Whitworth Street to provide Network standard infrastructure that connects the heart of the City Centre.
- 5.36. It is also recognised that the amount of Metrolink and train journeys made into the city centre at peak hours will almost double by 2030. Measures and improvements are proposed to both systems in order to alleviate congestion and increase the capacity of the network.
- 5.37. In September 2021, Greater Manchester have asked government to back early delivery of a London-style public transport system for the city-region. As part of the vision, which requires an initial £1.4 billion of funding from national government, Greater Manchester will deliver significant investment in transport facilities. This is considered integral to the infrastructure required to create the Bee Network, creating vital new connections between towns, high streets and communities, fast orbital bus routes, new and improved stations and high-quality cycling and walking routes. The target for this initiative is to be in place by 2024.

## **Design for Access 2**

- 5.38. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community based issues.
- 5.39. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.
- 5.40. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.

## **Manchester's Green and Blue Infrastructure Strategy (2015)**

- 5.41. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 5.42. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
- 5.43. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. A summary of how the Proposed Development responds to the strategy is provided in Appendix B of this Statement.

### **Manchester Zero Carbon Framework: Playing Our Part on Climate Change (2020)**

- 5.44. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.45. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.
- 5.46. In November 2018, MCC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 5.47. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
  - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO<sub>2</sub> for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
  - To achieve a 13% year-on-year reduction in citywide CO<sub>2</sub> emissions from 2018 to achieve this carbon budget.
- 5.48. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero carbon city by 2038. Building from this, on 10 July 2019, MCC debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 5.49. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-

connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

- 5.50. Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020 which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to become operational and is expected to become a policy requirement.
- 5.51. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.
- 5.52. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

### **Places for Everyone 2021 (Draft)**

- 5.53. The Draft Plan outlines a target for 56,528 homes to be built within these 9 districts between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan. As part of this it notes that Manchester has Manchester City Centre is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the City Centre the minimum net residential density is 200 dwellings per ha.
- 5.54. A period of public consultation has recently closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. Following this there is an intention to submit the Plan to the Secretary of State together with all the supporting documents / background evidence and any representations received during this final stage of consultation. An independent Inspector will then be appointed to undertake an independent examination into the plan. It is expected that the plan will be adopted by the local authorities in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

# 6. Tall Building Evaluation

- 6.1. As detailed in Chapter 4, the St. John's and Water Street SRFs identify the opportunity for tall buildings on the Site.
- 6.2. The Proposed Development will deliver four towers of 39, 48, 55 and 60 storeys. This Chapter presents a detailed evaluation of the proposed tall buildings.

## Introduction

- 6.3. The Manchester Guide to Development SPD states that *"it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings"* (p.46).
- 6.4. Manchester's Guide to Development SPD states that the Council *"would require any such proposals to be presented in context of the joint guidance produced by CABE and English Heritage for assessing tall buildings"* (p.50). However, on 10 December 2015, Historic England published Advice Note 4, Tall Buildings which represents an update to the CABE and English Heritage Guidance published in 2007, responding to the requirements of the NPPF and the marked increase in proposals for new tall buildings. Therefore, the evaluation of this element of the Proposed Development as set out below is based on the 2015 guidance. The Proposed Development is also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.
- 6.5. Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:
- Identify the zones of visual influence of a proposal, which help to understand the character of the areas that may be affected and any individual heritage assets.
  - Guide and improve design: Design Review is an established tool for the assessment of impact.
  - Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact can be properly and objectively assessed.
- 6.6. The Proposed Development has been developed through a comprehensive engagement process. The heritage assets potentially affected, and the resulting key viewpoints have been assessed by Stephen Levrant Heritage Architecture.
- 6.7. The Proposed Development has also been the subject of a Places Matter! Design Panel Review. Overall, the feedback received from Panel Review was positive and covered some of the following points:
- Regarded the scheme as ambitious in respect to how it creates a new 'place' in Manchester whilst connecting back to Manchester's key river assets.
  - Respected the approach to the riverside for creating a scenic pedestrian route. A better approach than the residential schemes across the river as there is little amenity or interaction.
  - Appreciated that the 'tall and elegant towers' provide a gateway within a key approach to the City Centre.
  - Praised the public realm strategy, particularly the scale of provision for Manchester City Centre.

- Support for the break down and stepping of the podium level/terraces (amenity/commercial) and how this interacts and engages effectively with the public realm.
- 6.8. The Places Matter! Design Review Panel and the design response is explained in further detail in the DAS, prepared by SHP, submitted in support of the application.
- 6.9. The Proposed Development has been carefully designed after being considered as part of a comprehensive assessment process. An example of this assessment process includes an analysis of the visual impact on identified heritage assets through a series of accurate rendered key views.
- 6.10. The remainder of this section will consider the proposal against the Historic England guidance's recommended design criteria in the following order:
- Assessment of Context and Heritage Assessment;
  - Architectural Quality;
  - Sustainable design and construction of the proposal;
  - Credibility of the design;
  - Contribution to public space and facilities;
  - Consideration of the Effect on the local environment;
  - The provision of a well-designed, inclusive environment.

## Assessment of Context and Heritage Assessment

### Townscape Context

- 6.11. Advice Note 4 states that applications need to deliver architectural quality which also includes, impact on streetscape and near views, impact on cityscape and distant views, and impact on the skyline. The guidance also outlines that proposals should have a positive relationship with the character of place.
- 6.12. A Townscape and Visual Impact Assessment (TVIA) has been submitted in Chapter 14 of the Environmental Statement (ES), which was prepared by Chris Burnett Associates (CBA). The ES Chapter examines the impact the Proposed Development will have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.
- 6.13. A total of 21 representative viewpoints have been agreed with MCC in July 2021 and assessed, as included in within ES Appendix 14.2 and Appendix 14.3.
- 6.14. The TVIA is supported by Accurate Visual Representation (AVRs) consisting of rendered and wireline images of the Proposed Development superimposed onto baseline photographs which are accurately surveyed from selected viewpoints.
- 6.15. The townscape character area most affected by the demolition and construction operations are the Townscape Character Zones immediately adjacent to the Site namely: Salford zones such as Salford, Ordsall and Wilburn Basin and Manchester zones such as Water Street and St. John's. During this phase there are adverse impacts which vary with the proximity to the Site. This is due to demolition works, stockpiling of demolition and construction materials, the use of construction equipment such as cranes and temporary fencing. The effects, however, should be relatively localised and temporary.

- 6.16. The construction phase of any building of any scale, until it is fully clad, will involve processes that are visually unattractive and which in visual effect terms are adverse in nature. This period, however, is transitional and will be of short duration in relation to the lifespan of the Proposed Development itself. In view of the scale of the Proposed Development, the magnitude of effect and the significance of effect is most likely to impact the following Zones: Salford zones such as Salford, Ordsall, Middlewood, New Bailey West and Wilburn Basin and Manchester zones such as Water Street, Castlefield and St. John's but negligible elsewhere where views are limited.
- 6.17. The TVIA has demonstrated that once completed the Proposed Development will mostly have a beneficial impact on the townscape. Where the historic character is the dominant feature of the townscape character, the effects are predicted to be adverse as the scale of the change is, occasionally and in TVIA terms, inconsistent with existing character or view. This is largely confined to the area surrounding Science and Industry Museum or specific elements of Castlefield Basin.
- 6.18. Overall, the Proposed Development is considered to make a positive contribution to the skyline, but there is an acknowledgement that a development of this scale can change the character of areas which are yet to undergo significant regeneration such as the Site. On this basis the proposals comply with Core Strategy Policy CC6.

## Heritage Assessment

- 6.19. Advice Note 4 states that applications should include a Heritage Assessment and seek to have a positive impact with heritage assets and their settings.
- 6.20. Chapter 9 of the ES has prepared by Stephen Levrant Heritage Architecture (SLHA), and assesses the impact of the Proposed Development on Built Heritage. It is also supported by a Heritage Statement located at ES Appendix 9.1
- 6.21. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 6.22. Section 66 requires:  
*"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses..."*
- 6.23. Section 72 sets out the corresponding duty in relation to conservation areas, it requires:  
*"In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area..."*
- 6.24. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.25. Paragraph 199 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.
- 6.26. Paragraph 201 states that:  
*"Where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.”

- 6.27. Core Strategy Policy EN3 ‘Heritage’ highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.
- 6.28. Core Strategy Policy CC9 relates to design and heritage where development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

## Historic England Guidance

- 6.29. The Heritage Statement accords with the requirements of the NPPF, and the guidance set out in Historic England’s Advice Note 12, *‘Statements of Heritage Significance: Analysing Significance in heritage Assets’* (October 2019). The recent guidance calls for a staged approach, which provides relevant and proportionate information sufficient to inform decision-making by the Council.
- 6.30. In 2015 Historic England released three Good Practice Advice notes supporting the implementation of national policy and the related guidance in the PPG. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology or particular data sources. Good Practice Advice Note 2 (Managing Significance in Decision-Taking in the Historic Environment – March 2015) and Good Practice Advice Note 3 (The Setting of Heritage Assets – as amended December 2017) were both utilised as part of the heritage assessment in order to gain a full understanding of the relevant issues, alongside the NPPF and PPG.
- 6.31. In particular, the present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a Listed Building, Conservation Area or other heritage asset, and the selection of assets the settings of which may be considered to be affected by development in a particular location, as well as the approach to the selection of indicative key views of a proposed development in context with existing heritage assets.
- 6.32. As regards the approach to the impact assessment itself, the report takes account of Historic England’s revised advice to the effect that *“as setting and views are matters of qualitative and expert judgement [...] technical analyses [...] should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out ‘what matters and why’ in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them.”* This advice has informed the approach taken within the Heritage Statement
- 6.33. On the 10 December 2015 HE published Advice Note 4 - Tall Buildings which provides guidance in in planning for and designing tall buildings in respect of the historic environment. The guidance outlines that a high quality scheme would have a positive relationship with the following:
- a) Topography
  - b) Character of place
  - c) Heritage assets and their settings
  - d) Height and scale of development (immediate, intermediate and town- or city-wide)
  - e) Urban grain and streetscape

- f) Open spaces
- g) Rivers and waterways
- h) Important views including prospects and panoramas
- i) The impact on the skyline

- 6.34. Advice Note 4 makes reference to the NPPF in stating that *'great weight should be given to the asset's conservation'*, with any harm requiring a *'clear and convincing justification'* (NPPF paragraph 132). Although, it states that *'in assessing this justification, and in weighing any public benefits...local planning authorities will need to pay particular regard to the policies in paragraphs 8 and 9 of the NPPF that state that economic, social and environmental gains are to be sought jointly and simultaneously...to deliver positive improvements in the quality of the built, natural and historic environment'*.
- 6.35. An assessment of the above has been provided below.

### Historical Context and Character of the Site

- 6.36. As outlined in Chapter 2 of this Statement, there are 30 heritage assets (22 of these were subsequently scoped in for assessment in the Heritage Statement) and one scheduled ancient monument located within a 500m radius of the boundary of the Site. The Site itself does not contain any heritage assets and is located within the Castlefield Conservation Area.
- 6.37. To the east of the subject site is Castlefield where the Roman fort of Mamucium was based. However, it wasn't until the 18th Century with the navigation of the River Irwell and the subsequent construction of canals, such as the Rochdale Canal, that the area became developed. The success of the canal system was short lived as it soon became apparent that canals could not move goods quickly enough. This was compounded by the development of the railways; the world's first being opened on Liverpool Road in 1830. Soon devoted to goods traffic, Liverpool Road Station became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the former Roman Fort, where four viaducts, including the Castlefield Viaduct, converge.
- 6.38. During the 20th Century both the canal and rail transport declined but the regeneration of the area for residential, recreational, and commercial use has seen the conversion and reuse of many historic industrial buildings in the wider area. The development of the road network immediately surrounding the subject site has dominated the area and resulted in poor pedestrian environments and low quality commercial developments. Regeneration initiatives for the area seek to readdress the imbalance in the economic and social spheres of the area.
- 6.39. The area surrounding the Site has witnessed dramatic cycles of development and decline; the area was first developed in the beginning of the 19th century into a dense industrial area before the decline of industry 100 years later saw the area become underused and derelict. Following the construction of the Mancunian Way and the associated road network in the 1960s, the area immediately surrounding the subject Site became shorn of any historic context and was redeveloped for low quality commercial uses.
- 6.40. The area surrounding the Site is distinguished by historic zones of housing, warehousing, and transport. All of these zones reflect the evolving industrial character of the area: the use of brick and stone, the strong linearity of the waterways and the scale and functionality of structures such as the viaducts and bridges.
- 6.41. In summary, this area has witnessed dramatic cycles of development and decline; the area was first developed in the beginning of the 19th century into a dense industrial area before the decline of industry 100 years later saw the area become underused and derelict. Following the construction of the Mancunian Way and the associated road network in the 1960s, the area immediately surrounding the subject site became shorn of any historic context and was redeveloped for commercial uses.
- 6.42. The Site is currently surface level car parking and contains no historic buildings/ structures. However, the Site is within the Castlefield Conservation Area and adjacent to numerous listed buildings. The Heritage

Statement sets out that, *“The Site no longer contains any evidence of built form or historic fabric, it yields no heritage interest and makes a neutral contribution to the character and appearance of the Castlefield Conservation Area”*.

## Heritage Impact

- 6.43. Heritage assets are susceptible to numerous forms of development and non-development impacts both during the construction process and the completed form of the Proposed Development. The potential impact or effects in relation to the current Proposed Development have been deemed within the Heritage Statement to relate to impacts on the setting of the identified heritage assets. The Proposed Development will not result in any physical impacts to built heritage.
- 6.44. In built mitigation has already been built into the design through early pre-application discussions with Historic England and careful design co-ordination with SHLA. Further mitigation for any perceived instances of adverse harm will thus need to be demonstrably outweighed by the public benefits brought about by the Proposed Development as per the requirements stated within local and national planning policy.
- 6.45. Historic England have been briefed on the proposals and provided pre-application comments, which are included within Section 3 of the Statement of Consultation. 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”*.
- 6.46. Historic England 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”*.
- 6.47. The heritage visual impact assessment undertaken by SHLA has demonstrated that the Proposed Development will result in instances of *less than substantial* harm or in EIA terminology ‘moderate adverse’. The instances of *less than substantial harm* are in relation to the visual impact on the understanding and appreciation of the setting of the Science and Industry Museum complex (including views along Liverpool Road). However, it is not considered that this impact will affect the character and appearance of the Castlefield Conservation Areas as a whole.
- 6.48. On the basis that the assessment has identified the proposals as resulting in ‘*less than substantial harm*’ it is considered that paragraph 202 of the NPPF applies. Paragraph 202 states that where a proposal will lead to less than substantial harm on the significance of a designated heritage asset that it should be weighed against the public benefits of the proposal. There are substantial public benefits associated with the Proposed Development, which are detailed in Appendix A of this Statement.
- 6.49. Overall, the proposals have considered the impact of the proposals on heritage assets and the positive balance in this case of wider social, environmental and economic public benefits associated with the proposal. On this basis, the proposals are in accordance with Advice Note 4.

## Architectural Quality

- 6.50. Advice Note 4 sets out that delivering high quality architecture involves consideration of, amongst other things:
- Scale;
  - Form and massing;

- Proportion and silhouette;
- Materials and surface design; and
- Relationship to other structures.

- 6.51. It also suggests impact of streetscape and skyline is a feature of high quality architecture and which has been addressed above in respect of the Townscape Context.
- 6.52. The proposed development has been through an independent design review via Places Matter! Panel and extensive pre-application consultation to inform the Proposed Development and seek to ensure the highest quality architectural design is delivered.
- 6.53. The Site is currently underutilised as a surface level car park and therefore provides no amenity or visual interest to the immediate area. The proposals at Trinity Islands will have a significant beneficial effect on the local character by enhancing the existing area through innovative, high quality architectural solutions and a significant amount of lush, public realm in this corner of the City Centre for all to enjoy. At the same time, four tall, slender and unique towers at this location will help to create a strong visual marker and therefore develop a new 'gateway' into Manchester City Centre.
- 6.54. The Proposed Development has been prepared by Renaker Build Limited and SHP who have demonstrable experience in designing and delivering high density and high quality residential developments in Manchester City Centre. In addition, landscape design has been developed by TPM Landscape who have worked extensively with the Applicant on other city centre developments, including the public realm delivered as part of the Deansgate Square development.
- 6.55. The core design team has undertaken extensive contextual analysis of the Site and surroundings and recognise the high profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through a number of design stages to deliver a viable and deliverable development of the right quality.
- 6.56. As detailed in Chapter 4, the scale, massing and form of the proposals have been extensively explored and tested by the design team. This process is detailed further within the Design and Access Statement prepared by SHP and has been supported by the technical studies undertaken throughout the design process. Within the process, it has been considered how the proposals will interact with other structures and these have been considered in the technical studies where relevant.
- 6.57. The combination of vision glass, insulated panels and perforated rapid vent panel 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 elements within St. John's. The subtle use of texture and unique anodised aluminium colours provides the buildings with character that defines them from any others within the context of the City. This design helps to create a distinctive, and visually expressive development that in effect creates a landmark building within Manchester City Centre. Please refer to the Design and Access Statement for further details.
- 6.58. The highly experienced project team has a track-history of delivering iconic buildings to the highest architectural quality. Trinity Islands will be crafted into a new destination that builds on this extensive experience to deliver a high-quality proposal. SHP and the Applicant have a longstanding track-record together and which will continue with Trinity Islands to ensure that the architectural quality is maintained throughout construction. On this basis, the proposals have considered Advice Note 4.

## Sustainable Design and Construction

- 6.59. Advice Note 4 notes that tall buildings should give consideration to 'sustainability'. This is not explored in-depth within the Advice Note 4, and therefore the NPPF provides the principle guidance on how the proposal accords with sustainable design and construction.
- 6.60. In respect of climate change, Paragraph 152 of the NPPF advises that to support the transition to a low carbon future in a changing climate, taking account of flood risk and coastal change. It should help to:
- Shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience;
  - Encourage the reuse of existing resources, including the conversion of existing buildings; and
  - Support renewable and low carbon energy and associated infrastructure.
- 6.61. The Core Strategy Policy EN4 encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:
- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
  - To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- 6.62. Policy EN6 of the Core Strategy seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:
- A CHP/district heating anchor or connection, or where not feasible.
  - A 15% increase on Part L 2010.
- 6.63. Policy EN8 Adaptation to Climate Change of the Core Strategy sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
- 6.64. The 2013 edition of Approved Document L1A: Conservation of fuel and power in new dwellings gives guidance for compliance with Building Regulations for building work carried out in England.
- 6.65. The supplementary planning document, Guide to Development in Manchester (2007) also details the environmental standards developments in Manchester are expected to achieve, including energy efficiency, renewable energy and environmental design.

## Flood Resilience

- 6.66. A Flood Risk Assessment and Drainage Strategy has been prepared by Curtins and is submitted in support of this planning application.
- 6.67. In summary, the Proposed Development will be designed in order to reduce the post development surface water run-off to at least 50% of the existing surface-water brownfield runoff rates. The Drainage Strategy will also be designed to withstand a 1 in a 100-year storm event plus a 40% allowance for climate change.
- 6.68. Please refer to paragraphs 7.113 to 7.126 of this Statement or the Flood Risk Assessment and Drainage Strategy for further details.

## Sustainability Measures

- 6.69. The Environmental Standards Statement (ESS) and Energy Statement submitted in support of this application sets out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design. In addition, Chapter 7 of the ES assess the impact of the Proposed Development on Climate Change and as part of this includes an assessment of Green House Gas (GHG) emissions and embodied carbon.

## Energy Strategy

- 6.70. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target and has been designed on the basis that it will seek to achieve the following overall targets:
- Incorporating an enhanced 'fabric led' material specification along with high quality design and exemplary construction standards.
  - Being designed and specified in accordance with the principles of the energy hierarchy.
  - Demonstrating an alignment with the energy efficiency requirements and carbon dioxide emission reduction targets within local planning policy.
  - A commitment to achieving a significant dwelling emission rate reduction relative to the current Part L1A (2013) compliance standard.
  - The water consumption of the development will be minimised, and the internal water strategy will exceed the regulatory standard specified.
- 6.71. A combination of enhanced building fabric specification (significantly beyond the current regulatory compliance standard) allied to efficient mechanical and electrical systems and sophisticated controls will achieve compliance with the emission reduction targets stipulated by MCC's adopted planning policy, Building Regulation Part L (2013) and forthcoming Building Regulation Part L (2021) requirements.
- 6.72. Priority is given to achieving the energy and carbon emissions targets by means of on-site measures applying the principles of the energy hierarchy. This mechanical and electrical specification will deliver a Building Regulation Part L1A (2013), Part L2A (2013) and Part L1A (2021) compliant scheme for all aspects of the Proposed Development and will provide the following benefits:
- Mechanical Ventilation with Heat Recovery (MVHR)
  - No mechanical cooling required for the dwellings
  - Low energy and LED lighting
  - High efficiency hot water storage
  - Sophisticated heating controls
  - Split system heat pumps
- 6.73. When applying the current and up to date carbon factors through the use of SAP 10 Beta software, the buildings are seen to improve upon the Part L1A (2021) carbon dioxide compliance standard by at least 50%. The Dwelling Emission Rate (DER) reduction for the residential element of the scheme is over 9% relative to Part L 2013. For further information on the sustainability credentials of the Proposed Development, please refer to the Environmental Standards and Energy Statement submitted with this application.

## Energy Efficiency and Carbon Reduction

### Renewable Energy

- 6.74. Element Sustainability, the project's energy consultant, has considered the use of photovoltaics (PV) and air source heat pumps. Photovoltaic (PV) panels were discounted on the grounds of limited roof areas for PV location and the remaining area within the application Site is allocated for public/private realm, which doesn't lend itself to renewable energy plant.
- 6.75. Air source heat pumps are considered technically feasible for the development and will be specified within the non-domestic zones, delivering high efficiency heating.
- 6.76. Due to the nature of the Proposed Development, the remainder of the renewable energy techniques considered have been ruled out. Further details on each of these can be found in the ESS and Energy Statement prepared by Element Sustainability.

### Build Fabric and Thermal Performance

- 6.77. High performance thermal insulation is provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors will minimise heat loss through the main building elements.
- 6.78. Thermally efficient, triple glazed windows will be specified with argon gas fill and low emissivity coatings to limit heat loss through the panes. The glazing g-value will be specified to optimise beneficial solar gains but limit the propensity for the dwellings to overheat.
- 6.79. Very low air permeability of at least 2.75m<sup>3</sup>/hm<sup>2</sup> (@50Pa.) is targeted for this build in order to minimise uncontrolled ventilation. This will further reduce heat losses and provide high levels of occupant comfort (in combination with the proposed mechanical ventilation strategy). Focus on the quality of the build is vital to deliver such airtight buildings.
- 6.80. Renaker have a demonstrable track-record of delivering similar high-density residential developments in Manchester, including Deansgate Square, where very high U-values have been achieved.
- 6.81. Attention to cold bridging junctions including the provision of insulation to reduce heat and limit heat losses that occur at the junctions between building elements and around openings will significantly improve the emission rate of the dwellings.

### Heating and Ventilation

- 6.82. The buildings will utilise a 'full electric' energy strategy. This mechanical and electrical specification will deliver a Building Regulation Part L1A (2013), Part L2A (2013) and Part L1A (2021) compliant scheme for all aspects of the Proposed Development.
- 6.83. Mechanical ventilation with heat recovery (MVHR) systems will be specified in each dwelling to maintain a healthy living environment and further reduce the heat losses and the energy demand of the dwellings.
- 6.84. No mechanical cooling is required for the dwellings and they are not considered to be at risk from overheating. This is due to the glazing's solar transmission (g value), which has been optimised (currently applied as g=0.40) to limit unwanted, excess solar gain whilst allowing useful heat from the sun to enter the dwellings. This is coupled with the proposed MVHR systems which incorporate a summer by-pass function to provide cool air within the dwelling during warm days.
- 6.85. Sophisticated heating controls including appliance programmer and room thermostats will ensure the efficient delivery of heat from electric panel heaters to further reduce the dwellings' energy demand.
- 6.86. High efficiency hot water storage will be specified within the apartments with immersion cylinders. To further limit energy demand for hot water, dwellings would be provided with water-efficient fixtures and fittings, to limit overall water consumption to <105 litres per person per day.

- 6.87. There will be no local emissions associated with the proposed electric heating strategy. This full electric strategy aligns with MCC's Climate Change Framework actions to eliminate the demand for natural gas and replace with renewable and electricity-based heating systems.
- 6.88. The Strategy has been designed to comply with the AVO Guidance (2020) and has been discussed and agreed in-principle with senior Planning and Environmental Health Officers as part of pre-application discussions. In this respect, the proposed strategy will effectively optimise the balance of achieving low energy thermal comfort, whilst also reducing noise levels as far as is practical. .

### **Lighting**

- 6.89. Low energy and LED lighting will be specified throughout all buildings to reduce energy use and lifespan of the fittings. Common areas and non-domestic zones will also benefit from dimming controls.

### **Climate Change**

- 6.90. A Climate Change Chapter has been prepared by WSP which forms Chapter 7 of the ES. The chapter reports the impacts of the Proposed Development on the climate by providing an assessment of greenhouse gas (GHG) emissions. To do this, it takes an estimate of embodied carbon and operational carbon.
- 6.91. The effects from whole life embodied emissions (including construction transport), operational building and operational transport emissions assessed are likely to be 'not-significant' in EIA terms.
- 6.92. Overall, the Proposed Development is not expected to influence the achievement of Greater Manchester or UK carbon budgets.

### **Summary**

- 6.93. The Environmental Standards Statement, Energy Statement and Climate Change ES chapter provide further details of the energy and carbon performance of the proposed development.
- 6.94. Minimising the impacts of climate change has been integrated into proposed design. In this respect, the proposed energy strategy incorporates an enhanced 'fabric led' material specification (benefiting from very low air permeability and optimised glazing provision allied to high specification u values), along with high quality design and exemplary construction standards to improve the energy efficiency of the scheme.
- 6.95. The development has been designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN4.
- 6.96. In summary, these proposals will deliver a scheme that is energy efficient and cost-effective during occupation and it is demonstrated that the proposals will accords with the adopted Core Strategy Policy EN 4, EN6, EN8 and the Supplementary Planning Document (SPD) criteria while seeking to make a positive contribution towards Manchester strategic target of achieving Net Zero Carbon by 2038.
- 6.97. Overall the proposals have met the guidance set out in Historic England's Advice Note 4 and have considered sustainable design as part of the proposals.

## **Credibility of the Design**

- 6.98. Advice Note 4 sets out that planning applications should consider the credibility of proposed tall buildings. There is limited advise on what Historic England defined as a 'credible design', however it does note that design should provide an inclusive environment and take opportunities to improve permeability and legibility.
- 6.99. The proposals have considered the Manchester Residential Quality Guide throughout, alongside the underlying principles of the two SRFs. Creating 'credible' design is similar to creating good design, and from good design there should be an inclusive environment.

- 6.100. The DAS prepared by SHP comprehensively sets out a strong and detailed narrative which fully justifies the design intent, including how the scheme contributes enhances permeability and legibility. The DAS sets out the ways in which good design has been applied throughout, in line within paragraph 130 of the NPPF.
- 6.101. In regard to physical security, the ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces but will also incorporate CCTV. Residential entrance lobbies are situated adjacent to the public realm, which will be well lit and overlooked. The development will also benefit from 24 hour on-site concierge/management staff in each tower. The car park entrance will be provided with a security shutter / bi fold gate arrangement.
- 6.102. On this basis, the proposals accord with Advice Note 4 and will deliver a credible design which accords with 'good design' as set out in the NPPF.

## Contribution to public space and facilities

- 6.103. Advice Note states that *"consideration needs to be given to tall building's contribution to public space and facilities. This applies both internally and externally, including provision of a mix of uses (especially on the ground floor of towers, as part of a well-designed public realm"*.
- 6.104. This can also be read alongside paragraph 130 of the NPPF, it is stated that proposals should use effective landscaping and sustain an appropriate amount of development such as public space as part of the proposals. It also goes on to emphasise the importance of trees to the character of urban environments and notes the role trees have in helping to adapt and mitigate climate change.
- 6.105. The provision of a large area of public realm has been a key element of the design development of the Site. The SRFs both identify the Site as a suitable location to provide new, high quality open spaces which sit alongside the River Irwell. In 2008, MCC, Salford City Council and Trafford City Council formally adopted the Irwell City Park Planning Guidance, as a joint vision to create more open spaces and reactivate the riverside setting. Within this, Trinity Islands has been identified to deliver new riverside walkways as well as high quality open space available for use by the public.
- 6.106. The Proposed Development includes 1.29ha of high quality public realm, which will be fully accessible by all existing and future residents in Manchester City Centre, as well as visitors from further afield.
- 6.107. Details of the landscaping strategy have been prepared by TPM Landscaping in support of this application, to illustrate how the Proposed Development creates new public spaces. The landscape proposals are supported by a Landscape Management Report, which details how the public realm will be managed and maintained during the operational phase.
- 6.108. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:
- Shrub planting provision designed to enhance the ecological and aesthetic value of the Site; and
  - Vertical green walls on the podium edges along the river corridor with planting known to attract insects, that in turn attract bird and bats;
  - 149 new trees in hard landscape areas including street trees;
  - Significant quantum of public realm comparable in scale to other large areas of public realm in the City Centre, for instance Cathedral Gardens;
  - Inclusion of informal child play space to attract families to utilise the public realm;
  - Increased level of biodiversity due to the increased level of planting, utilising native species;

- Maximise the opportunities presented by the riverside setting by creating new walkways, creating attractive visual routes on the boundary;
  - Well-lit, landscaped pathway will help to create safe and attractive linkages across the site and between St John's to Water Street and the rest of the City Centre; and
  - All routes within the public realm have been designed to be compliant with the Equality Act, and provide access for those with ambulatory disabilities into the buildings and across the whole of the Site.
- 6.109. The Proposed Development will also promote natural surveillance over the public realm, with the gym and other residential amenity uses providing activity within this area and overlooking the Site.
- 6.110. Through opening up the Site to the wider City Centre, the Proposed Development also adheres to Manchester's Green and Blue Infrastructure Strategy (2015) of improving linkages between these spaces. The Green and Blue Infrastructure Strategy has the overall vision of:
- "By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city..."*
- 6.111. A Green and Blue Infrastructure Statement has been prepared and is submitted in support of this planning application. It details how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives.
- 6.112. The proposals have been purposefully designed to create animated frontages through the use of ground floor commercial units and resident's facilities. These will help to ground the buildings within the public realm whilst also providing passive surveillance.
- 6.113. In summary, the Proposed Development will deliver significant public benefits to the residents of Trinity Islands as well as the rest of Manchester. This will make a marked improvement from the existing usage which currently provides no amenity and visually detracts from its surroundings. It is widely accepted public space is limited within Manchester and the Proposed Development will provide a significant amount. This public realm has been designed to the highest quality and will provide spaces for individuals, groups and families to enjoy, relax and for children to play. Notwithstanding, the proposals will help to increase the overall level of biodiversity within this area by introducing native planting whilst maximising the use of a key 'blue' asset. Overall, the proposals accord with Advice Note 4 and deliver high-quality public realm and facilities.

## Consideration of the impact of the Local Environment

- 6.114. The Advice Note 4 sets out that, *"consideration of the impact on the local environment is also important, including microclimate, overshadowing, night-time appearance, light pollution, vehicle movements, the environment and amenity of those in the vicinity of the building, and the impact on the pedestrian experience."*
- 6.115. A comprehensive suite of environmental technical analysis has been undertaken to assess the potential impacts of the proposed development. These technical reports together consider the impact of the proposals on the local environment, and specifically the application is supported by the submission of an Environmental Statement (ES), the scope of which was formally confirmed by the LPA via the EIA Scoping Opinion issued on 30 September 2021. The full list of environmental assessments prepared and submitted with this application is as follows:
- Air Quality – ES Chapter 6;
  - Air Quality, Ventilation and Overheating – standalone report;

- Arboriculture – Standalone report;
- Archaeology – Standalone reports: Desktop Appraisal and Written Scheme of Investigations;
- Climate Change – ES Chapter 7;
- Daylight, Sunlight and Overshadowing – ES Chapter 8;
- Ecology and Biodiversity – Standalone report: Ecological Appraisal;
- Ground Conditions – Standalone report: Phase 1 and Phase 2 Ground Conditions;
- Heritage – ES Chapter 9;
- Human Health – ES Chapter 10;
- Noise and Vibration – ES Chapter 11;
- Socio-Economic Impact – ES Chapter 12;
- Solar Glare – ES Chapter 13;
- Television Interference – Standalone report;
- Townscape and Visual Impact – ES Chapter 14;
- Transport – ES Chapter 15;
- Water Resources, Drainage and Flood Risk – ES Chapter 16; and
- Wind and Microclimate – ES Chapter 17.

## The Provision Of A Well-Designed Environment

- 6.116. Advice Note 4 sets out that *“Well-designed tall buildings provide an inclusive environment, both internally and externally, taking opportunities to offer improved permeability, accessibility and, where appropriate, the opening up or effective closure of views to improve the legibility of the wider townscape.”*
- 6.117. The Proposed Development includes a high quality design and finish across the scheme. A wide mix of apartments, which will range from one, two and three bedroom units, are available to ensure choice for a wide range of potential occupants and to help foster a mixed community within the Proposed Development.
- 6.118. In particular, Trinity Islands has been designed to create a safe, inclusive and accessible space for all. A total of 716 (approx. 36.7%) homes will be adaptable apartments that have been guided to achieve the additional requirements within Design for Access 2 (DFA2). By meeting this criteria, it is anticipated that it will be possible to deliver homes that allow future adaptation to meet the changing needs of occupants over time, including those of some older and disabled people. Furthermore, the landscaped areas have been levelled out and ramps have been included to ensure that all areas are fully accessible and are therefore compliant with the Equality Act. This is supported by 10% of the parking provision being reserved for accessible spaces.
- 6.119. The new landscaping proposals will create a welcoming, pleasant environment, which will encourage greater public use to the area and provide areas to relax for those who wish to. The significant public realm proposals will improve the existing pedestrian and cycling connections to the wider City Centre, enhancing

permeability. The Proposed Development has been fully assessed in regard to wind microclimate which has demonstrated that the public realm is suitable as a place to relax and spend time in without adverse effects.

- 6.120. The Proposed Development has been designed to integrate with the surrounding context and buildings as they are brought forward within the St. John's and Water Street SRF areas, including how the four towers create a landmark development and visual gateway into the City Centre. In this way the proposals will assist with legibility in this part of the City.
- 6.121. Furthermore, the new public realm helps to revitalise the riverside setting whilst providing a valuable social and environmental contribution to the neighbourhood and Manchester City Centre as a whole.
- 6.122. Overall, the proposals comply with Advice Note 4 and provide a well-designed environment.

### **Compliance with Manchester's Tall Building Policy EN 2**

- 6.123. Policy EN2 of the adopted Core Strategy (July 2012) states that: *"Tall buildings are defined as buildings which are substantially taller than their neighbourhood and/or which significantly change the skyline."* As the Proposed Development meets this criteria as a tall building it is required to meet Policy EN2 and which has been addressed above, as well as is in Appendix A.
- 6.124. In summary, the Proposed Development positively contributes and fully complies with the guidance and supports the aims of the Core Strategy policy on Tall Buildings.

# 7. Site-Specific Issues

- 7.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- 7.2. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.

## Principle of Residential Use

### Policy and Guidance

- 7.3. Core Strategy Policy CC1 Primary Economic Development Focus: City Centre and Fringe states that within the City Centre and the fringe a variety of high quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses. It also outlines that the City Centre and fringe are considered a suitable location for the consideration of high density buildings.
- 7.4. Core Strategy Policy CC6 City Centre High Density Development outlines that City Centre developments will generally be high-density, and in a location where land should be used to maximise its efficiency.
- 7.5. Core Strategy Policy H1 Overall Housing Provision states that Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.
- 7.6. Core Strategy Policy EN9 Green Infrastructure outlines that new developments are expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function and that where the opportunity arises the Council encourages developers to enhance the quality and quantity of green infrastructure.
- 7.7. The St. John's and Water Street SRF sets out a clear vision for the future uses on the Site. In particular, both frameworks identify the Site as being suitable for high-density, residential towers with commercial uses within the lower levels whilst also providing a significant amount of public realm. Specifically, the SRF's envisaged the delivery of tall towers of approximately 55 storeys in height.
- 7.8. Section 5 of the NPPF emphasises the Government's ambition to significantly increase the supply of homes. It sets that Local Planning Authorities should undertake an assessment of the needs for homes and with strategic policies made based on this assessment. This is reflected above in Core Strategy Policy H1, however, it should be noted that the Places for Everyone Draft at JP H-1 sets out that Manchester should deliver 56,528 new homes between 2021 and 2037. It goes on to set the requirement for Local Planning Authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) (2020)<sup>18</sup> to aid in their delivery of new homes.

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<sup>18</sup> Manchester City Council Strategic Housing Land Availability Statement 2020  
[https://secure.manchester.gov.uk/download/downloads/id/28087/strategic\\_housing\\_land\\_availability\\_assessment.pdf](https://secure.manchester.gov.uk/download/downloads/id/28087/strategic_housing_land_availability_assessment.pdf)

## Compliance of the Proposed Development

- 7.9. The principle of high-rise residential development on the Site is established within the St. John's and Water Street SRF's. This principle was also further emphasised following the approval of a high density residential development proposal on the Site in 2017.
- 7.10. The Site has been identified within MCC's Brownfield Land Register (2020) and as part of the SHLAA as a Capacity Site. These records indicate the Site as being suitable to deliver a minimum of approximately 1,390 residential units of which it anticipates the majority to be completed in the next 5-10 years. The Proposed Development will go beyond this by delivering 1,950 dwellings, therefore making a more efficient use of land brownfield land than what has been previously envisaged. This will help to support the ambitions of the St. John's and Water Street SRF's to create a 'best-in-class' City Centre neighbourhood that ties in effectively with the urban grain of its central location. It will also be a significant contribution in helping MCC meet the emerging housing delivery targets expected to be introduced once Places for Everyone is adopted.
- 7.11. The Proposed Development delivers against the ambitions of the St. John's and Water Street SRF by delivering a residential-led mixed-use development in a form that responds to the development and urban design principles within both frameworks. Both frameworks identify the Site as being suitable for tall, elegant buildings at approximately 55 storeys in height that will help to create a visual marker or 'gateway' into Manchester City Centre. This high density approach was echoed by the 2017 approval on the Site, which included buildings between 25 and 66 storeys.
- 7.12. Overall, the Proposed Development will contribute to the regeneration of the St. John's and Water Street SRF Area through redeveloping an underutilised brownfield Site and contributing to the delivery of a residential-led neighbourhood environment which accords with the principles set out within the Manchester Residential Quality Guidance (2017). The proposals will also deliver public realm improvements which will make a valuable contribution to the St. John's and Water Street SRF area, Irwell City Park Initiative area and the wider City.
- 7.13. As demonstrated within Chapter 3 of this Statement, there is a continuing demand for Manchester to provide quality accommodation to support its economic growth and increased population. The Proposed Development will improve the supply of high quality residential accommodation within Manchester City Centre.

## Design

### Policy and Guidance

- 7.14. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 7.15. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.
- 7.16. The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme.
- 7.17. Section 11 of the NPPF promotes the effective use of land in meeting the need for homes and other uses by utilising previously developed or 'brownfield' land. At paragraph 120, substantial weight is given to developments that repurpose underutilised sites and that developments which develops and under-utilised site should be supported.

- 7.18. Section 12 of the NPPF sets out the need for well-designed places. At paragraph 130 it sets out that developments should add to the overall quality of the area not just in the short term but for the whole lifetime of the development. Proposals should also be visually attractive as a result of good architecture, layout and appropriate landscaping.

## **Compliance of the Proposed Development**

- 7.19. The DAS submitted in support of this application provides an assessment of the Proposed Development against this Guidance, demonstrating compliance.
- 7.20. The scale and form of the building responds to the surrounding areas both with regard to height and massing as well as the potential impact on the historical environment. Site specific considerations have informed the design, and these have included surrounding developments, the location and accessibility of the Site, the proposed public realm, the sensitive receptors (residential apartments and listed buildings) and the relationship with existing and future built context.
- 7.21. Through design development, the layout, massing, Site position and facade have been tested and refined so that the building reaches its potential and provides a high quality addition to Manchester's built environment. In this way the project team has scrutinized the Site to create a scheme which makes an effective use of the land. For example, the concise floorplates have led to slender and high-density towers which optimise the Site's potential to make a positive contribution toward's the City's housing delivery targets, whilst also providing a substantially greater area of public realm than was originally envisaged by the Water Street SRF, which includes extensive green areas. In addition, this public realm has been designed to open the River Irwell up to residents and members of the public to increase access to Green and Blue Infrastructure.
- 7.22. The design quality and impact of the proposals on surrounding townscape and heritage views has been fully justified and assessed within the submitted DAS, Townscape and Visual Impact Assessment and Heritage Assessment, which conclude, overall, the Proposed Development will enhance the currently dilapidated character of the streetscape and introduce a sense of cohesion between the more dense urban form in St Johns and the rest of the City Centre. Within this context, the design of the proposals is in accordance with the requirements of Historic England Guidance Note 4 on Tall Buildings and Policy EN2 of MCC's Core Strategy.

## **Inclusive Design**

### **Policy and Guidance**

- 7.23. Core Strategy Policy CC10 A Place for Everyone states that developments will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 Development Management also states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 7.24. The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme. The DAS submitted in support of this application provides an assessment of the Proposed Development against this Guidance, demonstrating compliance.
- 7.25. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.
- 7.26. Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.

## Compliance of the Proposed Development

- 7.27. The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.
- 7.28. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the Site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.
- 7.29. A total of 716 (approx. 36.7%) homes will adaptable apartments that have been guided to achieve the additional requirements within Design for Access 2 (DFA2). A total of 10% of car parking spaces within the resident basement car park will be accessible car parking spaces.
- 7.30. Consideration has also been given to the requirements of MCC Design for Access 2. The design team has endeavoured to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting the client brief. Further information on the measures incorporated is found within Section 4.1 of the DAS.
- 7.31. The public realm has also been designed to be inclusive and provides step-free access to the River Irwell, as well as across the rest of the public realm more generally. There are plenty and regular seating opportunities to also provide areas to pause as needed.
- 7.32. The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

## Environmental Considerations

- 7.33. Policy DM1 Development Management states that all development should have regard to, *“effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”*
- 7.34. This planning application is supported by a full suite of technical assessments, including an EIA, which have considered the proposals in respect of their impact on surrounding residential amenity. The conclusions of the assessments are summarised below.

## Archaeology

### Policy and Guidance

- 7.35. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.
- 7.36. Section 16, paragraph 194 of the NPPF sets out that *“where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”*

## Compliance of the Proposed Development

- 7.37. A Desktop Archaeological Assessment has been undertaken by Salford Archaeology to establish the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development upon this resource.

- 7.38. The results obtained from the desk-based research indicate that the Site may retain the foundations of late 18th- and 19th-century buildings that are considered to be of at least local significance. Any surviving foundations of these buildings would merit recording archaeologically prior to their removal as part of the proposed construction works. This would represent an appropriate strategy to offset the harm of development on the archaeological resource of the Site.
- 7.39. It is also possible that physical evidence for Roman activity may survive across some parts of the Site, albeit in a fragmentary condition. Any such remains would similarly merit recording archaeologically prior to their removal during the proposed construction works.
- 7.40. A written scheme of investigation has been submitted as part of the application. This will aim to establish whether any buried remains of archaeological interest survive insitu and will comprise the excavation of a series of evaluation trenches. Should significant archaeological remains be encountered during the initial investigation, further excavation may be required to offset the harm of development on the sub-surface archaeological resource, in line with the NPPF.

## Ecology

### Policy and Guidance

- 7.41. Core Strategy Policy EN15 Biodiversity and Geological Conservation outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 7.42. Chapter 15 of the NPPF Conserving and enhancing the natural environment (paragraphs 170 to 183), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

### Compliance of the Proposed Development

- 7.43. An Ecological Survey, prepared by ERAP, is submitted in support of this Application. This report presents the results of a Desktop Study, extended Phase 1 Habitat Survey and a licensed bat survey carried out in March 2021.
- 7.44. The Site comprises asphalt car parks with very locally frequent colonising ruderal herbs, and localised areas of unmanaged grassland, tall-herb vegetation, scrub and tall-herb vegetation colonising the bankside wall of the canalised and adjacent River Irwell. The site-side abutments and spans of the bridges located at the underpass adjacent to the Sites were additionally surveyed for completeness.
- 7.45. The proposals will have no adverse effect on statutory or non-statutory designated sites for nature conservation.
- 7.46. The Site contains only common and widespread plant species. None of the habitats within the Site are of significant interest in terms of their plant species composition. None of the habitats present are representative of semi-natural habitat. No Priority Habitats are present.
- 7.47. The River Irwell located adjacent to the north-western boundaries of both sites is of importance in terms of its suitability for use as a wildlife corridor. Invasive species listed on Schedule 9 of the *Wildlife and Countryside Act 1981* (as amended), namely Giant Hogweed and Indian Balsam, were detected at the boundary vegetation.

- 7.48. No protected or notable animal species were detected within the Sits. The young trees and shrubs at the boundaries of the Site are suitable for use by nesting birds, otherwise neither site supports any habitats suitable for use by protected species. For this reason, any tree works within the Site will undertaken outside of bird nesting season. Whilst there are no bats present on the Site, the River Irwell may act as act a corridor for foraging and commuting bats. On this basis bat boxes will be provided within the Site and lighting levels appropriately controlled.
- 7.49. The proposals will secure an opportunity to implement beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, with the aim of providing a net gain in biodiversity in accordance with the principles of the NPPF.

## **Arboriculture**

### **Policy and Guidance**

- 7.50. Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.
- 7.51. The Manchester Residential Quality Guide is also a relevant material consideration. The guide highlights that where a loss of trees is deemed appropriate or unavoidable, as part of a new development by the Council, replacement provision of at least 2-to-1 equivalent will be required.
- 7.52. Section 12 of NPPF also highlights the important contribution which trees make to the character and quality of urban environments. It goes on to state that decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

### **Compliance of the Proposed Development**

- 7.53. An Arboricultural Impact Assessment was undertaken by Godwins and has been submitted as part of the application.
- 7.54. Twenty-three individual trees and seven groups of trees/shrubs were recorded. Of these, twenty-two individual trees and six groups of trees/shrubs were recorded as retention category 'C'. However, one group of self-seeded Buddleia shrubs and one semimature tree (G23 and T27) were classified as retention category 'U' (unsuitable for retention).
- 7.55. The proposed development directly impacts upon twelve category C trees and six groups of category C trees. These trees shall require removal due to their close proximity to construction activity. All of the trees proposed for removal are considered to be low quality ('C' category) specimens.
- 7.56. To mitigate the loss of the trees a replacement strategy is proposed as part of the landscaping proposals to include a scheme of well-structured new trees that will add to the quality of the area and help integrate the proposed development into the surrounding landscape. In this instance, it is understood that sixty-six trees are proposed for Site C, and eighty-three trees are proposed for site D. This equates to a 3:1 replacement ratio on the Site.

## Ground Conditions

### Policy and Guidance

- 7.57. Core Strategy Policy EN18 Contaminated Land and Ground Stability sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 7.58. Paragraph 183 of the NPPF requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination. This includes the risks arising from natural hazards or former activities such as mining and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).

### Compliance of the Proposed Development

- 7.59. A Phase 1 Study and a Phase 2 Ground Investigation Report has been prepared by WSP for the Proposed Development.
- 7.60. Plot C and Plot D have recorded similar soil and groundwater conditions. The presence of asbestos, arsenic, lead and a PAH compound (benzo(a)pyrene) was identified within the shallow soils at the Site. However, all soils to a minimum depth of 7.0m bgl are to be removed during construction.
- 7.61. Preliminary ground gas results indicate that no gas protection measures are required for the Site. Whilst several concentrations of carbon dioxide were above 5%, the engineered design of the new development will include several barriers to ground gas ingress such as grade 2 waterproofing and basement ventilation.
- 7.62. Asbestos fibres have been identified in soils and therefore all groundworks should be completed under an asbestos management plan produced by an appropriately qualified professional and in accordance with CAR 2015.
- 7.63. Risks to construction workers should be managed through the adoption of appropriate control measures identified with a Construction Environmental Management Plan and Construction Plan including appropriate mitigation for release of asbestos fibres during excavation (asbestos management plan), appropriate PPE for construction workers and standard control measures.
- 7.64. The presence of metals, chloride, several long chain TPH compounds and two PAH compounds above the relevant water quality standards for the Site are not considered significant. The marginal nature of the exceedances and the removal of the likely contaminant source (i.e. the Made Ground that will be removed during construction) means the Proposed Development would potentially cause betterment of groundwater.
- 7.65. In addition, caution will be given in regard to the disposal of soils contaminated with Giant Hogwood. During the construction phase it will be advised that construction workers should ensure their skin is covered as contact can lead to severe blistering of the skin.
- 7.66. Full details are included in the Phase 1 Desktop Study and Phase 2 Ground Investigation Report prepared by WSP.

## Air Quality

### Policy and Guidance

- 7.67. Core Strategy Policy EN16 Air Quality states that *“the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”*

- 7.68. Paragraph 12.81 continues, *“other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”*
- 7.69. Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant.
- 7.70. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

## Compliance of the Proposed Development

- 7.71. An Air Quality Assessment has been prepared by Ensafé and is submitted in support of this planning application, forming Chapter 6 of the ES.
- 7.72. The Proposed Development has the potential to cause air quality impacts during both the construction and operational phases.
- 7.73. During the construction phase of the Proposed Development there is potential for air quality impacts at human receptors as a result of fugitive dust emissions from the Site. These were assessed in accordance with the relevant guidance methodologies. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities was predicted to be negligible and subsequently not significant.
- 7.74. Dispersion modelling was undertaken in order to quantify pollutant concentrations at the Site and assess potential exposure of future users. Annual mean concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> were predicted across the ground to fourth floor levels of Building C1 & C2 and Building D1 & D2 and were subsequently verified using local monitoring results obtained from MCC and SCC.
- 7.75. The dispersion modelling results indicated that annual mean NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations across proposed sensitive residential use were below the relevant AQOs. The location is therefore considered suitable for the proposed end-use without the implementation of protective mitigation techniques.
- 7.76. In addition, dispersion modelling was undertaken in order to predict air quality impacts at sensitive receptor locations within the vicinity of the Site as a result of the additional road vehicle exhaust emission generated by the operation of the Proposed Development. This indicated that the increase in pollutant concentrations at sensitive receptor locations was deemed minor adverse. As a result, a comprehensive offsetting strategy is to be employed to reduce development generated emissions.
- 7.77. The strategy includes provision of up to 20% demand-led Electric Vehicle Charging Points (7kw). These spaces will be future proofed with containment channels that enable cable connections to be installed as and when required. The Site will also provide a dedicated secure cycle parking space for each dwelling, including 58 Sheffield stands for visitors within the public realm.
- 7.78. As a result of the high level of offsetting measures, the residual effects resulting from development generated road vehicle exhaust emissions are predicted to be not significant.

## Ventilation

### Policy and Guidance

- 7.79. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity.

## Compliance of the Proposed Development

- 7.80. A Ventilation Strategy Report has been prepared by WSP and is submitted in support of this planning application. This statement has been produced to detail the supply and extract ventilation strategy for the Proposed Development and describes how ventilation requirements have been incorporated into the design of the buildings, including the underground car parking areas.
- 7.81. The car park ventilation system utilises extract fans, complete with attenuation, mechanical tight shut off dampers, flexible connections and then final attenuator before discharging to atmosphere via the architectural louvre at ground level.
- 7.82. Mechanical ventilation shall be provided to all apartments and other ancillary areas via dedicated Mechanical Ventilation & Heat Recovery (MVHR). Purge ventilation requirements are met by the “rapid vents” provided in all habitable rooms.
- 7.83. The staffroom kitchen will be provided with dedicated kitchen extract fan with replacement air make-up drawn from adjacent rooms and corridors. In all cases where cooking processes will occur, fire rated kitchen extract ventilation plant will be provided by the tenant and must incorporate grease, ultra-violet, activated-carbon and electrostatic precipitator filtration systems to eliminate the build-up of grease, smoke and odours where appropriate.
- 7.84. All proposed tenant and retail refuse areas are to be provided with appropriate dedicated extract ventilation. Refuse store extract ventilation shall be provided via an extract fan and ducting system that shall exhaust foul air to atmosphere at ground floor level, away from public spaces and air intakes. This will use mechanical extract ventilation which will be provided in line with current industry standard practice levels as set out in BS 5906:2005 - Waste management in buildings - Code of practice.
- 7.85. All retail units are being constructed as “shell and core” only, as such sufficient plant allocation and louvre shall be provided to enable a flexible tenant fit-out and ensure that such fit out is able to comply with all relevant standards. Louvred areas on the façade will be provided at high level to enable tenants’ air intake and exhaust ductwork connections. These intake and exhaust louvres shall be separate at a suitable distance from each other (as described in the previous sections). The tenant shall design a ventilation system to draw outdoor air and discharge vitiated air via this louvre arrangement. As above, in all cases where cooking processes will occur, fire rated kitchen extract ventilation plant will be provided by the tenant and must incorporate grease, ultra-violet, activated-carbon and electrostatic precipitator filtration systems to eliminate the build-up of grease, smoke and odours.

## Sunlight, Daylight and Overshadowing

### Policy and Guidance

- 7.86. Saved UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 7.87. Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.
- 7.88. Paragraph 125, part C of the NPPF stipulates that “...local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.”
- 7.89. In encouraging developers to “appreciate scale”, the Manchester Residential Quality Guidance (2017) acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers

and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street and block.

## Compliance of the Proposed Development

- 7.90. A Sunlight, Daylight and Overshadowing Assessment has been carried out by GIA. This has been considered within detail in Chapter 8 of the ES which is submitted as part of this Application.
- 7.91. An assessment has been undertaken to establish the likely significant effects of the Proposed Development upon the amount of daylight and sunlight received by properties adjacent to the Site.
- 7.92. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight: VSC and NSL. The VSC method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room (i.e. a horizontal 'desktop' plane of 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 7.93. For the assessment of sunlight, the approach considers the APSH for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight). Windows are checked to see if they are facing 90° due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.
- 7.94. The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on March 21 or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).
- 7.95. Nine receptors within the surrounding area were identified as having the potential to be impacted on by the Proposed Development. A total of 986 windows serving 758 rooms have been assessed for daylight and 156 rooms have been assessed for sunlight. One amenity area (Factory public realm) was assessed for overshadowing
- 7.96. In the Baseline Scenario, out of the 986 windows assessed for daylight, 621 (63%) meet the BRE guidelines for VSC daylight. 622 (82%) of the 758 rooms assessed meet the BRE criteria for NSL daylight. For sunlight, 141 (90%) out of the 156 rooms assessed meet the BRE criteria for both Winter and Annual APSH.
- 7.97. In the Proposed Scenario, with regard to daylight, out of the 986 windows assessed for daylight, 561 (57%) meet the BRE guidelines for VSC. 572 (76%) of the 758 rooms assessed meet the BRE criteria for NSL. The effects identified are negligible to moderate adverse in nature and are therefore considered to be not significant in EIA terms.
- 7.98. For sunlight, 139 (89%) of the 156 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are negligible to minor adverse in nature and are therefore considered to be not significant in EIA terms.
- 7.99. For overshadowing, the Factory public realm will continue to receive in sunlight to in excess of 50% of its area on 21 March with the Proposed Development in place. The effects identified are negligible in nature and are therefore considered to be not significant.
- 7.100. Overall, the impact on daylight impacts to the surrounding properties is considered negligible to moderate adverse and the impact on sunlight is considered negligible to minor adverse. Overall, this is considered to result in non-significant effects. When considering NPPF paragraph 125 it is considered that given the context of the Site and nature of effects, no further mitigation is necessary.

## Solar Glare

### Policy and Guidance

- 7.101. Paragraph 125, part C of the NPPF stipulates that “...local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.”
- 7.102. Paragraph 130 of the NPPF stipulates that “Planning policies and decisions should ensure that developments...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users...”.
- 7.103. Core Strategy Policy DM1 Development Management states that all development should have regard for the effects on amenity.
- 7.104. Solar glare assessments are considered necessary when a Proposed Development has sections of glazed façade that may reflect sunlight and obstruct the vision of road users and train drivers.

### Compliance of the Proposed Development

- 7.105. A Solar Glare Impact Assessment has been prepared by GIA and is submitted in support of this planning application. This has been considered within detail in Chapter 13 of the ES which is submitted as part of this Application.
- 7.106. The assessment results show the time period and months in which potential solar reflections can occur. The assessment shows a worst-case scenario, as a clear sky is necessary for solar reflections to occur, which in the UK is often not the case.
- 7.107. Due to the phased nature of the Proposed Development, an assessment has been undertaken at completion of each of the phases to establish if there are solar reflections that would occur temporarily, that would then be shaded or obstructed following the full implementation of the Proposed Development. Nevertheless, the intention is for the full development to be delivered in quick succession, which would mitigate any adverse effects identified as arising between phases.
- 7.108. The assessment found that one junction, the junction of Water Street with Regent Road, Egerton Street/Inner Ring Road (WS3), would require temporary mitigation should Phase C1 be completed but if Phase C2 has not commenced. Likewise, the junction of Egerton Street/Inner Ring Road with Regent Road (ES2) would require temporary mitigation should Phase D2 not commence on site by the time Phase D1 is completed. The effects reported at all other locations are the same as or less than those of the Completed Development detailed below. The temporary mitigation proposed is appropriate and has previously been accepted by the LPA.
- 7.109. Overall, 26 locations sensitive for road users and five rail tracks have been identified and assessed. 15 road locations and 1 train line are considered to have negligible or minor adverse impact and are not significant in terms of solar glare. 5 road locations and 1 train line are considered to experience minor-to-moderate adverse effects overall which are significant in terms of solar glare. The final 6 road locations and 3 train lines are considered to experience moderate adverse effects overall which are considered significant in terms of solar glare.
- 7.110. Owing to the proximity of the Site to a number of sensitive road junctions and rail tracks, as well as the highly glazed nature of the Proposed Development, a comprehensive, iterative review process was undertaken to incorporate mitigation strategies within the detailed façade design. As documented within the DAS, the iterative review process has run alongside the development of the façade from the early massing stages and has resulted in the inclusion of:

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

7.111. Therefore, the reflections occur from a scheme that has been fine-tuned to address potential solar glare risks as much as possible. However, as with any tall building within a low-rise context, the Proposed Development is visible from some distance and sits within the field of view for drivers at a number of nearby junctions. Solar reflections may be unavoidable at all junctions, so the façade design has sought to limit the area of reflections and their intensity to minimise the risk of solar reflections resulting in an instance of solar glare being generated by the buildings' facades.

## Flood Risk and Drainage

### Policy and Guidance

- 7.112. Core Strategy Policy EN14 Flood Risk outlines that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- 7.113. In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- 7.114. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- 7.115. Core Strategy Policy EN17 Water Quality sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
  - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
  - If close to a watercourse the development should ensure waste and litter cannot enter the watercourse
- 7.116. Chapter 14 of the NPPF provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-

166. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

## Compliance of the Proposed Development

- 7.117. The Flood Risk and Drainage Strategy has been prepared by Curtins and is submitted in support of this planning application. The discipline is scoped into the EIA and found within Chapter 16 of the ES.

### Flood Risk

- 7.118. Both Sites sit in a Flood Zone 2 and at a residual risk of Reservoir flooding. The potential environmental impacts relate to flood risk to and from the Site and potential for increased contamination risk in the operational and construction phase.
- 7.119. The mitigation for the flood risk during the operation stage is to set the finished floor level above the 1 in 1000 year gate closed scenario, a flood evacuation plan and an onsite drainage network. Mitigation to manage the potential risks during construction include a Site evacuation plan linked to the EA warning system, material storage away from the watercourse which is managed by a robust CEMP to be developed by the Principal Contractor.
- 7.120. Following the implementation of the proposed mitigation there is a negligible risk from flood to and from the Site in extreme events. In these events, it is likely the impacts are felt throughout the catchment and not because of any construction on site.

### Drainage Strategy and SuDs

- 7.121. A drainage strategy has been developed in accordance with NPPF, PPG and the Non-Statutory Sustainable Drainage Technical standards and Building Regulations Part H (Drainage and Waste Disposal), 2010.
- 7.122. A separate foul and surface water system is proposed.
- 7.123. The proposed foul drainage will be discharged from the buildings into the surrounding public sewer network by gravity. Each of the buildings will have a single outfall. Where sewers remain private, connection to the public sewer network will be subject to a Section 106 Agreement.
- 7.124. The Drainage Assessment has followed the standard hierarchy of drainage solutions, giving consideration to firstly to the discharge of surface water runoff by sustainable methods. From discussion with the Peel and Manchester City Council, discharge to the River Irwell can be made at an un-restricted rate (l/s), however the velocity of the flow is likely to be limited. The proposed outfalls will be installed and controlled such that it doesn't breach the existing riverbanks or encourage back flows from the canal into the development's drainage network.
- 7.125. At this stage, opportunities for SuDS have been broadly assessed. It is possible for the SuDs features such as permeable paving to be utilised within the development. The final detail will be developed within the hard landscaping to collect and hold the water while it percolates through the filter layers below which treat the water before it is collected via a network of perforated pipes and then discharged to the proposed site outfalls.
- 7.126. For further information regarding the Drainage Strategy and SuDs please see ES Chapter 16 and ES Appendix 16.1

## Wind

### Policy and Guidance

- 7.127. Core Strategy Policy EN2 Tall Buildings states that, *"by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment."*

- 7.128. Paragraph 12.14 goes on to state, *“it is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space.”*
- 7.129. The Manchester Residential Quality Guidance (2017) states that *“buildings that are taller than their immediate surroundings will have an impact on the wind environment at street level. Where this is the case, wind analysis should be undertaken to understand and where required mitigate the effects of wind on pedestrian comfort and safety.”*
- 7.130. In addition, under Section 12 of the NPPF paragraph 130 it sets out the proposals should create a place with a high standard of amenity for both existing and future residents.

## Compliance of the Proposed Development

- 7.131. A Wind Assessment has been prepared by WSP and is submitted in support of this planning application. It is located within Chapter 17 of the ES.
- 7.132. Wind modelling has been used throughout the design development proposals to identify potential mitigation measures at an early state. Therefore the design of the buildings and the carefully curated public realm have included embedded wind microclimate mitigation.
- 7.133. The results of the assessment, indicate that the Proposed Development is likely to modify the local wind environment and create both localised improvements as well as some areas where accelerated winds could prevail. Where there have been accelerated winds the comfort ratings remain appropriate for their intended use, likewise wind conditions at street level within and in the vicinity of the Proposed Development are free from breaches of the safety criteria.
- 7.134. The proposals do not currently include wind mitigation measures on the terraces within the buildings. As such there are localised breaches the recommended wind comfort rates and of the safety criteria occur across some of the terrace’s part of the Proposed Development. Bespoke wind mitigation measures will need to be introduced across these spaces to mitigate these undesirable wind conditions. Alternatively, access to these spaces should be restricted when windy conditions are forecasted in the area, as agreed within a detail operational strategy. For further details please refer to Chapter 17 of the ES.
- 7.135. On this basis, the Proposed Development is in line with Core Strategy Policy EN2 and the NPPF.

## Transport

### Policy and Guidance

- 7.136. Core Strategy Policy T1 Sustainable Transport sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
- 7.137. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 7.138. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 7.139. Section 9 of the NPPF relates to the promotion of sustainable transport. It sets in paragraph 104, the proposals should:
- a) The potential impacts of development on transport networks can be addressed;*

- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

## Compliance of the Proposed Development

- 7.140. Transport has been considered at detail in Chapter 15 of the ES prepared by Vectos. It is supported by a Transport Assessment (ES Appendix 15.1) and a Framework Travel Plan (ES Appendix 15.2) also prepared by Vectos.
- 7.141. The Site has previously operated as a car park providing parking for up to 645 vehicles and has also been used a construction compound for Network Rail when delivering the Ordsall Chord railway improvement scheme. The Transport Assessment has been undertaken in the worst case scenario of the Site being a vacant unused site, however, it is important to demonstrate that the site's established use is a car park, which could be reinstated if the land owner wished to do so.
- 7.142. The Proposed Development provides basement car parking for residents. In the interest of sustainable development and carbon reduction, the Proposed Development proposes 556 spaces in total; 29% provision.
- 7.143. The potential effects of construction will be short term with a minor adverse impact, which is not considered to be significant. No mitigation for increase in traffic is therefore proposed to be necessary.
- 7.144. Notwithstanding that assessment, the applicant will commit to providing a Construction Traffic Management Plan (CTMP), which will outline the measures to be introduced to minimise the environmental impact during the construction phase. This will detail the pattern of HGV arrivals and departures and routes to and from the Site to be used. Any large items will be transported during off-peak periods.
- 7.145. In order to minimise any potential construction traffic impact at the Site entrances, the CTMP will look to include temporary signing to highlight the presence of the works access. Wheel washing facilities will be used to ensure that road surfaces do not become slippery.
- 7.146. Roadworks and temporary lane closures will be coordinated to have the least possible impact during peak times.
- 7.147. The site-wide CTMPs will impose requirements for the various contractors to liaise with the project management consultant to ensure that the construction activities with high HGV generation do not occur together, to ensure construction impact is managed. The CTMPs provide some self-regulation with the ability for the development manager to monitor and control the construction flows to those assessed here. The proposed site access with the Trinity Way/ Water Street junction has been designed to minimise the impact of the Sites operation on the operation of this junction. This includes dedicated right turn facilities for southbound traffic on Trinity Way.
- 7.148. Car parking provision at the Site is limited at this will act to discourage car ownership amongst future residents. This will ensure that the Proposed Development has a low vehicle trip generation potential and minimal impact on the wider highway network.
- 7.149. This level of car parking is considered appropriate given the sustainable location of the Site within Manchester City Centre and reflects MCC's ambitions for carbon reduction and wider obligations for the

Government in terms of their carbon reduction targets. Furthermore, the Applicant will provide up to 20% demand-led electric vehicular charging points within the buildings car park at a capacity of 7kw each. Spaces will be future proofed with containment channels that enable cable connections to be installed as and when required. This allows the choice over appropriate charging points according to car type and provides flexibility in terms of EVC point specifications and location within the car park. The method will ultimately maximise EVC point up-take by providing the appropriate points at the most convenient locations.

- 7.150. The proposals include 1,950 secure cyclespaces (100% provision) for residents. The intention is that this will encourage the use of bicycles as a mode of sustainable transport. These users benefit from nearby proximity to the Bridgewater Cycle Route as well as the dedicated cycle routes along the Oxford Road Corridor. Enhancements to the pedestrian and cycle environment are proposed to ensure that trips by these modes are attractive to site users. A high uptake of active travel modes will help to reduce dependency on car travel. The Site also benefits from close proximity to a wide range of sustainable transport modes such as tram, train and bus, and as detailed within Chapter 2 of this Statement and the Transport Assessment.
- 7.151. A Travel Plan will operate as part of the Proposed Development. A Framework Travel Plan prepared by Vectos has been submitted with this application. This sets out a range of initiatives for promoting sustainable transport, as well as the arrangements for managing and monitoring outcomes. In accordance with Transport for Greater Manchester advice, this includes:
- 100% secure cycle parking;
  - Electric vehicle charging;
  - Appointment of Travel Plan coordinator;
  - Production of Residential Welcome Packs;
  - Promotion of the health benefits of walking and cycling, particularly taking into consideration the central location of the Site, proximity to a wide range of uses and services;
  - Measures to encourage the use of public transport, including through advertisement and supply of information to residents; and
  - Car sharing clubs.
- 7.152. Overall, it has been assessed that the Proposed Development will have no material impact on the surrounding highways networks and that measures are in place to actively promote the use of sustainable transport. On this basis it is considered that the proposals are in accordance with the Local Plan and the NPPF.

## Noise

### Policy and Guidance

- 7.153. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- a) the effect of new development proposals which are likely to be generators of noise; and
  - b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 7.154. In addition, Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, including noise.

- 7.155. NPPF paragraph 174 e) sets out that development should neither contribute nor be at risk of the impacts of noise.

### Compliance of the Proposed Development

- 7.156. The ES contains an assessment of the noise and vibration associated with the Proposed Development in Chapter 11 as prepared by Fisher Acoustics.
- 7.157. The Chapter describes the methods used to assess the impacts; the baseline conditions currently existing at the Site and surroundings; the potential direct and indirect impacts of the Development; and the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts.
- 7.158. Operational noise due to the Proposed Development and the committed developments in the surrounding area would include mechanical services noise, noise egress due to leisure activities and changes in road traffic noise levels due to changes in traffic flows.
- 7.159. The cumulative impact of noise due to changes in road traffic flows is expected to be negligible.
- 7.160. Construction noise must be minimised where necessary by the mitigation methods described in BS 5228. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be negligible.
- 7.161. The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected.
- 7.162. Compliance with the external noise criteria for activity noise egress from the proposed amenity spaces and commercial units would lead to negligible noise effects at sensitive receptors.

## Implementation and Operation

### Construction Management

#### Policy and Guidance

- 7.163. Core Strategy Policy DM1 Development Management, states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation. Policy SP1 Spatial Principles, states that developments should minimise emissions.

### Compliance of the Proposed Development

- 7.164. The Construction Methodology and Programme detailed within Chapter 5 of the ES (Volume 1) has been prepared by the Applicant. The Chapter sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area and has informed the assessments within the ES technical chapters.
- 7.165. The construction methodologies have been refined through the Applicant's extensive experience in the construction of high-rise and major developments.

## Operational, Servicing and Waste Management

### Policy and Guidance

- 7.166. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regards should also be had for refuse collection and storage.
- 7.167. Core Strategy Policy EN19 Waste requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
- 7.168. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 7.169. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
  - Details of internal and external stores for both waste and recycling; and
  - Location of the proposed collection point and details of the route the collection will take.
- 7.170. The Manchester Residential Quality Design Guidance (2017) acknowledges that effective operational management of a development is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term. Early consideration of operational requirements is important.
- 7.171. The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.

### Compliance of the Proposed Development

#### Operational and Residential Management

- 7.172. Deansgate Square set a new challenge for Renaker and their Managing Agent Zenith. Whilst existing schemes were already operating to the highest of professional standards and achieving awards for their level of customer care, it was recognised that the scale of Deansgate Square would require further review and expert advice to allow them to improve upon this. Their aspiration has always been to provide the highest standards of resident satisfaction and in 2019, a full year ahead of the opening of South Tower and two years ahead of opening the remaining elements of the estate and facilities, Renaker interrogated their existing management model and explored new methods of management with the objective to deliver a standard of service in keeping with the aspiration of the development and raise the bar even higher. It was important that these new methods could be scalable so that they could be rolled out across the wider Great Jackson Street area.
- 7.173. Working with experienced hospitality consultants, Renaker looked to the hotel industry where they saw the confluence of experience-led service and operational building management. Influenced by global hotel groups such as Four Seasons and Mandarin Oriental, a new organogram was conceived to reflect a hotel-like staffing structure with decision making centred on resident experience.

- 7.174. Recruitment focussed on building a diverse team with experience in hotel and hospitality settings, bolstered by a strong and experienced building management resource from Zenith's HQ team. Teams are recruited for their ability to deliver an exceptional level of service in an environment which presents daily challenges. Multilingual teams are the preference, reflecting the diverse resident mix on site.
- 7.175. The building of a community is a central focus of the team at all of Renaker's latest developments including Deansgate Square, Crown Street and Castle Wharf and Trinity Islands will be no different. At the heart of this is a custom built app which allows management-to-resident communication (and vice versa) as well as peer to peer interaction. Using a set of parameters to encourage trust and openness, the app has shown real success, creating real life experiences for residents, both planned by the in-house team and organic. This has been really successful, demonstrated by the fact that 90%+ of residents are signed up to the app and Deansgate Square has the highest resident engagement rate across the app developers' portfolio.
- 7.176. The Proposed Development has been considered with this same managing agent, Zenith, to ensure that the right facilities are provided, and the operational management has been fully considered.
- 7.177. A Development Management Strategy has been prepared by Zenith and is submitted in support of this planning application. It provides further details of the management processes proposed to be undertaken at Trinity Islands, including the following: concierge team functions; cleaning and maintenance; refuse management, including storage, collection and recycling; car and cycle parking management and access control; access arrangement and security; CCTV; post and parcel service; move-in and ad-hoc deliveries; window cleaning; repairs and replacements; management of external landscaping; litter picking; details of residents welcome pack and regular newsletters; details of the lease structure and service charge methodology and matrix; and details of long-term management and reserve funds.

#### **Site Waste Management**

- 7.178. The Site Waste Management Strategy has been prepared by Simpson Haugh and is included within the Design and Access Statement.
- 7.179. A supplementary report; 'Site Waste Management Strategy' prepared by Vectos Transport Planning Specialists, accompanies the application and identifies in detail the waste management strategy for the Proposed Development.
- 7.180. This document provides a Waste & Servicing Strategy for the Trinity Islands development incorporating 4 large residential towers with some additional ancillary commercial premises.
- 7.181. The report has set out the policy context for waste management and has provided a calculation for the various waste streams generated by the development and associated the refuse storage provision by establishing a clear strategy for minimising waste generation.
- 7.182. It is concluded that the waste management and refuse collection strategy proposed is appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner, in line with MCC Guidance GD04.
- 7.183. The bin stores for each residential building are located at ground floor, with residents using tri-separator waste chutes to deposit their rubbish. The bin store locations are shown in the adjacent drawing.
- 7.184. Waste collection for Trinity Islands will be supervised by the on-site building management team and involves bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean.
- 7.185. It is proposed that Residential Waste will be collected by the local Authority waste collection company. The waste from the ancillary Commercial units will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way.

- 7.186. Residents will benefit from three colour coded waste bins within each residential unit. The development will employ a waste chute system with an automated tri-separator located at the bottom of the chute to separate each different form of waste. There would therefore be three waste streams created, colour coded to assist management and compliance.
- 7.187. On all residential floors (04-60) there will be lobbied access to a waste chute from the main circulation core. The chute will incorporate a series of buttons relating to the type of recycling, allowing the tri-separator to deposit the waste in the correct bin in the store. The building management company will monitor the bins as they fill and replace with empty bins when required.
- 7.188. Following advice from Zenith Property Management - food waste will be bagged and brought to a purpose built bin store enclosure in each building close to the lift cores at ground level.

#### All Buildings (C1, C2, D1 and D2)

- 7.189. The refuse stores open out into the service bays providing straightforward access on collection day.

#### Commercial Units

- 7.190. Each commercial unit has a self-contained refuse store within the demise with direct access out towards the building service bays. Stores will benefit from natural ventilation through the building facade.

## **Designing Out Crime**

### **Policy and Guidance**

- 7.191. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

### **Compliance of the Proposed Development**

- 7.192. A CIS has been prepared by GMP. The following areas have been identified as a concern and should be addressed:
- The landscaped areas should be carefully designed so that areas of concealment or hard landscaping that could generate antisocial behaviour, or criminality, are avoided.
  - The riverside walk should be illuminated to a high standard to foster a safe environment for pedestrians at night.
  - Access control and physical security of the buildings should be carefully considered.
- 7.193. The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design. The project team have subsequently revised the design to address any valid concerns. Full details in relation to the design response are provided in Section 4.2 of the Design and Access Statement.
- 7.194. The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces. Residential entrance lobbies are situated adjacent to the public realm, which will be well lit and overlooked.
- 7.195. The development will benefit from 24 hour on-site concierge/management staff in each tower. The car park entrance will be provided with a security shutter / bi fold gate arrangement.
- 7.196. The ground floor layout provides good visibility to access routes and spaces. Entrances will be well lit, and the development will incorporate CCTV.

## TV Reception

### Policy and Guidance

- 7.197. Under MCC planning guidance, any development over four storeys require a TV reception impact assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.

### Compliance of the Proposed Development

- 7.198. A Television Desk-Based Report has been undertaken by Pager Power, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.
- 7.199. The Proposed Development is within the coverage area for the Winter Hill television transmitter which is expected to be the main transmitter serving the area.
- 7.200. Any interference would be due to diffraction (shadowing) effects i.e. the weakening of the transmitted signal due to the physical presence of the Proposed Development. Considering the desk-based modelling results and Pager Power's assessment experience, any interference effects would be limited to approximately 1km of the Proposed Development and within its shadow.
- 7.201. In practice, small/moderate losses may be tolerable to the current terrestrial television signal without affecting the quality of the reception in the area. It is possible that no noticeable effects would occur in practice.
- 7.202. The potential impacts created by the Proposed Development upon satellite television signals extends to circa 600m north west of the Proposed Development. Some tolerance is built into the receiving equipment and it is possible that a satellite signal may still be maintained even if line of sight is partially blocked. Therefore, it is possible that no noticeable effects would occur in practice.
- 7.203. No pre-emptive action is recommended however any reported television interference should be investigated by means of a post-construction reception measurement. The survey can then be compared alongside the baseline survey results (if completed) and modelling results to determine whether the effect is attributable to the development.

## Broadband Connectivity

### Policy and Guidance

- 7.204. Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance produced by the Department for Communities and Local Government.

### Compliance of the Proposed Development

- 7.205. A Broadband Connectivity Assessment has been prepared by Pager Power in support of this Application. The Assessment seeks to ensure that new residences have access to superfast broadband speed, to ensure future occupants can obtain the associated services.
- 7.206. Suitable superfast broadband speed, understood to mean a minimum of 24 Mbps, is available at the Proposed Development.
- 7.207. Openreach provide FTTC infrastructure and this is leased by BT and Sky whom provide suitable internet services, amongst other retail providers.
- 7.208. FTTP is available free of charge for this development subject to application to Openreach. This would ensure internet speeds are maintained between the cabinet and premises however it is not required based on the

existing estimations provided by internet service providers. If the installation of FTTP were to be pursued, the application must be done at least six months before provision of the service to the first property is provided.

## **Aviation Consideration**

### **Policy and Guidance**

- 7.209. Paragraph 20 of the National Planning Practice Guidance on Consultation and Pre-Decision Matters refers to the need for additional consultation to take place in specific local circumstances. This process, 'consultation direction' includes the consideration of proposals in the vicinity of existing facilities, including airports.

### **Compliance of the Proposed Development**

- 7.210. An Aviation Safety Assessment has been prepared by Pager Power to investigate the potential impact of the Proposed Development upon aviation infrastructure in the surrounding area, namely operations at Manchester Airport. There have been ongoing discussions with NATS and Manchester Airport Group to ensure that the proposals are acceptable and can be suitably mitigated.

## **Local Labour Agreement**

### **Policy and Guidance**

- 7.211. Core Strategy Policy EC1 Employment and Economic Growth in Manchester requires Local Employment Agreements to contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.

### **Compliance of the Proposed Development**

- 7.212. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted in support of the planning application.

## **Socio-Economic**

### **Policy and Guidance**

- 7.213. Core Strategy Policy CC1 Primary Development Focus: City Centre and Fringe states that within the City Centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses.
- 7.214. Core Strategy Policy CC5 Transport outlines that proposals that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements.
- 7.215. Core Strategy Policy C10 A Place for Everyone highlights that the City Centre will develop as a location which appeals to a wide range of residents and objectives, including through high standards of accessibility to buildings and across spaces.
- 7.216. Core Strategy Policy EN1 Design Principles and Strategic Character Areas identifies the City Centre Character Area. The policy states that within the Character Area there is the opportunity to create landmark buildings, developments should positively contribute to the experience of all at the street level and the opportunity to enhance existing and provide new areas of meaningful open space should be considered.

### **Compliance of the Proposed Development**

- 7.217. Ekosgen have prepared Chapter 12 of the ES which contains a socio-economic assessment of the Proposed Development.

- 7.218. The socio-economic assessment has assessed the likely effects of the Proposed Development in terms of the following issues employment and GVA; housing; population; local expenditure; local authority income; healthcare; educational provision; crime; open space and recreational facilities.
- 7.219. During the construction of the Proposed Development, an estimated construction workforce of 4,180 full time equivalent job years will be supported as well as local construction workforce expenditure. The likely effects of the construction phase in terms of jobs and economic output and local expenditure from construction workers is considered to be of minor beneficial significance and temporary.
- Deliver 1,950 residential units, making a notable contribution toward Manchester’s housing targets
  - Support a population uplift of circa 4,000 residents, 3,700 of which are expected to be of working age
  - Support household spending locally on goods and services
  - Support additional council tax income
  - Deliver 1.29 ha of new public realm creating a new river walkway and connections from Salford through to St Johns and the city centre
  - Create additional demand for local services including nurseries, school places and healthcare facilities
- 7.220. Create additional demand for local services including nurseries, school places and healthcare facilities

## Viability

### Policy and Guidance

- 7.221. Core Strategy Policy H8 Affordable Housing sets out requirements for affordable housing or an equivalent financial contribution, as set out in any published SPD and Planning Guidance. The policy applies to sites of 0.3 hectares and above or where 15 or more units are proposed.
- 7.222. Policy H8 highlights that 20% affordable housing provision should be provided for residential schemes, subject to viability and therefore being deliverable with a reasonable profit allowed for the developer. This necessitates the submission of a viability appraisal.
- 7.223. In September 2019 the Council’s Executive Committee received a report entitled Delivering Manchester’s Affordable Homes to 2025. This report provides an update on progress against the policy ideas contained in the Affordable Housing Report considered by the Executive in December 2018 which considered the demand for and supply of Affordable Homes in the City.
- 7.224. The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.

### Compliance of the Proposed Development

- 7.225. A Viability Assessment has been prepared by the Applicant, and peer-reviewed by JLL, and is submitted in support of this planning application.
- 7.226. In summary, the Applicant will deliver 1.29ha of public realm associated with the residential which is a significant financial contribution. This will transform the current hard-standing in the area into a vibrant destination which re-connects the Site to the River Irwell, a longstanding ambition for the St. John’s and Water Street SRFs.
- 7.227. Given the significant financial contribution attributed to the public realm, the quality of the scheme and associated delivery costs, the scheme cannot support a further planning obligation / affordable housing

contribution. This is set out within the attached viability statement and which will be independently assessed by the LPA.

## **Planning Assessment Summary**

- 7.228. This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Impact Assessment and other technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

## 8. Conclusion

- 8.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the development of Trinity Islands of the St. John's and Water Street SRF's for four residential-led towers delivering 1,950 residential units, 361 sqm of commercial units and 1.29ha of new high quality and accessible public realm.
- 8.2. Renaker is a prominent developer within the North West that has made a significant mark on the urban fabric of Manchester City Centre and in particular its towards its attractively formed skyline. To date, Renaker have delivered prominent developments including Deansgate Square, Greengate Water Street and Wilburn Basin for instance, with others currently under construction or in the pipeline. Renaker are seeking to commence construction on the first phase of the Proposed Development to deliver this strategically important scheme as soon as possible in 2022.
- 8.3. The Site has been underutilised for many years and its current use as a surface level car park detracts from the overall attractiveness of the St. John's and Water Street SRF areas. Therefore, the Proposed Development will help to revitalise this area to become a new and exciting part of Manchester City Centre to live, work and play.
- 8.4. The Proposed Development directly supports the St. John's and Water Street SRF's vision through the delivery of tall, elegant towers located within a key gateway location whilst delivering a significant amount of public realm helping to reinvigorate the riverside setting. The Proposed Development will contribute to the prominent landmark clustering that signals the entrance to the Framework area and the City Centre.
- 8.5. The redevelopment of the Site for use as a residential-led development fully complies with the national and local development plan policies and the Manchester Residential Quality Guidance (2017). In addition, the St. John's and Water Street SRF's provides support for tall buildings on the Site. As demonstrated in Table 8.1 below, the Proposed Development meets the frameworks visions:

**Table 8.1: Assessment of Proposed Development against St. John's and Water Street SRF visions**

| St. John's and Water Street SRF                                                                         | Proposed Development                                                        | Meets the Vision |
|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------|
| Tall buildings, approximately 55 storeys in height                                                      | Four towers ranging between 37 to 60 storeys in height                      | ✓                |
| Basement parking                                                                                        | Basement resident car parking                                               | ✓                |
| Range and mix of high quality residential accommodation                                                 | A mix of 1, 2, 3 bed apartments with residential amenity.                   | ✓                |
| Commercial uses at ground level.                                                                        | Ground floor commercial units on Site C.                                    | ✓                |
| New public landscaped spaces that help to create new pedestrian linkages and improve riverside setting. | 1.29 ha of high-quality public realm with pedestrian route along riverside. | ✓                |

- 8.6. The Site is in a highly sustainable location due to the proximity of a wide range of transport links. The current use of the Site does not fully utilise the Site's locational advantages. The Site is within easy reach of areas of

work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing need for housing in Manchester and Greater Manchester more broadly.

- 8.7. The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one, two, three bed apartments. This will contribute to meeting Manchester's annual housing need as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision, and the Manchester Residential Growth Strategy. The increased housing provision will in turn support Manchester's future economic growth.
- 8.8. The Proposed Development provides 556 basement car parking spaces for residents which equates to a 30% provision. This level of car parking is considered appropriate given the central location of the Site within Manchester City Centre and the sustainable modes of transport available. Furthermore, the Applicant will provide up to 20% EVC spaces with the capacity to install more points as and when required. This allows the choice over appropriate charging points according to car type and provides flexibility in terms of EVC point specifications and location within the car park. The method will ultimately maximise EVC point up-take by providing the appropriate points at the most convenient locations.
- 8.9. A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including MCC, Places Matter!, Historic England, Greater Manchester Police and the wider community.
- 8.10. The Proposed Development has been designed to respond to the surrounding area and context. A comprehensive townscape and massing analysis has been undertaken to ensure that the scale of the development reflects its prominent location at a key gateway into the City Centre. It achieves the desired streetscape variety and will act as a landmark entry-point to the City Centre. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.11. The Proposed Development will result in a number of benefits, as follows:

#### Economic

- **A viable use of an underused site:** The Site has been historically underutilised as a surface level car park. The current use of the Site fails to fully utilise the positive attributes of the Site. The redevelopment of the Site for residential-led uses positively contributes towards the ongoing regeneration of Manchester and the expansion of the City Centre. It will provide an attractive environment and will encourage further investment in the surrounding area. The developments within St. John's will benefit from an increase of activity within the area, supporting the uses coming forward.
- **Support employment opportunities:** During the construction phase employment opportunities will be created, including opportunities to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.
- **Support economic growth:** The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the City Centre. Suitable housing is needed to support these jobs and to retain / attract talent. The creation of residential units in a mix of sizes and styles will promote a mix of families, young professionals, retirees to live and work in the City Centre, in turn encouraging expenditure. This will contribute to meeting the housing need of Manchester every year as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision and the Residential Growth Strategy. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the City. In addition to building management roles, the commercial units will provide employment opportunities in the form of full-time and part-time jobs.
- **Demand:** The proposed residential development will help to meet the recognised demand for City Centre living for not just young professionals but families too. The Site is ideally located for residents

to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options.

#### Environmental

- **High level of sustainability** – The Proposed Development will utilise an all-electric approach using air source heat pumps as well as utilising a fabric-first approach to the buildings design. When applying the current and up to date carbon factors through the use of SAP 10 Beta software, the buildings are seen to improve upon the Part L1A (2021) carbon dioxide compliance standard by at least 50%.
- **Enhancement of Blue and Green Infrastructure increase in the level of biodiversity** – The proposed public realm will help to enhance Manchester's Green and Blue Infrastructure assets by improving their overall quality and function. The River Irwell will be opened up to provide individuals with the opportunity to enjoy the riverside setting that befits the site whilst the high-quality planting will introduce a significant increase of vegetation (using native species) into a part of the City Centre where it is currently quite limited.

#### Social

- **Vitality, Safety and Security:** The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians, in particular by improving the riverside setting. This will help to create a more safe and secure site by increasing the level of natural surveillance.
- **Provision of a significant area of new high-quality public realm:** The proposed public realm will provide a green open space for new residents, existing communities in St. John's, Water Street, Hulme, Castlefield, First Street and the wider City Centre to play, relax and socialise. This area of public realm will also improve connectivity to Manchester's existing blue and green network as well as supporting the Irwell City Park Initiative.
- **Improved pedestrian and cycle connections:** The Proposed Development and associated public realm will provide key pedestrian routes through the Site to Manchester City Centre to existing communities in St. John's, Water Street, Hulme, Castlefield, First Street and the wider City Centre and connecting the existing areas of green infrastructure.
- **Providing high quality, highly visible, well-designed buildings:** Improving the visual amenity of the existing Site, which the last use was a visually unattractive surface level car park. The Proposed Development is in a key gateway location into the City centre which signalise the entrance to the City Centre and highlights Manchester's high quality ambition towards the City townscape.
- **Commercial Uses:** Delivering a high-quality food and beverage offer, within a highly attractive riverside setting. This provision will provide options more immediately to the residents of Trinity Islands but St. John's and Water Street as well as attracting visitors from Manchester and afar.
- **Accessibility:** A development that is designed to be accessible to all users including those whose mobility is impaired.

8.12. The cumulative effect of all these benefits will be very significant. It is clear the Proposed Development provides a wide range of public benefits that will deliver economic, social and environmental benefits to the local community.

8.13. A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in Chapters 6, 7, and Appendix A of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan as a whole and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.

- 8.14. It has been demonstrated that a well-considered and balanced approach has been taken to the development to ensure delivery of the overarching economic, social and environmental objectives of sustainable development. As such, the Proposed Development therefore merits of the support of the Local Planning Authority.

# Appendix A – Public Benefits

- 9.1. As set out in paragraphs 6.30 to 6.40 of this Statement, Historic England’s pre-application response considered that the proposals may lead to instances of less than substantial harm to the setting of identified heritage assets. Within their response, Historic England considered 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” and that “this therefore partly reduces their potential overbearing nature”. However, it was noted 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”.
- 9.2. In paragraph 202 of the NPPF (2021) it states that ‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’. Therefore, it is necessary for the Proposed Development to illustrate how this ‘*less than substantial harm*’ will be balanced out by the public benefits it will deliver. Paragraph 020 (ID: 020-20190723) of the National Planning Practice Guidance sets out that public benefits “*could be anything that delivers economic, social or environmental objectives*”.
- 9.3. The purpose of this Section is to provide a detailed assessment of the economic, social, and environmental benefits associated with the proposals. Importantly, these benefits are also explained with reference to Manchester’s overall strategic policy and economic context, which has been set out in Section 3 of this Statement.

## The Economic Benefits

- 9.4. As demonstrated through the Strategic Context, there is a clear requirement for economic benefits to be maximised by the future proposals in order to drive forward the regeneration objectives of the St. John’s and Water Street SRFs and support the wider strategic objectives of Manchester City Council and the Greater Manchester region. This has been assessed as part of the ES under Chapter 12: Socio-Economics prepared by Ekosgen.

## Direct Investments, Revenue Generation and Benefits

### Construction

- 9.5. The direct financial investment (approximately £494 million) to deliver the proposals is substantial due to the significant scale, complexity and overall quality of the project. The design of the proposals is of an exceptionally high standard, reflecting the importance of the Site in context of existing nearby heritage assets and the historical setting of the Conservation Area and its strategic gateway location at a key entry point to the city centre. This has been driven by the need to deliver the highest quality residential-led product as well as a substantial area of new public realm, in direct accordance with the strategic objectives of the St. John’s and Water Street SRFs.
- 9.6. The construction of the Proposed Development is anticipated to extend over a period of 9 years and will be delivered in multiple phases, therefore it will require a vast amount of local labour and will accumulate other associated construction related costs. Given the estimated construction cost of the Proposed Development and the average cost per FTE in the construction sector in the North West, the suggested construction of the Proposed Development will support around 4,180 FTE job years over the construction period. Based on the

average GVA per FTE in the construction sector in Greater Manchester an estimated Gross Value Added (GVA) of £323.8 million will be generated, throughout the construction period for the site.

- 9.7. Construction spend is recognised to deliver multiplier effects in terms of the indirect impacts as a result of spill-over spending through the supply chain and induced impacts through knock-on consumer spending as a result of wages being derived or spent locally. Using the CEBR construction multiplier of 1.842, suggests an additional 9,400 FTEs and GVA of £596.4m will be generated through indirect and induced impact while construction is underway.

## Operation

- 9.8. Assuming all units are fully occupied, and considering the unit mix, it is estimated the Proposed Development would accommodate up to approximately 4,000 residents. The additional households accommodated in the Proposed Development will support additional household spend, increasing local expenditure, including on retail, household goods, food and drink, local transport, recreation and leisure and other expenditure likely to be spent locally. It is estimated that an annual resident local expenditure of £22.8m is expected. This expenditure is sufficient to support approximately 160 FTEs.
- 9.9. The addition of new homes will also generate additional Council Tax revenue for Manchester City Council. While exact Council Tax bandings will not be determined until detailed site plans are known, making an assumption of a mix between Council Tax B and C properties, and taking into account single person discount for a proportion of the units, once fully built out and occupied the proposed development could generate an estimated £2.8m of annual Council Tax income which has the ability to support the delivery of services across the Local Authority and economic regeneration ambitions.

## Catalytic Benefits

### Investment in Manchester

- 9.10. The St. John's and Water Street SRFs highlight the opportunity for future investment and development to maximise catalytic effects brought about by the Proposed Development, leading to further investment in the area and Manchester as a whole. Both frameworks share a similar vision to create a new, sustainable City Centre neighbourhood as a place to live, work and play as well as a place for enterprise and culture. In effect, this will help to raise Manchester's international profile and bring about a wealth of economic opportunities.
- 9.11. In this respect, the proposals will not only transform and enhance this Site but will also deliver major public realm improvements within St. John's, Water Street and this part of the City Centre. The scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward particularly in the Water Street SRF area which has not witnessed a significant level of regeneration activity as St. John's.
- 9.12. The Proposed Development will therefore make best use of the locational characteristics of the Site to deliver a new 'best in class' residential-led development that will attract a mixture of new residents into the City Centre, bringing in new social and economic activity within Manchester.

## The Social Benefits

- 9.13. The Applicant fully understands the need for major investment to realise social benefits and positively contribute to the wider sustainable growth of the city centre. In this context, the proposals will deliver a range of direct interventions that will result in associated social public benefits.
- 9.14. Before setting out the significant social benefits brought about by the Proposed Development, it is important to recognise the context provided by the existing character and quality of the site as well as its surroundings. The Site's previous use was as a surface level car park and therefore detracts from the overall visual quality of the area. Whilst the areas to Castlefield Basin/ Potato Wharf, Liverpool Road and the former ITV site

illustrate the late 18th – mid 19th Century industrial development of the area, and the subsequent redevelopment mid-late 20th century development of the area, the area surrounding the subject site has no historic built form and is not considered to be a positive contributor to the overall character of the Conservation Area.

- 9.15. Additionally, the existing use provides no amenity to the local area, neither is it visually attractive and does not enhance its riverside setting. This results in the Site / area being seen as a part of the City Centre where no one has a reason to visit, now that its use as a car-park has ceased. The low levels of activity and visibility, and poor pedestrian connections can therefore make the Site feel unsafe.
- 9.16. A new, high-quality residential-led development with a large amount of public realm will help to transform this area to become a part of the City Centre where people want to visit whilst creating a new landmark, 'gateway' into Manchester.

## **Residential Mix**

- 9.17. These new homes will be split into one, two- and three-bedroom apartments to support a mixture of housing types in Manchester, including families which is currently limited. The provision of new homes to cater to the different needs of Mancunians and future resident's and which will support the economic growth of the City-Region.

## **Connecting the City**

- 9.18. The Proposed Development will make a major positive contribution to its surrounding context by repurposing an underutilised site to deliver a significant quantum of high-quality public realm within this part of the City Centre. The proposals directly respond to the objectives of the St. John's and Water Street SRFs as well as the Irwell City Park Initiative and seek to improve connections along the riverside of the Site and between St. John's and Water Street and the rest of the City Centre.
- 9.19. As set out in Chapter 3, the Proposed Development the includes high-quality, hard and soft landscaped public realm wrapped around the four towers which sit in the centre of each Site. Across this public realm, pathways have been carefully created to direct users to various areas of the Site. As envisaged with the SRF's and the Irwell City Park Initiative, new pathways alongside the riverside boundary have been formed to provide a more through route between St. John's and Water Street which benefits from the visual amenity of the River Irwell.
- 9.20. These pathways have been created to be DDA compliant throughout the Site and on onto the public pathway.
- 9.21. These new connections will then be able to strengthen the existing connections and form new linkages into the St. John's and Water Street SRF areas as well as the Castlefield Conservation Area setting. This will help to complement the regeneration of St Johns and Water Street and provide new connections into and through the Science and Industry Museum site, and onward into the City Centre.

## **Creation of 'Place'**

- 9.22. The city-region seeks to take an integrated and proactive place-based approach to bringing forward strategic regeneration proposals in town centres and strategic sites, which integrate investment in development, housing, transport and other infrastructure to create sustainable employment locations. The Site is well positioned to support this overall place-based approach to regeneration given the existing quality and opportunity presented by the Proposed Development.
- 9.23. The development of tall, elegant buildings at this key location will create an attractive visual marker, forming a new gateway into Manchester City Centre from the south west. This will create a more interesting experience for those entering the city from Salford and the rest of the North West. The Proposed

Development will positively transform Manchester's skyline and will increase its significance as a 'global city' for high quality and high density architecture.

- 9.24. The Proposed Development will deliver a significant quantum of public realm within a part of the City Centre where it is currently limited and will therefore create an attractive riverside setting for residents and members of the public to enjoy. The level of planting will help to create a green sanctuary on each of the Sites which will benefit from good connectivity, child play areas and spaces for recreation. Multiple measures have been incorporated in the landscaping to significantly increase the level of biodiversity, utilising native species where appropriate. For further details of the public benefits associated with the proposed public realm, please refer to paragraph 26 of Section 8 of this Statement.
- 9.25. The Proposed Development is will provide new homes for residents from different backgrounds and family sizes into the immediate area, therefore significantly increasing the activity within the area. Supporting the residential uses, the proposed commercial units will provide a level of amenity to local residents whilst providing another reason for visitors to come to Trinity Islands. This level of activity will help to animate the streetscape and help to create a 'sense of place' within the nestled within the St. John's and Water Street SRF areas whilst increasing the overall safety through natural surveillance.

## The Environmental Benefit

- 9.26. Manchester City Centre has gone through significant change over the past twenty years, as a result of transformative investment and regeneration. The need for investment to lead to the creation of a high-quality built environment and contribute to a strategic approach to place-making has been a priority throughout this period and continues to be essential for emerging development proposals.
- 9.27. In addition, the Council has also declared a Climate Emergency, requiring all development proposals to support the Council in achieving its 2038 Net Zero Carbon target, as well as seek to increase green and blue infrastructure where feasible. Against this context, the environmental benefits of the Proposed Development are set out below.

## Architecture and Heritage

- 9.28. There is a need for good quality modern architecture to continue to define Manchester's recent and projected progress to establish itself as a world-leading, 21st century city. This is particularly important for the development proposals, considering the Site is located within the Castlefield Conservation Area. The Site is visually sensitive as a result, so of the very highest quality of architectural design is required and has been a priority consideration throughout the design development and consultation stages of bringing forward development proposals.
- 9.29. As a broader point linked to the above, there is a need for schemes to contribute to their overall placemaking objectives to allow Manchester to continue to be architecturally distinctive. This is achieved through appropriately balancing its historic buildings and areas with new high-quality development and public spaces. This architectural language across the city should align with the high standards of cultural heritage that Manchester already has to offer.
- 9.30. Architectural distinctiveness has always been a part of Manchester's fabric, with excellent examples of Gothic, Georgian, and Victorian design located across the city centre that chart its path to the city that we see today. Notable buildings include the Manchester Town Hall, John Rylands Library, the Manchester Cathedral, and Chethams Library, through to more modern heritage buildings like the Victorian architecture found on the length of Deansgate, and Art-Deco style buildings such as Kendals and Sunlight House, to name a few. Indeed, designated Conservation Areas that spread across the City Centre are varied due to being defined by their typical and notable built heritage and townscape.

- 9.31. As stated earlier in this Chapter, as a Site previously used as a surface level car park, the Site is currently detracting from the overall quality of the area. It also provides no amenity to the local area and is also visually unattractive. The area surrounding the subject site has no historic built form and is not considered to be a positive contributor to the overall character of the Conservation Area. The Proposed Development will help to reinvigorate this space to contribute to the Conservation Area positively.
- 9.32. The Proposed Development has been designed by a highly experienced design team led by SHP who have designed several tall buildings. It is also supported by a Heritage Statement prepared by Stephen Levrant Heritage Architecture and includes a HVIA, assessed against Local and National Planning Policy.
- 9.33. Overall, the high-quality architecture and public realm set out in Chapter 3 of this Statement will help to create a more attractive setting within the Conservation Area by increasing its overall visual aesthetic and amenity.

## **Sustainable Construction and Operation**

- 9.34. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target. During construction, practices that minimise adverse impacts on the environment will be adhered to including a waste management strategy to reduce the quantity of waste generated, and to increase re-use and recycling, a commitment will be made to minimise waste and pollution.
- 9.35. During operation, it seeks to achieve this target by following an all-electric approach using air source heat pumps as well as utilising a fabric-first approach to the buildings design. On this basis the proposals positively contribute to the current and future environment.
- 9.36. A combination of enhanced building fabric specification (significantly beyond the current regulatory compliance standard) allied to efficient mechanical and electrical systems and sophisticated controls will achieve compliance with the emission reduction targets stipulated by MCC's adopted planning policy, Building Regulation Part L (2013) and forthcoming Building Regulation Part L (2021) requirements.
- 9.37. Priority is given to achieving the energy and carbon emissions targets by means of on-site measures applying the principles of the energy hierarchy. This mechanical and electrical specification will deliver a Building Regulation Part L1A (2013), Part L2A (2013) and Part L1A (2021) compliant scheme for all aspects of the Proposed Development and will provide the following benefits:
- Mechanical Ventilation with Heat Recovery (MVHR)
  - No mechanical cooling required for the dwellings
  - Low energy and LED lighting
  - High efficiency hot water storage
  - Sophisticated heating controls
  - Split system heat pumps
- 9.38. When applying the current and up to date carbon factors through the use of SAP 10 Beta software, the buildings are seen to improve upon the Part L1A (2021) carbon dioxide compliance standard by at least 50%. The Dwelling Emission Rate (DER) reduction for the residential element of the scheme is over 9% relative to Part L 2013. For further information on the sustainability credentials of the Proposed Development, please refer to the Environmental Standards and Energy Statement submitted with this application.
- 9.39. The redevelopment will provide an opportunity to secure ecological enhancement for both flora and fauna to secure a net gain in biodiversity. The landscaping scheme will be designed to positively enhance the ecological value of the Site in addition to the significant tree planting which will assist in offsetting CO2 and reducing local temperatures, as a result of evapo-transpiration, to create a high-quality public realm.

- 9.40. The design of the proposed public realm has been considered in relation to mitigating impacts on climate change and improving biodiversity by carbon sequestration (CO2 offsetting) from the planting of new trees and the planting and provision of public amenity space will support the Sustainable Drainage Systems (SuDS), by means of interception and transpiration.

## Conclusion

- 9.41. In summary, the Proposed Development will deliver an exceptional range of short and long-term economic, environmental and social benefits that are significant at the local and regional scale, in terms of the positive contribution to surrounding streets, enhancements to the City's built environment and the strategic contribution to the objectives of the City Council, the Greater Manchester Region and the Northern Powerhouse agenda.
- 9.42. The Proposed Development provides the opportunity to deliver a new, 'best in class' residential-led neighbourhood within a key development Site inside the St Johns and Water Street SRF areas. This will form the next phase of development within these regeneration areas following the recent development activity occurring in the heart of St Johns and can therefore act as a catalyst for further development within Water Street, which has overall seen less activity. The increase in residents, provision of public realm and commercial offer will attract new visitors to this part of the City Centre and therefore create a unique sense of place that supports the visions and objectives set out within these frameworks.
- 9.43. The local economy will benefit greatly from investment generated by the Proposed Development during the construction and operational phases. Approximately, £494 million of private sector investment has been estimated to deliver the project and it is anticipated that this will generate £323.8 million GVA and 4,180 FTE jobs during the construction period. Once the building has been completed, it is estimated that an annual resident local expenditure of £22.5m is expected. This expenditure is sufficient to support approximately 160 FTEs. The local authority is estimated to receive £2.8m of annual Council Tax income that can be used to support Manchester's objectives for regeneration and the delivery of key services.
- 9.44. The delivery of 1,950 new, high quality homes will make a significant contribution against Manchester City Centre's target for 3,333 homes per annum. These homes will be split across a range of 1 bed, 2 bed and 3 bedroom units to provide a choice of dwelling sizes helping to create more mixed communities, including families within the City Centre. This will be met by redeveloping an underutilised, previously developed land and will be supported by the creation of a large quantum of public realm. The 1.29 hectares of public realm will be of the highest quality and will deliver a number of benefits including, enhancing biodiversity through planting measures (using native species), improving linkages across the site and in the surrounding areas as well as including spaces for individuals and groups to relax in or families with children to play.

# Appendix B– Detailed Response to Planning Policy

## Saved Policies of the Unitary Development Plan (1995)

| Saved Policies of the Manchester UDP (1995)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <p><b>DC26.1 Development and Noise</b> - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.</p>                                                                                                                                                                                                                                                                                                                                     | <p>The ES contains an assessment of the noise and vibration associated with the Proposed Development in Chapter 11 as prepared by Fisher Acoustics.</p> <p>The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Site.</p> <p>Further information can be found within paragraphs 7.156 to 7.162 or within Chapter 11 of the ES</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>DC18.1 The Council will give particularly careful consideration to development proposals within Conservation Areas.</b></p> <p>a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:</p> <ul style="list-style-type: none"> <li>i) the relationship of new structures to neighbouring buildings and spaces;</li> <li>ii) the effect of major changes to the appearance of existing buildings;</li> <li>iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees); iv) the effect of signs and advertisements;</li> <li>v) any further guidance on specific areas which has been approved by the Council.</li> </ul> | <p>The Site is located within the Castlefield Conservation Area and is in the vicinity of a number of listed assets which have been identified in more detail within Section 2 of this Statement. The scale of the development is lower towards the heritage assets within the Conservation Area and similarly drops down towards Regent Road bridge to form a stepped arrangement with the adjacent context. The scheme is within the Castlefield Conservation Area and care has been taken to consider the impact of the tall buildings on the heritage assets with a series of viewpoints having been tested to assess the impact accordingly. The four tall buildings have been arranged on the Site to maximise views out and to maximise permeability and therefore sunlight into the new public realm. The evolution of the design to incorporate four buildings rather than five or six has allowed separation distances of at least 24m to be achieved.</p> <p>The Proposed Development has been carefully developed in relation to the St. John's and Water Street SRF which details the height of Trinity Islands as being suitable for tall, elegant towers of approximately 55 storeys in height. In principle, the SRF's support the development of tall buildings in this location.</p> |
| <p><b>DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention,</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>A Heritage Statement has been prepared by SLHA to assess the impact of the Proposed Development on the surrounding historical setting. Currently, the existing Site is not considered to yield any heritage value, in built heritage terms, and does not enhance the character of the Conservation Area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:                                                                                                                                                                           | A visual impact assessment was undertaken which demonstrates that the Proposed Development will result in instances of moderate and minor adverse harm. The instances of moderate adverse impact are in relation to the visual impact on the understanding and appreciation of the setting of the MSI complex (including views along Liverpool Road). However, it is not considered that this impact will affect the character and appearance of the Castlefield Conservation Area as a whole. Historic England have also been consulted as part of the design evolution process and it was agreed that any the harm will be outweighed by the public benefits of the development. |
| d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features; e. permit demolition only where there are approved detailed plans | The public benefits of the Proposed Development set out in detail within Chapter 8 of this Statement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## Manchester Core Strategy (Adopted 2012)

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                        | Response                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Policy CC1 Primary Economic Development Focus: City Centre and Fringe – Within the City Centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings.                                                                              | <p>The proposed residential use includes a mix of dwelling sizes and types to cater to a range of households. These include 1,950 units as a mix of:</p> <ul style="list-style-type: none"> <li>• 32.7% 1 bed units</li> <li>• 64.3% 2 bed units</li> <li>• 3% 3 bed units</li> </ul> <p>This proposed high density and high quality development is located within the City Centre, thus according with policy CC1.</p> |
| Policy CC5 Transport - The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles | <p>The Site is accessible by a choice of means of transport. The Proposed Development includes 1,950 residents' cycle spaces as well as 556 resident's car parking spaces in total across the two and three-storey basement car parks for each tower. The Transport Assessment by Vectos confirms that the vehicle and cycle parking numbers are acceptable for the Proposed Development.</p>                           |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p>Policy CC6 City Centre High Density Development - City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. In terms of the environment, it is vital that the City Centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City Centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.</p>                                                                                                                                                                                                                                                                                                                                                                                       | <p>In accordance with Policy CC6 the Proposals are considered high density residential development, extending from 39 storeys to 60 storeys. This is considered appropriate within the City Centre, and its density and proposed mix of uses accord with those detailed in the St. John's and Water Street SRF. The high density proposals make efficient use of the brownfield and through this density has enabled a significant public realm to be delivered. The Site is also strategically located and benefits from excellent public transport links, and therefore is ideally located for residents to benefit from public transport .</p>                                                                                                                                                                                                                                                                                           |
| <p>Policy CC10 A Place for Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>The buildings are designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.</p> <p>The public realm is also accessible and provides step free access to the River Irwell as well as regular seating opportunities.</p> <p>For further information regarding accessibility through design, please refer to the Inclusive Access Section in the DAS.</p>                                                                                                                                                                                                                                                                                                                                               |
| <p>Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.</p> <p>The Site is located within the St. John's and Water Street areas in the south west of Manchester City Centre. When viewed together, these areas are characterised by their proximity to the River Medlock and the River Irwell as well as their urban setting, in particular their adjacency to the Spinningfields area. The Site falls within the Castlefield Conservation Area and there are a number of nearby heritage assets including viaducts, MOSI/Liverpool Road Station which reflect Manchester's rich history associated with the canals and cotton industry. However, the historic character of the area has been eroded in this part of the Conservation Area due to new development or the predominance of surface car parks and low-rise industrial units reducing the overall attractiveness of the area.</p> | <p>The Proposals respond to the character area though providing high quality buildings that follows design principles set out in the St. John's and Water Street SRF's.</p> <p>As established within the SRFs there is the desire to create several connected public realm spaces, including new pedestrian links along the riverside. The public realm has therefore been designed to create an informal green space for residents within the neighbourhood and the wider City. Areas of open lawn and informal pathways seek to encourage users to stop and stay within the area.</p> <p>A landscaping strategy prepared by TPM Landscape has been submitted as part of the application. The landscape strategy has been created with consideration of the connectivity between St. John's and Water Street, to ensure a cohesive, well-connected landscape that enhances the environment but also reactivates the riverside setting.</p> |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Further information on the approach taken to design the scheme is provided within the accompanying DAS prepared by SHP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Policy EN 2 Tall Buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>See separate Table below</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices.</p> <p>All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.</p> | <p>An ESS and Energy Statement has been prepared by Element Sustainability. The Statement demonstrates how the proposals contribute to sustainable development in Manchester and seek to mitigate the environmental impacts of the scheme.</p> <p>In addition, the statement outlines the energy saving measures that will be considered and also outlines which on-site renewable techniques are and are not appropriate.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.</p>                                   | <p>An ESS and Energy Statement has been prepared by Element and is submitted in support of the application which sets out the planned energy reduction measures for the Proposed Development and addresses the requirements of Policy EN6.</p> <p>The Proposed Development will utilise an all-electric approach using air source heat pumps as well as utilising a fabric-first approach to the buildings design.</p> <p>When applying the current and up to date carbon factors through the use of SAP 10 Beta software, the buildings are seen to improve upon the Part L1A (2021) carbon dioxide compliance standard by at least 50%.</p> <p>The Dwelling Emission Rate (DER) reduction for the residential element of the scheme is over 9% relative to Part L 2013.</p> <p>For further information on the sustainability credentials of the Proposed Development, please refer to the Environmental Standards and Energy Statement submitted with this application.</p> |
| <p>Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.</p>                                                                                                                                                                                                                                                                                                                 | <p>The Green and Blue Infrastructure Statement and the ESS and Energy Statement submitted in support of the application set out in detail how the Proposals will be adaptable to climate change in terms of its sustainable design and construction. In addition, a Climate Change ES Chapter has been prepared by WSP which has set out that the proposals will have a 'non-significant' impact on Climate Change.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>The Flood Risk Assessment and proposed Drainage Strategy have made an allowance for climate change, as detailed within Chapter 16 of the ES and associated appendices.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The application is supported by a Site Waste Management Strategy prepared by the Applicant, SHP and Vectos and contained in the DAS. This strategy sets out the arrangement for collection of general and recyclable waste within a residential development.</p> <p>The outline Construction Management Plan detailed in Chapter 5 of the ES submitted in support of this application and includes details of how waste during construction will be dealt with.</p>                                                                                                                                                                                                                                                                                                                                                               |
| <p>Policy H1 Housing - Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>The Proposed Development is residential-led and is considered to be high density, which is suitable given the City Centre location. The proposals will reinvigorate a brownfield site and more fully utilise the Site's strategic location to a number of key transport hubs and to a wide range of social infrastructure. The proposal will deliver a high-quality and much needed residential development in a City Centre location which meets the needs of a range of households including workers moving to Manchester.</p>                                                                                                                                                                                                                                                                                                  |
| <p>Policy H8 – Affordable Housing - The following requirements for affordable housing or an equivalent financial contribution currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.</p> <p>New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.</p> <p>The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.</p> <p>Affordable housing units will be inclusively designed to reflect the character of development on the site.</p> | <p>The policy is clear that affordable housing requirements should reflect the development as a whole and that economic conditions are a relevant factor to consider. It also clear that exemption or a reduction in Affordable Housing provision is acceptable in certain circumstances where specific material considerations are relevant, for example a viability appraisal.</p> <p>The Applicant believes that these material considerations are evident in that the Proposed Development will deliver and maintain a substantial quantum of public realm. In addition, the Applicant has submitted a Viability Appraisal which will be independently assessed by a third party to assess any financial contributions.</p> <p>Subsequently, it is considered that the Proposed Development is in accordance with Policy H8.</p> |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p>Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</p> <ul style="list-style-type: none"> <li>• There is a very high level of affordable housing in the immediate area;</li> <li>• There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;</li> <li>• Affordable housing would be prejudicial to the diversification of the existing housing mix.</li> <li>• The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</li> <li>• It would financially undermine significant development proposals critical to economic growth within the City;</li> <li>• The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;</li> <li>• There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Policy T1 Sustainable Transport</b> - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>A Framework Travel Plan has been prepared by Vectos and includes measures to help reduce reliance on the private car as well as other initiatives to encourage the use of sustainable travel modes. Furthermore, the Proposals are part of the wider initiative detailed within the St. John's and Water Street to include pedestrian and cycle linkages across this vast strategic site within the City Centre. The provision of circa.30% car parking within the Site responds to its adjacency to the strategic road network whilst also encouraging residents to use sustainable transport modes.</p> |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p><b>Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.</b></p> | <p>The application is supported by a Transport Assessment, prepared by Vectos, which concludes that development will not adversely affect the operation of the highway and is highly accessible by a choice of non-car modes. The Proposals are not expected to create significant vehicle movements.</p> <p>A Framework Travel Plan has also been included within the application submission to identify measures to reduce the use of a private car. The Site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail.</p> |
| <p><b>Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.</b></p>                                                                                                                                                                                                                                                                                                                                                                         | <p>The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing. The application is also supported by a CIS.</p> <p>These reports assess the impact of the Proposed Development upon the local environment, recommends mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.</p>                                                                                                                                                       |

## Core Strategy Policy EN2

| Policy EN 2 Tall Buildings<br>Manchester Core Strategy (2012)                                                                                                                                                                                                                                                                        | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p><b>Are of excellent design quality.</b></p> <p><b>A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including its skyline and approach views.</b></p> | <p>The Proposed Development has been designed by a professional design team with significant experience and track record in delivering projects of this complexity and scale.</p> <p>The height and massing have been developed to respect the surrounding areas and to address the ambitions of the St. John’s and Water Street SRF which supports the delivery of high density residential towers with commercial uses. This will provide a key focal point on entrance into the City Centre from the south west.</p> <p>The St. John’s and Water Street SRF envisaged the delivery of ‘tall and elegant’ towers on site. The Proposed Development will comprise of four elegant towers ranging between 39 – 60 storeys in height to deliver 1,950 residential units. It is considered that this approach presents an improvement on the 2017 scheme and that the change is justified on the basis that the Proposed Development would enable provision of public realm whilst enabling the optimum number of units and maintaining key viewing corridors between listed assets within the area.</p> <p>The proposed scale and massing falls largely in line with other high-density developments that are also coming forward within the St. John’s area.</p> |

| Policy EN 2 Tall Buildings<br>Manchester Core Strategy (2012)                                                                                                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p>Are appropriately located.</p> <p>Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes</p>                                                                                                         | <p>The Site is located within the St. John's and Water Street SRF areas and within Manchester City Centre which can be characterised as comprising a number of tall buildings and high density development. It is therefore appropriately located for high rise residential development.</p> <p>The Site also has excellent accessibility to a range of public transport modes, including bus, rail and Metrolink.</p> <p>It is currently a City Centre brownfield site which was previously used as a surface level car park. The Proposed Development will act to reinvigorate the Site, providing a residential neighbourhood of choice, establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area.</p> <p>The Site is located within the Castlefield Conservation Area and is in the vicinity of a number of listed assets which have been identified in more detail within Chapter 2 of this Statement. The scale of the development is lower towards the heritage assets within the Conservation Area and similarly drops down towards Regent Road bridge to form a stepped arrangement with the adjacent context. The scheme is within the Castlefield Conservation Area and care has been taken to consider the impact of the tall buildings on the heritage assets with a series of viewpoints having been tested to assess the impact accordingly. The four tall buildings have been arranged on the Site to maximise views out of the historic assets and to maximise permeability and also sunlight into the public realm. The evolution of the design to incorporate four buildings rather than five or six has allowed separation distances of at least 24m to be achieved.</p> <p>The Proposed Development has been carefully developed in relation to the St. John's and Water Street SRF which details the height of Trinity Islands as being suitable for tall, elegant towers of approximately 55 storeys in height. In principle, the SRF's support the development of tall buildings in this location.</p> <p>In summary, the Proposed Development is appropriately located considering its massing and form and the surrounding tall developments.</p> |
| <p>Contribute positively to sustainability.</p> <p>By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.</p> | <p>The Proposed Development creates four residential buildings with commercial uses at ground level of an exceptional design quality alongside new public realm, which will bring activity to the neighbourhood, animating the street level. This creates a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life. Improvements on Site will lead to a net increase in the number of trees and a biodiversity gain through appropriate planting and habitat creation.</p> <p>The Proposed Development will incorporate sustainability measures as set out in the supporting ESS and Energy Statement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Environmental analysis has been undertaken and ensures that the local environment is both attractive and pedestrian friendly. In relation to this, the wind and microclimate assessment has shown appropriate results for the intended use of outdoor spaces, particularly within the public realm is suitable for walking through as well as dwelling time.</p> <p>The Proposed Scheme is part of a wider regeneration strategy for this part of the City Centre as outlined within both the St. John's and Water Street SRF areas. It is important to recognise the large amount of public realm being delivered as part of the Proposed Development within the St. John's and Water Street SRF areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.</b></p> <p>Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed in Table 6.7, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.</p> | <p>The Proposed Development will redevelop a key strategic site that currently has a negative impact on the surrounding townscape and will help transform a key point of entry into the City Centre, when entering from the southwest, dramatically improving the perception and image of this area. The TVIA prepared by Chris Burnett Associates, states that in most cases the effects are recorded as beneficial but in a proportion of cases, where the historic character is the dominant feature of the townscape character, the effects are predicted to be adverse in nature as the scale of the change is, occasionally, overwhelming and inconsistent with existing character or view. This is largely confined to the area surrounding MOSI or specific elements of Castlefield Basin. Elsewhere, the effects are recorded as not significant and beneficial.</p> <p>The Site sits within the St. John's and Water Street SRF area and is situated on a key gateway into Manchester City Centre. The Framework highlights that tall buildings are appropriate in this location.</p> <p>At up to a maximum of 60 storeys in height, the four towers of the Proposed Development will contribute to the prominent landmark clustering. This is consistent with the intention to deliver a high density, residential-led neighbourhood within the St. John's and Water Street SRF area.</p> <p>The Proposed Development will also enhance pedestrian and cycling connections which will help improve access from Salford towards other areas of the City Centre such as Spinningfields, Castlefield and Deansgate through the provision of a large amount of public realm as well as making a significant contribution to the Irwell City Park Initiative. The proposed public realm and high quality architectural design of the building will help improve placemaking on the Site and within the wider St. John's and Water Street SRF area.</p> <p>This is a development that fully considers impact on the local environment and ensures a safe and usable pedestrian environment.</p> |
| <p><b>Will bring significant regeneration benefits.</b></p> <p>It will also be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.</p>                                                                                                                                                                                                                                                                                                                                                                                                  | <p>The Proposed Development regenerates an underutilised brownfield site and acts as a catalyst for further regeneration in the St. John's and Water Street SRF area. This is discussed further in Chapter 4 and Chapter 7.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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|                                                                                                                                                                                                                                                                                                                                      | <p>The developer is highly experienced and has a significant track record of delivering tall buildings within Manchester and Central Salford, with approximately 1,600 new homes currently under construction, including Crown Street Phase 2, Elizabeth Tower at Crown Street Phase 1, and Castle Wharf, and a further 1,700 which have recently completed construction, including Victoria Residence at Crown Street and the landmark Deansgate Square development featuring Manchester's tallest building. The Applicant has led the delivery of the transformative St. John's and Water Street SRF area. The Applicant's vision is to transform the urban landscape and skyline through the delivery of buildings of exceptional design quality which provide high quality homes and encourages communities that will stand the test of time.</p>                                                                                                                                                                                                                                                                                                                                                                                                            |
| Policy EN 2 Tall Buildings<br>Manchester Core Strategy (2012)                                                                                                                                                                                                                                                                        | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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## Guide to Development in Manchester Supplementary Planning Document (2008)

| Guide to Development in Manchester SPD (2008)                                                                                                                                                                                                                                                                               | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>Buildings height should be carefully considered - It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.</p>                                                                 | <p>The Proposed Development incorporates four tall buildings. Building C1 and Building C2 are 39 and 48 storeys in height whilst Building D1 and Building D2 are 60 and 55 storeys in height. The proposed height relates to the emerging surrounding built context on within St. John's and has been identified for tall, residential towers by the St. John's and Water Street SRF's.</p> <p>The Design and Access Statement fully justifies the height of the building in terms of its relationship with the surrounding area, in particular the historical setting within the Conservation Area. It is not envisaged that there will be any significant effects in relation to microclimate, such as wind, and the relevant consultants' reports are included within this application submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>New developments should maximise access for disabled people =<br/>The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.</p>                              | <p>The design of this building has developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled guests. Further information is provided within the supporting Design and Access Statement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Strong corners are landmarks -<br/>The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. On major routes they should accommodate active ground floor uses, entrances, art or signage, to reinforce the character of the street and the sense of place.</p> | <p>The Site is located prominently on the Regent Road, Trinity Way and Water Street which acts as a gateway to City Centre from the south west. The chosen height, scale and massing of the Proposed Development will contribute a prominent clustering that signals the entrance to the Framework area and the City Centre.</p> <p>Site C has been designed to include active ground floor uses whilst both sites contain terraces at podium level to create a distinctive yet complementary landmark building. The public realm wrapping the buildings has been carefully designed to create a highly attractive, verdant retreat within this part of the City Centre, drawing in visitors and reducing the concrete feel owing to the main roads surrounding the Site.</p> <p>The proposal utilizes a lightweight unitized façade solution to ensure installation from within the building footprints; particularly important when working at height and enabling slim structural slab thicknesses with lightweight curtain wall construction; important to delivering an efficient residential model.</p> <p>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.</p> |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>The façades will reflect the light and water and provide changing backdrops to the adjacent ‘village’ elements of the Masterplan. The subtle use of texture and unique anodised aluminium colours provides the buildings with character that defines them from any others within the context of the city.</p>                                                                                                                                                                                                                                                                                                               |
| <p><b>Buildings should relate well to each other - The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.</b></p>                                                                                                                                                                                                                                                                                                                                                               | <p>The buildings have been designed to respect the existing and emerging built environment, including the developments coming forward within the St. John’s and Water Street areas. The DAS provides full details of the relationship of the proposal in its context.</p>                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Development should help sustain local neighbourhoods</b></p> <p><b>The Council will encourage the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.</b></p> | <p>The Proposed Development is located within the St. John’s and Water Street SRF areas which establish the guiding principles upon which a high density residential led development will be brought forward.</p> <p>The Proposed Development responds to the surrounding development context and the emerging local context. The development of brownfield land in a key location at the Southern Gateway to the City Centre makes best use of the City’s finite land resource and will enhance the streetscape and will improve connections to St. John’s, Water Street, Castlefield, Hulme, First Street and Deansgate.</p> |





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