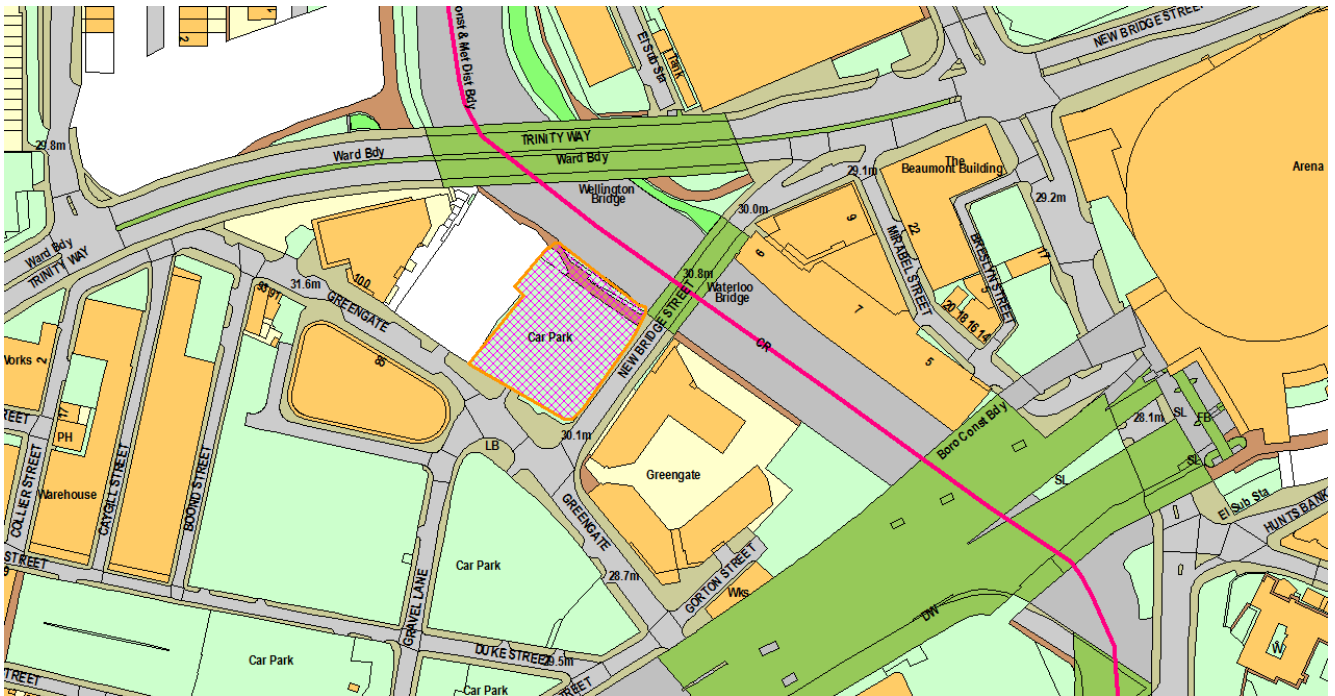


APPLICATION No: 19/74205/FULEIA
APPLICANT: One Heritage Tower Limited
LOCATION: Land Corner New Bridge Street and Greengate, Salford
PROPOSAL: Erection of a mixed use development comprising a single building with two blocks (14 and 55 storeys) to include: 545 residential apartments, associated residents' facilities and basement parking; and 3 no. commercial units (use classes A1, A2, A3, B1 & D1) with associated landscaping and public realm works.
WARD: Ordsall



DESCRIPTION OF SITE AND SURROUNDING AREA

This application site is located within Greengate, close to the Regional Centre and the original historic core of Salford. Greengate is an area that is experiencing a period of intensive development activity and growth. Over the last 10 years the City Council has adopted a series of Regeneration Strategies, each identifying Greengate as an area suitable for comprehensive redevelopment and high quality public realm. The latest iteration of this document was introduced in February 2018.

The application site comprises a surface car park and riverside walkway totalling 0.24ha in area. The River Irwell runs adjacent to its north-eastern edge and defines the administrative boundary between Salford and Manchester City Councils. Beyond this is the Inner Ring Road, A6402 - Trinity Way. To the south-east is New Bridge Street, which crosses the river and links Greengate with Manchester.

On the opposite side of New Bridge Street is the 'GreenGate' residential development (formerly known as 'One Greengate'). Completed in 2017, this comprises of buildings 12 - 31 storeys in height.

The south-western perimeter of the site fronts onto a widened public footway and the Greengate highway. Historically this was the core of Salford and the location of its medieval market place, court house, market cross and stocks. The 10-storey 'Abito' apartment block is also situated to the south-west. 'The Residence' development is under construction on land adjoining the site's north-western boundary. This scheme comprises of two apartment blocks connected by a central podium. The lower of the buildings fronts onto Greengate and is 16-storeys in height, whilst the taller tower extends to 35-storeys and faces onto the River Irwell. An enhanced section of riverside walkway is set to be delivered as part of the approved landscaping works.

The application site itself is broadly rectangular in shape and comprises of two distinct areas; a 120-space surface car park, accessed from Greengate (0.21ha), and a Council-owned section of riverside walkway (300sqm). The majority of the site is occupied by hard-standing for the car park, with the land falling gently northwards towards the river. The walkway is generally set at a lower level and slopes down to the north-west from its connection with the New Bridge Street footway. Two small trees exist within this section of public realm. This formerly formed part of a wider pedestrian route along the river, which linked New Bridge Street with land on the northern side of Trinity Way. However, this is now temporarily redundant following the removal of the adjacent section of walkway during construction works at 'The Residence'.

The character of Greengate is undergoing significant change. The former industrial buildings and commuter car parks are gradually being replaced by residential-led developments, some of which are currently under construction. At the time of writing, major development proposals (c. 1,500 dwellings and a new park) for land at the centre of Greengate are being considered by the Local Planning Authority under application 19/74465/HYBEIA.

The City Council's vision for Greengate, as set out in the Greengate Regeneration Strategy (2018), is to deliver a dynamic residential and commercial place with exceptional public realm. It states that Greengate will be a focus of cultural activity and will witness the regeneration of important historical aspects of the Collier Street Baths and the Market Cross. The application site is also covered by UDP Policy MX1, which seeks to ensure that Greengate will be developed as vibrant mixed-use area, with a broad range of uses and activities.

DESCRIPTION OF PROPOSAL

Full Planning Permission is sought to erect a tall building on the application site in order to create 545 apartments along with 512sqm of supporting commercial floor-space (Use Classes A1, A2, A3, B1 and D1) at ground-floor level. Supporting basement car parking and new public realm has been proposed also. The applicant has named the development 'One Heritage Tower', which is shortened to 'OHT' in this report.

The accommodation proposed above would be accommodated within two distinct volumes that connect to form a single building. At 14-storeys in height, the lower block would principally address the Greengate highway and the location of a future piece of public realm known as the 'Market Cross'. Finished in reconstituted stone, the lower block would present an expressive corner feature onto the junction between New Bridge Street and Greengate.

The taller element of the proposals has been positioned adjacent to the River Irwell and would extend to 55-storeys in height and 173m (567ft). If built today, it would represent Salford's tallest building. The tower would be broadly triangular in plan, although two of its three corners would be radiused (curved) to soften its appearance and reduce wind acceleration. Its top features a peaked form, with its highpoint at the bridgehead leading into Greengate. This is designed to create a recognisable

profile within the wider skyline. A unitised system of glazing and ceramic fritted panels would be used to construct the tower facades.

The two elements of the proposed building would not be connected at the lower two floors, as a publically accessible pedestrian route through the site has been proposed. This would effectively create a pedestrian short-cut from the junction of Greengate / New Bridge Street to the riverside walkway. The south-eastern corner of the route would be over-sailed by levels 02-13 of the Greengate-facing block, where it wraps around to meet the 55-storey tower.

A mix of one, two and three bed apartments has been proposed within the development, as can be seen from the schedule of accommodation set out below within Table 1:

Table 1 – Housing Mix

Accommodation Type	Number	Split (%)	Floor-area
1-bed	264	48.4%	40-60sqm
2-bed	257	47.2%	61-80sqm
3-bed	24	4.4%	85-200sqm

Ground-floor accommodation comprises of three commercial units (flexible use of A1, A2, A3, B1 or D1), as well as the resident’s entrance and foyer area, which are accessed via the new public route through the site. The floor above is occupied by mezzanines for two of the commercial units and amenity facilities for residents, which include a lounge, cinema room, working space and library. A resident’s gym is located on the second floor and a dining/kitchen area and outdoor terrace are proposed on Level 14 / the roof of the Greengate tower.

Parking spaces for 62 cars would be accommodated across two basement levels. These would be accessed via a ramp leading from the Greengate highway. Cycle parking and bin storage would also be provided on these floors. A third basement level would house a series of water tanks for the sprinkler systems.

In addition to the new public route through the site, the development proposes to deliver an enhanced section of riverside walkway. Its western end would connect with a similar improvement scheme proposed at ‘The Residence’, whilst the eastern end would link directly into the New Bridge Street footway. Improvements to New Bridge Street have been proposed too, which include a widened pedestrian footway with cycle lane and the introduction of a service layby to assist with refuse collection at OHT. Finally the scheme seeks to acknowledge that a more strategic piece of public realm will be delivered in front of the development in future, on the site of the



former Market Cross. An interim landscaping scheme has been presented for the development’s Greengate frontage, along with a masterplan layout that indicates how the wider space might be laid out in the future.

SCHEME ENHANCEMENTS

A number of scheme enhancements have been incorporated into the proposals following detailed discussions prior to, and during the course of, the application process. A number of these are summarised below:

- Increased scope of off-site highways works to facilitate improvements to New Bridge Street;
- Uplift in level of financial contributions secured towards the delivery of the Market Cross area of public realm;
- Amendments to levels proposed for the riverside walkway to enable delivery of a DDA compliant route;
- Design enhancements to increase extent of active frontage displayed at street level;
- Refinement of facade treatment, particularly to the crown of the main tower;
- Increased provision of cycle parking within the building; and
- Refinement of landscape proposals to allow the positions of the former Court House and Market Cross to be recognised.

RELEVANT SITE HISTORY

Land Bound By Greengate, Collier Street, Queen And King Street And Gravel Lane

19/74465/HYBEIA - Hybrid planning application for demolition of existing buildings on the site and comprehensive redevelopment to create between 1,407 and 1,521 dwellings, comprising of:

(a) Phase 1 (submitted in full with no matters reserved) for development of a 50-storey residential building; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new public park; highways and public realm improvements and other associated works; and,

(b) Phases 2 and 3 (submitted in outline with all matters reserved) for the development of two residential buildings up to 42 storeys in height; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new highways; a public square; public realm improvements and other associated works (EIA development, accompanied by Environmental Statement) – Current application.

'The Residence' – Norton Court, Greengate

17/69573/FUL - Variation of condition 2 (approved plans) attached to planning permission 15/66806/FUL – Current application

15/66806/FUL - Demolition of existing factory walls and river walk way to provide mixed use development comprising of 2 blocks ranging from 15 to 34 storeys in height total of 300 residential units with associated off street parking , together two commercial units comprising of 474sqm of floor space (A1, A2, A3 and B1) at ground floor level – Approved with Conditions, 04 March 2016.

'Anaconda Cut' - Greengate

16/67809/FUL - Erection of a residential development consisting of a single building (44 Storeys) to include 349 residential apartments, associated residents facilities and basement parking – Approved with Conditions, 15 December 2016.

'GreenGate' - Land bounded by Greengate, New Bridge Street, Gorton Street and the River Irwell

13/63524/FUL - Erection of a mixed use development comprising two buildings (31 and 19 storeys) to include 497 residential apartments and 543 sq.m of commercial space (use classes A1, A2, A3 & B1) – Approved with Conditions, 27 June 2014

'Abito' – Land at junction of Greengate and Gravel Lane

04/48765/FUL - Erection of nine storey block comprising 256 apartments with commercial uses including offices (B1), retail (A1), financial/professional services (A2) and restaurant/bar (A3) – Approved with Conditions, 07 October 2004.

PUBLICITY

Site Notice: Non HH Article 15 Date posted: 12 November 2019
Reason: Wider Publicity and Planning application with EIA

Site Notice: Non HH setting of listed building Date posted: 12 November 2019
Reason: Affecting setting of Listed Building &/or Conservation Area

Press Advert: Manchester Weekly News Salford Edition Date Published: 31 October 2019
Reason(s): Article 15 Standard Press Notice
Planning application with EIA
Affecting setting of Listed Building &/or Conservation Area

CONSULTATIONS

Design for Security (GMP) - No objections

Environment Agency (EA) - No objections to the proposal in terms of its layout in relation to the River Irwell. It is recommended that basement level ventilation is situated above flood levels.

Greater Manchester Archaeological Advisory Service (GMAAS) – No objections. The submitted Desk-based Assessment provides enough information to demonstrate that there is considerable archaeological interest in the form of below-ground archaeological remains relating to potential medieval and early post-medieval deposits, as well as workers' housing from the industrial period. It is accepted that the archaeological remains will be at most of regional interest and therefore do not require preservation in situ. However, they will need to be excavated and recorded ahead of their destruction by development ground works through an agreed programme of archaeological works.

Following amendments to the scheme, GMAAS are satisfied that the Market Cross and Court House sites have been recognised by the applicant and can be accommodated within the landscape design of the development's Greengate frontage. Conditions relating to the submission and implementation of a written scheme of investigation (WSI) and a scheme for landscaping and heritage display have been requested.

Greater Manchester Ecological Unit (GMEU) – No objections. The site has negligible ecological value with ecological issues associated with nesting birds and invasive species resolvable via condition. The main ecological constraint is the proximity to the River Irwell. As such conditions designed to prevent negative impacts on the ecological potential of the River Irwell arising during the construction and operational phases of the development have been recommended.

Historic England (HE) – No objections. HE accept that the proposals for the site will sit within a cluster of already existing and approved but unimplemented tall buildings, and on this basis do not object to the principle of a tall building in this location given the context.

Manchester Airport – It is suggested that the developer liaises with NATS to agree a mitigation scheme in relation to possible false tracks on M10 Radar – this requirement should be stipulated in a condition, should permission be granted.

Manchester City Council - No comments received to date

National Air Traffic Services (NATS) – No objections subject to the implementation of a Radar Building Mitigation scheme.

Natural England – No objections. The proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

United Utilities – No objections. Standard advice provided.

UV Drainage Engineer – No objections – Standard conditions relating to the discharge of surface water and the rate of run-off have been recommended.

UV Environmental Officer (Air Quality; Noise and Land Contamination) -

Air Quality – No objections. Air Quality is not a barrier to development subject to conditions that secure the submission of a Construction Environment Management Plan and the installation of electric vehicle charging points for six of the proposed car parking spaces.

Noise – No objections. Conditions designed to secure the following have been recommended:

- Submission and subsequent implementation of a detailed noise mitigation scheme for the building envelope and internal features;
- Compliance with stipulated noise criteria for any externally mounted plant or equipment;
- Submission of a detailed noise mitigation scheme for the proposed resident's gym and cinema and for the proposed commercial uses.
- Submission of operating hours for the proposed resident's gym and cinema and for the proposed commercial uses; and
- Provision of a 'site completion report' confirming that all necessary noise attenuation measures identified in the assessment have been undertaken.

Land Contamination – No objections. Standard conditions relating to the submission of a Phase 2 Site Investigation Report and, if necessary a Remediation Strategy and Verification Report, have been recommended.

UV Highways (including comments from TfGM) – No objections. Conditions relating to delivery of car and cycle parking; a package of off-site highways works; and the implementation of a robust Travel Plan have been recommended.

NEIGHBOUR REPRESENTATIONS

Objections

Five letters of objection have been received in response to the application. Four of these have been submitted by individual residents that live within the local area. The concerns raised within these representations can be summarised as follows:

- The building is too large and is not in-keeping with the rest of the developments nearby.
- The proposal is too high and will block many of the nearby buildings from having adequate sunlight.
- It is not clear how the development will impact upon the area immediately surrounding Abito.
- The noise resulting from the development will cause disruption, as hundreds of residents will live here.
- The applicant has not demonstrated who will benefit from this development.

The remaining letter of objection has been submitted on behalf of Greengate (Manchester) Limited Partnership, the owners of the adjacent One Greengate (now 'GreenGate') development. The issues raised within this representation have been set out below, along within an initial officer and/or applicant response:

Key: O = objection; R = applicant response and officer comment	
O	<p>Unacceptable impact on amenity of existing occupiers</p> <ol style="list-style-type: none"> Overbearing impact / overlooking – Draft Local Plan Policy D9 sets out minimum interface distances between the principal windows of habitable rooms in dwellings. In these terms, the proposed development would fail to meet the requisite 21 metres, which would likely result in overlooking in a substantial number of properties. By reason of its sheer scale and mass a continuous block of development would be formed particularly along the River Irwell and New Bridge Street, causing visual intrusion, which would have a dominating effect on One Greengate, Abito, The Residence, Anaconda Cut, the Sorting office Building and Tempus Tower. Impact on daylight / sunlight – With reference to the submitted daylight/sunlight assessment, a total of 257 properties in One Greengate alone would be detrimentally affected by the proposed development in that they fail to comply with the BRE guidelines for Vertical Sky Component. It also fails to comply with the relevant BRE daylight criteria standards for 199 existing properties within One Greengate. Wind microclimate - The proposal would result in an unacceptably windy environment for future occupiers of the development and existing occupiers of neighbouring developments. Mitigation in the form of landscaping is suggested but the wind model does not factor in the landscaping plan. No commentary of the cumulative impacts of microclimate on existing buildings and public realm beyond the site has been provided within the submission and mitigation proposed to address any exceedances.
R	<ol style="list-style-type: none"> It would not be appropriate or justifiable to attach more than ‘very limited weight’ to draft Local Plan Policy D9 in the determination of this application. This is because the draft Plan remains to go through further rounds of consultation, followed by examination by an Inspector, before it becomes adopted. The Council’s current, adopted policy on the ‘Amenity of Users and Neighbours’ is set out within UDP Policy DES7. This does not prescriptively outline the privacy distances that should be achieved between buildings. A separation of 16m would be retained between the west-facing windows within ‘GreenGate’ and those proposed within OHT. This is characteristic of other relationships consented within the Greengate area (e.g. between Anaconda Cut and Abito and The Residence and Abito) and is considered to be appropriate within the context of a high density urban environment. The applicant has responded by stating that it is well-established that the BRE Guidelines, which set out the numerical benchmark for daylight and sunlight assessments, are predicated on a relatively low-rise suburban environment. Subsequently, appropriate assessment for urban environments relies on both a numerical assessment and the exercising of professional judgment with regards to the sensitivity of the surrounding development, and the magnitude of the impacts. The applicant considers that GreenGate has a lower sensitivity to change due to its context within the Greengate regeneration area. Additionally, the application site has been in use as a surface car park for many years, providing an open outlook that is not representative of typical baseline conditions in urban environments. In terms of magnitude of impact the applicant notes that only a small proportion of windows within GreenGate would be affected, particularly as those oriented towards the north, east and south would not face the development. The level of retained Vertical Skyline Component (VSC) daylight is commensurate with the emerging context and density within Greengate. The LPA’s assessment of the daylight / sunlight impacts on GreenGate is set out within the ‘Residential Amenity’ section of this report. The initial Wind Assessment submitted with the application confirmed there are no issues arising from the development with regard to pedestrian safety. Notwithstanding this an Addendum has since been submitted to understand the pedestrian comfort levels with the proposed landscaping scheme in place. This confirms that, with the

	<p>development in place, existing entrances to nearby developments would remain suitable for their intended use as conditions would not exceed the threshold for 'standing' (6m/s). Overall, the wind microclimate is expected to be suitable for intended usage and no significant wind mitigation measures are deemed to be necessary.</p>
O	<p>Unacceptable visual impact - With regard to the submitted Townscape and Visual Impact Assessment (TVIA), the predicted magnitude of change for some of the views has been understated and the use of visualisations with landscape (rather than portrait) orientation has meant that the upper part of the building is not shown in some images. The proposed scale and massing of the development would have a significantly harmful effect on the existing urban pattern, skyline and character of the locality and as such is contrary to UDP Policy DES 5 and draft Policies D6 and D7.</p>
R	<p>The applicant has responded by reporting that the approach to the visualisations follows standard practice set out in the London Views Management Framework 2012. This involves the use of a tilt shift lens for close viewpoints. This allows more vertical coverage than a 24mm lens in portrait orientation; therefore, using the lens in portrait orientation would lead to less vertical coverage in the visualisations.</p> <p>The LPA considers that the proposed building will have a positive impact on the urban pattern, skyline and character of the locality for the reasons set out within the 'Scale and Massing' and 'Design' sections of this report.</p>
O	<p>Overdevelopment of the plot – The Regeneration Strategy envisages a mid-rise development up to a similar height to other buildings in the Greengate area, not a 55-storey tower. The scheme represents an overdevelopment of the site and would create a poor living environment for existing residents of One Greengate. This overdevelopment also results in overshadowing to the public realm and streetscene in and around the wider Greengate area.</p>
R	<p>The Greengate Regeneration Strategy includes a diagram (Pge.32) indicating that high rise elements addressing infrastructure would be permissible. The diagram specifically indicates a 'high rise' block in the location of the main tower proposed for OHT. Section 7.7 of the Strategy also notes that the delivery of high quality public spaces will provide opportunities for increased scale. The application has been supported by a Tall Buildings Statement and this is assessed within the 'Scale and Massing' section of this report. The proposals include new public realm linking the site's Greengate frontage with a new riverside walkway. Works to New Bridge Street have also been proposed and the development would assist with the delivery of the future Market Cross.</p>
O	<p>Adverse highways / access impact</p> <ol style="list-style-type: none"> 1. No assessment has been undertaken of trip rates generated by the ground-floor commercial uses, staff, site operatives or visitors. 2. No cumulative assessment has been provided to assess the impact of vehicular trip generation from committed and forthcoming development within the Greengate area. Congestion in the Greengate area is a significant concern to existing and future residents. During the weekday peak AM and PM, extensive queuing is experienced along Blackfriars Road in both directions, which in turn severely impacts upon vehicular circulation within Greengate. 3. The Transport Assessment gives no consideration to the impact of the proposed development on the additional demand for parking in the immediate vicinity resulting from the displacement of up to 120 vehicles that currently utilise the car park every day. 4. No thought has been given to parking demand created by the ground-floor commercial uses.

<p>R</p>	<ol style="list-style-type: none"> 1. The applicant has responded by stating that trips for commercial uses and staff are inherent in the forecasts, which are based on comparable development types. An element of commercial floorspace at ground floor level is typical for this type of scheme and does not require separate consideration. This is the approach that was used for the assessment of One Greengate / GreenGate itself. 2. The impact of any committed developments is normally considered for those junctions that warrant a capacity analysis, with the threshold being an increase of more than 30 vehicle movements per hour. As this threshold was not met at any individual junction a cumulative assessment was not required in this instance. Again, this is no different from the approach taken for One Greengate. 3. The applicant has responded by stating that experience of similar schemes in Salford and Manchester indicates that much, if not all, of this demand is associated with the low parking cost and will transfer to other modes of travel rather than use alternative parking in formal car parks at a much higher cost. It is accepted that an element of this may transfer to other formal parking areas in the city centre but when mode transfer and other traffic dispersal effects is taken into account the numbers associated with this will be low. The removal of low-cost temporary parking is in line with TfGM's Transport Strategy, which seeks to constrain long stay commuter parking in the City. 4. The commercial uses at ground-floor level are designed to serve local needs and as such it is anticipated that visitors and customers will be able to travel to them on foot or via public transport. Notwithstanding this, it should be noted that on-street short-stay parking bays are available on Greengate and King Street, should future visitors choose to arrive by car.
<p>O</p>	<p>Impact on designated heritage assets</p> <ol style="list-style-type: none"> 1. No consideration of the proposed development on the significance of the Market Cross (a non-designated heritage asset) is made within the Heritage Assessment. The scheme does not respond positively to the Market Cross and would result in harm to its significance. 2. The development would result in harm to more heritage assets than those identified within the Heritage Assessment. At 55-storeys the scheme would change the townscape considerably and would result in harm to other identified heritage assets, which would not be outweighed by the limited benefits of the scheme.
<p>R</p>	<ol style="list-style-type: none"> 1. The development has been amended to propose a new frontage onto Greengate. This comprises of a landscaping scheme that reflects the former presence of the Court House and Market Cross in a contemporary manner. This will enable residents and visitors to better understand the significance of the Market Cross through heritage interpretation and the proposed hard landscaping. GMAAS have confirmed that they are satisfied with this aspect of the proposals. 2. The impacts of the development on heritage assets within the vicinity of the site are assessed within the 'Heritage' section of this report. The Heritage Assessment and associated Addendum submitted with the application conclude that there will be a neutral impact on each of the identified assets, with the exception of the tower of HMP Manchester, where 'less than substantial harm' will result from the loss of a view. This harm would, however, be outweighed by the benefits associated with the development, which are summarised at the end of this report.

Support

Two letters of support have been received in response to the application, citing the following benefits as reasons why they are in favour of the proposed scheme:

- It will promote further regeneration of this part of the city;

- It is another high-class development in the area;
- It will deliver new landscaping; key routes and public realm to Greengate; and
- The building incorporates ground-floor commercial units that will improve amenities for local residents.

Both representations also ask that a number of additional points be taken into consideration when assessing the application. Those that are considered to be material are set out below:

- Public transport in the area is in urgent need of improvement;
- Some of the apartments should be made available for leasehold sale (rather than rental); and
- Consideration needs to be given to the security and safety of the public areas all around Greengate at night time.
- The commercial units need to be designed to align with market needs in the use classes, to ensure that they are as deliverable as possible.

PLANNING POLICY

Development Plan Policy

Unitary Development Plan A2 - Cyclists, Pedestrians and the Disabled

This policy states that development proposals, road improvement schemes and traffic management measures will be required to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists

Unitary Development Plan A8 - Impact of Development on Highway Network

This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Unitary Development Plan A10 - Provision of Car, Cycle, Motorcycle Parking in New Development

This policy states that there should be adequate provision for disabled drivers, cyclists and motorcyclists, in accordance with the Council's minimum standards; maximum car parking standards should not be exceeded; and parking facilities should be provided consistent with the provision and maintenance of adequate standards of safety and security.

Unitary Development Plan CH2 - Development affecting setting of Listed Buildings

This policy states that development will not be granted that would have an unacceptable impact on the setting of any listed building.

Unitary Development Plan CH5 - Archaeology and Ancient Monuments

This policy states that planning permission will not be granted for development that would have an unacceptable impact on an ancient monument, site or feature of archaeological importance, or its setting. Planning conditions will be imposed to record and evaluate, excavate and preserve remains of local archaeological value, prior to the commencement of the development.

Unitary Development Plan DES1 - Respecting Context

This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

Unitary Development Plan DES2 - Circulation and Movement

This policy states that the design and layout of new development will be required to be fully accessible to all people, maximise the movement of pedestrians and cyclists through and around the site safely, be well related to public transport and local amenities and minimise potential conflicts between pedestrians, cyclists and other road users.

Unitary Development Plan DES4 - Relationship of Development to Public Space

This policy states that developments that adjoin a public space shall be designed to have a strong and positive relationship with that space by creating clearly defining public and private spaces, promoting natural surveillance and reduce the visual impact of car parking.

Unitary Development Plan DES5 - Tall Buildings

This policy states that tall buildings will be permitted where: the scale of the development is appropriate; the location is highly accessible; the building would positively relate to adjacent public realm; is of high quality design; makes a positive contribution to the skyline; would not detract from important views; would not cause unacceptable overshadowing or overlooking, detrimental to the amenity of neighbouring occupiers; be no unacceptable impact on the setting of a listed building or value of a conservation area; be no unacceptable impact on microclimate; be no unacceptable impact on telecommunications; and there would be no unacceptable impact on aviation safety.

Unitary Development Plan DES6 - Waterside Development

This policy states that all new development adjacent to the Manchester Ship Canal will be required to facilitate pedestrian access to, along and, where appropriate, across the waterway. Schemes should incorporate a waterside walkway with pedestrian links between the walkway and other key pedestrian routes and incorporate ground floor uses and public space that generate pedestrian activity. Where it is inappropriate to provide a waterside walkway, an alternative route shall be provided. Development should protect, improve or provide wildlife habitats; conserve and complement any historic features; maintain and enhance waterside safety; and not affect the maintenance or integrity of the waterway or flood defences. All built development will face onto the water, and incorporate entrances onto the waterfront; be of the highest standard of design; be of a scale sufficient to frame the edge of the waterside; and enhance views from, of, across and along the waterway, and provide visual links to the waterside from surrounding areas.

Unitary Development Plan DES7 - Amenity of Users and Neighbours

This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan DES9 - Landscaping

This policy states that hard and soft landscaping should be provided where appropriate that is of a high quality and would enhance the design of the development, not detract from the safety and security of the area and would enhance the attractiveness and character of the built environment.

Unitary Development Plan DES10 - Design and Crime

This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.

Unitary Development Plan DEV5 - Planning Conditions and Obligations

This policy states that development that would have an adverse impact on any interests of acknowledged importance, or would result in a material increase in the need or demand for infrastructure, services, facilities and/or maintenance, will only be granted planning permission subject to planning conditions or planning obligations that would ensure adequate mitigation measures are put in place.

Unitary Development Plan EN9 - Wildlife Corridors

This policy states that development that would affect any land that functions as a wildlife corridor, or that provides an important link or stepping stone between habitats will not be permitted. Conditions

and planning obligations may be used to protect, enhance or manage to facilitate the movement of flora and fauna where development is permitted.

Unitary Development Plan EN17 - Pollution Control

This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

Unitary Development Plan EN19 - Flood Risk and Surface Water

This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

Unitary Development Plan H1 - Provision of New Housing Development

This policy states that all new housing will contribute toward the provision of a balanced housing mix; be built of an appropriate density; provide a high quality residential environment; make adequate provision for open space; where necessary make a contribution to local infrastructure and facilities required to support the development; and be consistent with other policies of the UDP.

Unitary Development Plan H4 - Affordable Housing

This policy states that in areas that there is a demonstrable lack of affordable to meet local needs developers will be required by negotiation with the city council to provide an element of affordable housing of appropriate types.

Unitary Development Plan MX1 - Development in Mixed-use Areas

This policy states that a wide range of uses and activities (housing, offices, tourism, leisure, culture, education, community facilities, retail, infrastructure, knowledge-based employment) are permitted within the identified mixed use areas (Chapel Street East, Chapel Street West, Salford Quays, Ordsall Lane Riverside Corridor).

Unitary Development Plan S4 - Amusement, Restaurants, Cafe, Drinking Establishments

This policy states that proposals for hot food shop uses would not be permitted by the Council where the use would have an unacceptable impact on the amenities of surrounding residential occupiers by reason of noise, disturbance, smells, fumes, litter, vehicular traffic movements, parking or pedestrian traffic and the vitality and viability of a town centre and visual amenity.

Unitary Development Plan ST1 - Sustainable Urban Neighbourhoods

This policy states that development will be required to contribute towards the creation and maintenance of sustainable urban neighbourhoods.

Unitary Development Plan ST7 - Mixed-use Development

This policy states that mixed use development schemes that minimise the need to travel will be focused towards specific areas including Lower Broughton.

Unitary Development Plan ST9 - Retail, Leisure, Social Community Provision

This policy states that the provision of a comprehensive and accessible range of retail, leisure, social and community facilities will be secured by, protecting and enhancing the vitality and viability of existing town and neighbourhood centres, adopting a sequential approach to the location of new retail and leisure development and facilitating enhanced education, health and community provision that will be maintain and enhanced.

Other Material Planning Considerations

National Planning Policy

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)

Local Planning Policy

Supplementary Planning Document - Greengate Regeneration Strategy

This refreshed Regeneration Strategy is intended to provide a broad framework to guide and influence the comprehensive delivery of development within Greengate rather than one which is prescriptive or could stifle imagination, creativity and quality. The Regeneration Strategy provides a positive vision for the development of the Greengate area. It sets out clear guidelines for those involved in the development process, and seeks to ensure that all new development in Greengate achieves the highest standards of quality and design. Of significant importance to the success of this neighbourhood will be the delivery of high quality public realm.

Irwell River Park Supplementary Planning Guidance

This guidance was prepared jointly by the authorities of Salford, Manchester and Trafford to establish a set of principles to ensure the provision of a continuous riverside cycle/walkway and the high quality design of new public open spaces and other infrastructure. The vision is to see the restoration of the river to create a new and exciting urban park, focusing on its spectacular industrial and architectural achievements, attracting new waterfront development and activities and linking neighbourhoods and communities within the heart of the regional centre.

Supplementary Planning Document - Sustainable Design and Construction

This policy document expands on policies in Salford's Unitary Development Plan to provide additional guidance for planners and developers on the integration of sustainable design and construction measures in new and existing developments.

Supplementary Planning Document - Design

This document reflects the need to design in a way that allows the city to support its population socially and economically, working with and inviting those affected into an inclusive decision making process. Equally, development must contribute to the creation of an environmentally sustainable city supporting the natural environment minimising the effects of, and being more adaptable to, the potential impact of climate change.

Supplementary Planning Document - Design and Crime

This policy document contains a number of policies used to assess and determine planning applications and is intended as a guide in designing out crime.

Supplementary Planning Document - Planning Obligations

This policy document expands on the policies in Salford's Unitary Development Plan to provide additional guidance on the use of planning obligations within the city. It explains the city council's overall approach to the use of planning obligations, and sets out detailed advice on the use of obligations in ensuring that developments make an appropriate contribution to: the provision of open space; improvements to the city's public realm, heritage and infrastructure; the training of local residents in construction skills; and the offsetting of greenhouse gas emissions.

It is not considered that there are any local finance considerations that are material to the application

The Greater Manchester Spatial Framework Draft 2019 ("GMSF") and the Revised Draft Local Plan 2019 were subject to public consultation until 18th March and 22nd March 2019 respectively. They will

go through a number of further stages, including examination at a public inquiry, before they are adopted. Adoption is expected to take place towards the end of 2020 or early 2021.

Now the GMSF and Local Plan are published documents decisions, including those by the Council and ultimately by inspectors on appeal, are able to start to afford them some weight as emerging policies. However, as the weight given depends on the stage of the plan; unresolved objections; and consistency with the Government's policies, the weight currently to be attached to the GMSF and Local Plan is only limited. The weight moving forward will be reviewed and is likely to depend on the extent to which there are unresolved objections emerging from the consultation process.

In addition, following the publication of the National Planning Policy Framework (NPPF) it is necessary to consider the weight which can be afforded to the policies of the Council's adopted Unitary Development Plan (paragraph 213 NPPF February 2019).

In terms of this application it is considered that the relevant policies of the UDP can be afforded due weight for the purposes of decision making as the relevant criteria within the UDP policies applicable to the proposed development are consistent with the policies contained in the NPPF.

STATEMENT OF COMMUNITY INVOLVEMENT

The applicant has submitted a Statement of Community Involvement with their application. This reports that the applicant has sought to undertake early engagement with the Local Planning Authority, elected members and the local community, prior to the submission of the application.

In late August 2019, consultation leaflets were distributed to c.500 residential and commercial properties around the site and to local ward councillors. A press release promoting the public consultation was distributed in early September, with the consultation event itself taking place on Tuesday 10th September within walking distance of the application site.

ENVIRONMENTAL IMPACT ASSESSMENT

The proposed development falls under the category of "Infrastructure Projects – Urban Development Projects" (Schedule 2, 1. (b)) as described within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. It exceeds the corresponding threshold provided as it comprises of a residential-led scheme that will accommodate 545 new dwellings.

The applicant has volunteered the proposals as Environmental Impact Assessment development, as defined by the Regulations. Consequently an Environmental Statement (ES) was submitted with the planning application on 30/10/2019. The scope of the EIA has been deliberately restricted to an assessment of the likely environmental effects arising from townscape and visual impacts and any potential residual impacts.

In-line with Regulation 15 of the Regulations, the Local Planning Authority provided a Scoping Opinion on the proposed scope of the ES, following a formal request submitted by the applicant on 24/09/2019.

During the determination process the ES has been reviewed by the local planning authority in conjunction with statutory and other consultees who have sufficient expertise to understand and assess the chapters therein. No formal requests for 'further information', as defined by Regulation 25, were made to the applicant during the course of the application.

GREENGATE REGENERATION STRATEGY

The application site is located along the northern edge of the area covered by the City Council's Greengate Regeneration Strategy (GRS). This document sets out the vision for the area. It seeks to deliver a dynamic residential and commercial place with an exceptional public realm. In addition to the delivery of high quality public spaces, the Strategy identifies a number of other broad key elements that are critical to Greengate's future success, namely:

- Continuing to deliver a mix of uses and ensuring ground-floor uses contribute to active frontages;
- Securing a high density of development, appropriate to the area's central location;
- Respecting and taking full advantage of the area's historic significance and heritage assets, including the historic Market Cross; and
- Increasing the proportion of trips made by public transport, by cycling, and on foot.

The 'Greengate Riverside' section of the GRS provides more specific guidance for proposals located within the area adjacent to the River Irwell, which includes the application site. It seeks to ensure that a balance is achieved in terms of taller, high-rise buildings with elements that are lower-rise to avoid a uniform wall effect on the boundary with the River Irwell and Trinity Way. It also requires new development to deliver active frontages that address the proposed public realm at the Market Cross and along the river frontage. The Market Cross represented the historic centre of Medieval Salford and once contained the Court House and Market Cross. Section 8.8 of the GRS goes on to describe the character and function of the future Market Cross, which has been earmarked for the area of land immediately to the south of the application site. It explains that the new area of public realm would be designed to closely reflect the historic location of the Market Cross. It would be a predominantly hard landscaped space, accessible only to pedestrians, that encourages active uses around its edges.

The proposed development's compliance with the GRS will be considered within the relevant Assessment sections of this report.

ASSESSMENT

Principle of Development

The site is considered as previously developed (brownfield) land that is located in a highly accessible location. The heart of the Regional Centre, and the variety of amenities within it, are within easy walking distance, as is major public transport provision (such as Victoria Station, a 450m walk to the east). Indeed, the site has a 'GMAL' (Greater Manchester Accessibility Level) rating of 8. Sites are rated on a scale of 1-8 based on proximity to public transport and frequency of service, meaning that the proposed development would be located in the most accessible area.

The site is covered by UDP Policy MX1/1 (Development in Mixed-Use Areas - Chapel Street East). The reasoned justification to this policy states that the large areas of surface commuter car parking constitute an inefficient use of land and provide significant potential for redevelopment. Thus there are no objections to the loss of the existing surface car park.

Housing is one of the appropriate uses for this area listed within Policy MX1. More specifically, the application site is identified for residential development within the Greengate Regeneration Strategy (GRS). The graphics associated with Section 7.8 of the Strategy indicate that there is an opportunity for the plot to include high-rise elements where they address infrastructure.

The principle of introducing new high density housing in this location is clearly supported. More detailed consideration is given to the appropriateness of the overall height of the development within the 'Scale and Massing' section of this report.

Table 2 sets out the proposed housing mix, which is considered to be in compliance with Policy HOU2 of the Council's Housing Planning Guidance in that over 50% of the units would provide two bedrooms or more and 58% would be larger than 57sqm in size.

Table 2: Housing Mix

Accommodation type	Minimum size	unit	Maximum size	unit	Number of units	Percentage of overall mix
One-bedroom	40.33sqm		59.8sqm		264	48.4%
Two bedrooms	64sqm		80sqm		257	47.2%
Three bedrooms	89sqm (155.75sqm for penthouses)	for	120sqm (227.1sqm for penthouses)	for	24	4.4%

The proposed development also includes a total of 512sqm (GIA) of commercial floor-space, to be applied flexibly within use classes A1, A2, A3, B1 or D1. This would be split across three ground-floor commercial units, two of which incorporate a mezzanine level. It is the Council's aspiration to designate Greengate and the wider area as a higher order centre under Policy TC1 of the emerging Local Plan, however at present the site does not sit within a designated town or neighbourhood centre.

NPPF paragraph 86 sets out that local planning authorities should apply a sequential test to planning applications for main town centre uses (up to 2,500sqm) that are not within an existing centre and are not in accordance with an up-to-date development plan.

Within their submitted Planning Statement, the applicant has stated that the proposed commercial units will make an important contribution to the economic vibrancy of the Greengate Neighbourhood, by providing opportunities for local expenditure and vibrancy and activity at street level.

The modest scale of commercial floor-space proposed, both in terms of the overall amount and the size of individual units, indicates that it is designed principally to serve local needs and will play a supporting role to the main residential use of the building. Offices, retail and food and drink uses are identified within Policy MX1 of the UDP as being appropriate uses for the Greengate area. Furthermore, the GRS seeks to continue delivering a mix of uses, which include retailing, to ensure that ground-floor uses contribute to active frontages. On this basis the principle of introducing the level of commercial floor-space proposed is accepted.

Layout and Active Frontages

The development layout has largely been derived from a need to address the site's three main frontages and a desire to provide a public through route, to connect the future Market Cross with an enhanced riverside walkway. The positioning of the main tower is also designed to maximise separation distances to the neighbouring 'GreenGate' and 'The Residence' developments. Punching a public route through the building, where New Bridge Street meets Greengate, creates an expressive built form at a key corner and opens up the interior of the site. It also means that the building grounds itself in two places, either side of the new public realm.

The proposed through route will be a shaded space for much of the day, owing to the scale of surrounding buildings. It does, however, provide the opportunity to create an engaging piece of public realm that extends directly from the future Market Cross along a natural desire line, to the river-front. Whilst pedestrians are already able to make a similar journey via New Bridge Street, it is recognised that OHT would be enhancing pedestrian connections through the provision of a more direct route and one that is identified for delivery within the GRS. It would also benefit those who live within 'The Residence', as it facilitates improved access into a secondary entrance on the development's eastern

side. The character and quality of the public realm within the site is described further within the 'Public Realm, Trees and Landscaping' section of this report.

At ground-floor level, active frontages have been provided along each of the main tower's three sides. Highly glazed commercial units would front onto the riverside walkway and New Bridge Street. Space has been provided outside both units to accommodate a small amount of external seating, should they be brought into use as a café or restaurant. This would animate their respective frontages further. A long, glazed residential entrance would face onto the internal public route, providing necessary natural surveillance. The adjoining foyer area wraps around the tower's core to provide views onto the riverside walkway and the Irwell below. Crucially the main tower has been set-in from its boundary with New Bridge Street by 1.8m. The creation of a broader footway next to such a tall building is both necessary and welcome, as it creates a more comfortable pedestrian environment. Through its design and layout, this element of the building successfully contributes to, and engages with, the new public realm that is set to be delivered around the base of the tower.

The lower, 'base building' presents a key frontage onto Greengate and the location of the future Market Cross. It would be activated at street level by a double-height commercial unit, which also faces onto part of the internal public route. Again an outdoor seating area has been proposed to further activate this space. Vehicular access down to the basement car park would be achieved from Greengate. The entrance point has been set well back from the main building line, which reduces its prominence within the streetscene and allows vehicles to wait off the adopted highway for the gates to open.

Refuse collection would take place from a new layby on New Bridge Street. Whilst the provision of a refuse holding area has resulted in a small length of blank frontage, it is acknowledged that this represents the most suitable position from which to collect waste from the site and it is appreciated that the size of the ground-floor holding area has been kept to a minimum, with most of the bins set to be stored at basement level.

Further resident's amenity facilities are located at first-floor level, along with mezzanine commercial space. This should add to the level of perceived activation at street level, particularly in the case of the balcony feature that extends along the majority of the main tower's riverside frontage. The lower building and the main tower are connected at second-floor level by a glazed walkway. Residential apartments are located on this floor and each of those above.

Overall the proposed development has been laid out in a manner that addresses and activates its key site frontages; enhances pedestrian connectivity through the area; and facilitates the delivery of a building that is able to balance its taller and lower elements, all of which is in accordance with the GRS.

Townscape and Visual Impacts

As noted earlier in this report the applicant has volunteered the proposals as Environmental Impact Assessment (EIA) development. A Townscape and Visual Impact Assessment (TVIA) has been undertaken as part of the resulting Environmental Statement (ES). The assessment concludes that the proposed development is of sufficient scale to have both townscape and visual effects in most of the townscape character zones reviewed and from most of the representative viewpoints. The TVIA judges these effects to be beneficial in nature and in almost half of the viewpoints the effects are considered to be significant in EIA terms. The applicant considers that the principal reason for these findings lies not only in the height of OHT, but in the careful way that the building has been designed. For example, the sloping roof creates a distinctive silhouette; the radiused corners soften the visual impact and the triangular form assists in distinguishing the building from its neighbours. The cladding accentuates the building's verticality.

In terms of cumulative effects, the ES expects the effects of the development to be reduced slightly as more tall buildings, such as those proposed under current application 19/74465/HYBEIA, come forwards within close proximity to the OHT site.

The conclusions set out within the ES and associated TVIA are generally accepted. The specific merits of OHT's scale, massing and detailed design are considered in further detail in the subsequent sections of this report.

Scale and Massing

At 55-storeys (173m), the proposed development has the potential to have a significant impact on its surroundings by virtue of its height. Consequently Policy DES 5 (Tall buildings) of the City Council's UDP is relevant to this application, alongside the Council's usual design policies. Policy DES 5 states that tall buildings will be permitted where:

- i. the scale of the development is appropriate;
- ii. the location is highly accessible;
- iii. the building would positively relate to adjacent public realm;
- iv. is of the highest design quality and construction;
- v. it makes a positive contribution to the skyline;
- vi. it would not detract from important views;
- vii. there would be no unacceptable overshadowing or overlooking;
- viii. there would be no unacceptable impact on the setting of a listed building or the value of a conservation area;
- ix. there would be no unacceptable impact on microclimate;
- x. there would be no unacceptable impact on telecommunications;
- xi. there would be no unacceptable impact on aviation safety.

Also of relevance is guidance within 'Tall Buildings: Historic England Advice Note 4' (Dec 2015). This states that in the right place well-designed tall buildings can make a positive contribution to urban life. Past examples show us that they can be excellent works of architecture, and some of the best post-war examples of tall buildings are now listed. However, if not in the right place and well designed, a tall building, by virtue of its size and widespread visibility, can also seriously harm the qualities that people value about a place.

The applicant has submitted a Tall Building Statement that seeks to justify the height, scale and massing of OHT. It explains that the massing concept was to provide height on the Riverside, in a similar manner to existing neighbouring buildings. The Residence (110m) is taller than GreenGate (89m), which creates an escalation of height towards Trinity Way. OHT proposes to break this up to create a varied, cluster-like arrangement that provides increased visual interest on the skyline from all angles and is reminiscent of other high density skylines across the world. There is sense in making OHT the tallest of the river-facing blocks, sitting as it does in an extremely prominent location on the bridgehead that divides Salford from Manchester. A tall building on this site will provide a significant marker for the Greengate area.

The applicant goes on to explain that the massing that emerges from the development footprint has the potential to produce a more visually interesting building that will be markedly different from other Greengate developments. The roof parapet features a unique peaked form facing towards the bridgehead, forming a distinct silhouette on the skyline.

The points raised by the applicant above are generally accepted. Presently though the application site is not appreciated as being situated at a gateway between Salford and Manchester. Whilst the introduction of a tall tower may be used to signal this over longer distance views, of greater relevance is how this transition is conveyed at street level, to people moving through the area. Key to this is the presence of an appropriate and high quality public realm, something that is considered to be absent

from this area at present. Officers are of the view that the delivery of a strategically designed area of public realm (in the form of an enhanced New Bridge Street and new Market Cross) around the base of this building is essential if the applicant's justification above is to be accepted.

Following negotiations, the applicant has agreed to deliver an enhanced public realm along New Bridge Street through a package of s.278 works. This would comprise of a narrowed highway; soft landscaping; and a widened footway resurfaced in quality materials. It is envisaged that the route would then feed into the new Market Cross, a pedestrian-focused space funded by financial contributions secured as part of this application. On this basis officers are satisfied that the proposed development would comply with criterion iii of Policy DES 5.

Matters relating to Points ii; iv and vi - x of Policy DES 5 are considered in more detail within the relevant sub-sections of this report, although for the benefit of this assessment it is concluded that the development has satisfied the requirements for each individual criterion.

In terms of criterion i, the applicant's justification for not adhering to the existing pattern of escalation towards the 44-storey Anaconda Cut is accepted, on the basis that the main tower would create an elegant and instantly recognisable silhouette on the Salford skyline. Given the quality of the peaked top to the building, it is considered appropriate for OHT to be the tallest component of the emerging skyline. As such the proposals can also be considered to be in compliance with criterion v of Policy DES 5.

NATS have confirmed that their initial objection to the development can be overcome through the implementation of a developer-funded Radar Mitigation Scheme, a view also shared by Manchester Airport. Consequently criterion xi of Policy DES 5 can also be satisfied.

The lower, 'base building' is 14-storeys in height. The applicant's statement reports that this is designed to tie-in with the scale of Abito (10-storeys) and the Greengate-facing elements of The Residence (16-storeys) and GreenGate (13-storeys). It is also designed to provide a human scale fronting onto the Market Cross, with the taller tower rising in the background. The applicant's approach here is considered to be logical and is supported by officers.

Overall there are no objections to the scale and massing of the proposed development, providing that it is also able to achieve the highest standard of detailed design. This requirement is assessed further in the section below:

Design

The design and facing materials proposed for OHT's two volumes clearly differ from each other. Reconstituted stone cladding has been proposed to the base building, arranged in three-storey grids around recessed windows, to create a civic-style frontage onto the future Market Cross. The use of reconstituted stone is considered to be appropriate for this aspect of the building, as it represents a nod to the civic function of the historic Market Cross, which was once positioned to the south. A number of the lower level buildings (existing and emerging) within Greengate are finished in a dark coloured brick. The lighter tones proposed for OHT's Greengate elevation would contrast with this emerging character, signaling to visitors (particularly from the south along Gravel Lane, or the south-east down Greengate) that they are approaching a space of interest along their journey – the new Market Cross public realm. Notwithstanding this, the final details of the façade materials for the lower element of OHT will be agreed as part of a materials condition.

The public route through the site punches through the lower building at the junction of Greengate and New Bridge Street. The oversailing element of this block would be supported by a series of concrete pillars which, in conjunction with a column of recessed balconies above, creates an expressive corner that faces onto the future Market Cross.

The main tower would be clad in a series of unitised panels, fixed together to form an almost seamless façade. The proposed system will incorporate clear-glazed windows, ceramic fritted panels and metal purge panels. The latter would incorporate a triangular cut-out motif as a nod to the shape of the tower's footprint. For the majority of the elevations, each panel would be angled to create a 'pleated' effect, which will create changing light conditions on the façade and animate the building as the sun moves around it. This is considered to be an extremely positive aspect of the scheme and something that would set OHT apart from other tall buildings across Greater Manchester. To create contrast, a flush glazed system has been proposed at the top and base of the tower, interspersed by a series of projecting fins. This serves to crown the top of the building and set it visually on a plinth. Again this approach is strongly supported.

The materials proposed for the main tower are considered to be of a high standard. Consequently it will appear modern, lightweight and elegant. These qualities are considered to be crucial in townscape and visual impact terms. This is because OHT will be clearly visible in the backdrop of some highly significant heritage assets that also display vertical proportions (Grade I listed Manchester Cathedral and Grade II* Sacred Trinity Church). The use of lightweight, high quality materials creates visual contrast between the new and the historic, which prevents OHT from visually competing with the masonry heritage assets.

The top four floors of the tower follow a stepped arrangement that is surrounded by a roof parapet that displays a peaked form. The resulting terraces would be used as a series of private and communal amenity areas and also to accommodate the necessary level of roof-plant. External plant and lift/stair overruns on the top terrace would be shielded from view by a curved mesh screen that incorporates projecting fins to match those used elsewhere on the building's crown.

In addition to appearing as an attractive feature on the city skyline, it is considered that OHT would also make a positive contribution when viewed at a human scale. Each of the building's street and riverside frontages is animated by large amounts of clear glazing that reveal active uses behind, such as commercial units or residents' facilities.

Overall OHT is considered to be a distinctive building of the highest design quality that provides visual interest across short, medium and long distance views. Importantly the scheme has been designed to respond to the human scale and therefore would contribute positively to the sense of place envisaged for Greengate within the Council's GRS. The visual success and acceptability of the building is, however, dependent on its positive design features being delivered on site, along with the use of high quality materials. Subject to compliance with these criteria, the development is considered to be in compliance with Policy DES 1 of the City Council's UDP and the relevant design policies within the National Planning Policy Framework.

Public Realm, Trees and Landscaping

Presently there are no trees or vegetation of any note within the existing surface car park. The section of riverside walkway included within the planning boundary contains two small trees and these have been assessed within an Arboricultural Report. The City Council's consultant Arborist has reviewed the report and is in agreement that they are Category C (low value) specimens, which should not be allowed to constrain a development. As such there are no objections to their removal, although replacement planting should be sought as mitigation for their loss.

The development proposals provide for enhancements to the quality of the public realm and landscaping in and around the application site through a variety of mechanisms. A publically accessible, DDA compliant, pedestrian route would be created through the site, linking the street of Greengate with the riverside walkway. The design concept underpinning this space is one of tributaries flowing into the River Irwell. Although the space would be shaded for much of the day, it

has the potential to create an attractive setting to the proposed buildings that connects two, more strategic, pieces of public realm in the form of the riverside walkway and the future Market Cross. The concept and layout proposed by the applicant is considered to be acceptable. Details regarding planting specification and hard surfacing materials will be secured as part of a landscaping condition.

The same design concept has been proposed for the new section of riverside walkway, which would be accessible to all and connect New Bridge Street with a similar piece of infrastructure being delivered as part of 'The Residence'. Feature seating and planted terraces are intended to create a sweeping series of forms. The walkway is approximately 6m wide where it runs adjacent to the main tower, although the available clear width for pedestrians and cyclists currently ranges from 3m – 3.6m. There are no objections to these dimensions, particularly given that an additional, broader route is also being provided through the application site. Again the final design and specification of this area of public realm would be secured as part of a landscaping condition. Although the land would remain under Council ownership, maintenance of the walkway would be the responsibility of the applicant, or the appointed management company for OHT. The applicant should submit a Landscape Management Plan as part of the requirements of a planning condition in order to agree a detailed maintenance schedule for the riverside walkway and also the pedestrian route through the site. Overall, the proposed riverside walkway is considered to be in-line with the aspirations set out within the City Council's Irwell River Park Planning Guidance.

The applicant has provided plans indicating the geographical extent of the proposed s.278 highways works, along with a likely layout. New Bridge Street would be narrowed down so that it operates as a one-way highway for traffic entering Greengate from Waterloo Bridge. The footway would be widened and re-surfaced. Soft landscaping and a contraflow cycle lane would be installed. As noted earlier in this report, these public realm works are considered to form an essential part of the overall justification for introducing a building of significant height on the application site. As such it is appropriate to add a condition to any grant of planning permission that requires the applicant to deliver this programme of off-site highways works in accordance with a scheme that has previously been agreed by the LPA. Going forwards, the cost of maintaining these off-site highways works should be covered by the developer, as part of an agreed commuted sum.

Delivery of the future Market Cross, as shown within the GRS, is not within the applicant's gift, as it requires a small area of land from the development plot to the south to realign the Greengate highway. The applicant has however agreed to contribute financially to its delivery, as part of a planning obligation. This would be secured within a s106 legal agreement. It is hoped that matters relating to land assembly will have been resolved well before construction of OHT is completed, thus allowing the Market Cross to be designed and delivered as a single programme of works. However, in the event that this aspiration is not realised in time, the applicant has produced an interim landscape scheme that shows how the Greengate frontage could be landscaped in advance of the neighbouring plot to the south coming forwards. This shows that the location of the former court house could be recognised within the enhanced hard landscape works, with new tree planting incorporated also. If required, these interim works would be secured via the same mechanisms as the scheme described above for New Bridge Street.

Some of the landscaping works adjacent to the proposed seating areas are required as mitigation, to reduce localised wind speeds and ensure that a suitable and comfortable environment is created for pedestrians.

An opportunity exists to 'green-up' the roof of the lower block, as this is set to accommodate the communal terrace at Level 14. Details of this area's final layout and design should be submitted as part of the requirements of the landscaping condition and it is expected that the approved scheme will incorporate an appropriate amount of soft landscaping.

If delivered to the required standard, the proposed landscaping and public realm works would make a significant, positive contribution towards realising the Council's vision for this part of the Greengate neighbourhood, as well as providing the necessary setting for a tall building. As such this element of the scheme is considered to be in compliance with Policies DES1; DES2; DES6 and DES9 of the City of the Salford UDP.

Heritage and Archaeology

Built Heritage

At 173m in height, OHT has the potential to impact upon the setting of numerous designated and non-designated heritage assets. A Heritage Assessment has been submitted with the application. This has subsequently been supported by a Heritage Addendum that expands the number of assets taken forward for assessment.

Cumulatively, the Assessments consider over 40 listed buildings as part of an initial scoping exercise, along with three conservation areas and one scheduled monument. Notable listed buildings within the vicinity of the site include Manchester Cathedral and Chethams Hospital, which are both Grade I listed. Collier Street Baths at the western edge of Greengate is Grade II* listed, as is Sacred Trinity Church on Chapel Street.

The applicant's initial assessment revealed that a number of the surrounding heritage assets were not sensitive to changes to their setting due to a combination of the following reasons:

- The nature of the asset itself means that changes to its setting are of limited significance;
- A high level of screening and intervening built form disconnects the application site from being part of the setting of the asset; and
- The significant physical and/or psychological distance between the asset and the application site means that the site does not form part of the asset's setting.

The applicant's assessment considers that OHT would screen views of the Grade II listed tower associated with HMP Manchester ('Strangeways'), when viewed along Gravel Lane and from the Market Cross. It concludes that the loss of views would equate to 'less than substantial harm'. Whilst officers do not disagree with this assessment, it is noted that this is not a key view of the tower, which is visible due to its prominence, rather than the significance of the vantage point. Additionally, the tower will still be visible from the northern end of the site, along the riverfront, and will continue to be visible from numerous other vantage points in and around the Regional Centre.

For all remaining cases, the applicant's assessment considers that the proposed development will maintain a neutral contribution to the setting of nearby heritage assets. With regards to the notable listed buildings referenced above, OHT would join an emerging cluster of tall and mid-rise modern buildings in the backdrop of views towards each respective heritage asset. In all cases, there would be sufficient depth of plane between the new and historic buildings to ensure that they are read separately. This differentiation is underlined by the difference in materiality and architectural style. Officers are in agreement with this conclusion however, given the number of heritage assets in the vicinity of the site and the quality of their significance, it is essential that the materiality and architectural style of OHT are of the highest quality, to ensure that this visual separation is not read negatively.

Following receipt of a Heritage Addendum, Historic England have confirmed that they are satisfied with the applicant's assessment work. They have also noted that OHT will sit within a cluster of existing and approved tall buildings and have raised no objections to the principle of a tall building in this location, given its context.

Officers have reviewed the applicant's Heritage Assessment and Addendum Report and accept the conclusions reached within them. Paragraph 196 of the NPPF 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. Great importance and weight has been given to the desirability of preserving the designated heritage asset of the HMP Manchester tower, including its setting, in accordance with s66 and s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Paragraph 193 of the NPPF. However, in this instance it is considered that the identified harm would be far outweighed by the public benefits arising from the site's regeneration, which would provide new housing, as well as commercial facilities designed to meet the needs of the local population.

Furthermore OHT would deliver new areas of high quality public realm along the riverfront, New Bridge Street and in the form of a new route through the site itself. A financial contribution of £2.4m would be used to fund a new strategic piece of public realm in the form of the Market Cross. A more comprehensive list of adverse impacts and public benefits associated with OHT are listed as part of a wider 'Planning Balance' at the end of this report. Overall, the development is considered to be in compliance with Policy CH2 of the City Council's UDP and the relevant sections of the NPPF.

Archaeology

The application site is located within the heart of medieval Salford, with Greengate being one of the oldest streets in the City. During this period and beyond, a civic square was located immediately to the south of the site, where New Bridge Street, Greengate and Gravel Lane now meet. The square was the site of the medieval 'Market Cross' and also the medieval court house.

A desk-based Archaeological Assessment has been submitted with the application in recognition of the area's heritage. This has been reviewed by the Greater Manchester Archaeological Advisory Service. GMAAS note that, whilst the report has omitted to acknowledge the medieval courthouse and market cross, sufficient information has been provided to demonstrate that there is considerable archaeological interest within the site in the form of below-ground archaeological remains. These include potential medieval and early post-medieval deposits, along with workers' housing from the industrial period. Contrary to the applicant's submission, the application site does contain assets of heritage value as the archaeological deposits are considered to be 'non-designated heritage assets'.

Notwithstanding the above, GMAAS accept that the archaeological remains within the site will at most be of regional interest and therefore do not require preservation in-situ. However, they will need to be excavated and recorded ahead of the proposed construction works through an agreed programme of archaeological works to be secured by a planning condition. A further condition should be attached to any permission granted to secure heritage landscaping and display within, or adjacent to, the application site.

In response to the above, and concerns raised by GMAAS in relation to the initial landscaping scheme, the applicant has overlaid historic mapping onto the proposed layout plan to determine the exact positions of the market cross and courthouse. This exercise has then been used to inform their latest landscape proposals. These are discussed in more detail within the Public Realm, Trees, and Landscaping section of this report.

Subject to compliance with the conditions set out above, the harm or loss of below ground archaeological remains would be adequately mitigated by the proposed programme of excavation; recording and heritage interpretation. As such the development is considered to be in compliance with Policy CH5 of the City of Salford UDP and the requirements of NPPF Paragraph 197.

Residential Amenity

It is relevant to consider the level of amenity that will be afforded to residents of the new-development, in addition to assessing the potential impacts the scheme would have on the amenity currently enjoyed by occupants within existing, surrounding apartments.

Impact on existing residents

The positioning and curved plan form of OHT's main tower has, in part, been designed to maximise separation distances to adjacent neighbours on either side and to minimise its daylight and sunlight impacts. These impacts are considered within the sub-sections below:

Interlooking and Privacy

A distance of 16m is set to be retained across New Bridge Street between apartments within the proposed development and those within 'GreenGate'. This is characteristic of other relationships consented within the Greengate area (e.g. between Anaconda Cut and Abito and The Residence and Abito) and is considered to be appropriate within the context of a city centre location, which has been identified for high density urban development.

The main tower includes a number of apartments that face towards The Residence, to the west. However no unacceptable interlooking relationships will be created by the proposals as The Residence presents a façade free of habitable room windows onto the application site. Any views of neighbouring apartment windows on the return elevation would be at an oblique angle and across a distance of 25m+.

A distance of approximately 18m would be retained to the closest residents within Abito. Again views between apartments would be at an oblique angle and therefore this relationship is considered to be acceptable from the perspective of maintaining an appropriate level of privacy.

Retained Daylight and Sunlight

The assessment of daylight and sunlight impacts arising from a proposed development is a two-stage process. First, as a matter of numerical calculation, whether there would be a material deterioration in conditions; and second, as a matter of judgment, whether that deterioration would be acceptable in the particular circumstances of the case, having regard to the sensitivity of the surroundings and magnitude of the impacts. A Daylight and Sunlight Study has been submitted with the application, supported by an Addendum Report.

The applicant has undertaken technical analysis to calculate the retained levels of daylight and sunlight. The analysis uses nationally recognised methodologies set out within the Building Research Establishment Guidelines: 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'.

The published targets within the BRE Guide are based on low-rise, suburban development. The National Planning Practice Guidance (NPPG) recognises this and states that:

"All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings." Paragraph 007 Reference ID: 66-007-20190722

As no target values for city centre locations are provided within the BRE Guide or the NPPF, accounting for the context of a development requires the application of professional judgment.

The Daylight and Sunlight studies have considered the impacts of OHT on six neighbouring buildings that are either existing and occupied or, in the case of The Residence, under construction. The impacts on apartments within The Residence have been judged as negligible. Minor adverse impacts have been identified for the Anaconda Cut and Tempus Tower developments. The analysis

undertaken for the Sorting Office; GreenGate; and Abito developments is considered in more detail within the following paragraphs:

Sorting Office (Manchester)

The applicant has identified that there would be a moderate adverse impact on the levels of daylight received by the Sorting Office as a result of the OHT building. Five of the 48 windows (10%) assessed met the Vertical Sky Component (VSC) target, whilst 11/20 rooms (55%) were compliant for No Sky Line (NSL) daylight. The results were better for sunlight, with 70% compliance for Annual Probable Sunlight Hours (APSH), which equates to a negligible impact in the applicant’s view. Commentary provided within the submitted assessment considers that it is the cumulative impact of the proposed development and GreenGate (directly opposite) that lead to the forecasted reductions in daylight and sunlight. Had OHT come forwards in isolation, the impacts on the Sorting Office would be greatly diminished. They go on to explain that the design of the converted Sorting Office means that it is difficult to achieve the BRE targets as it comprises of deep, single-aspect rooms that make it difficult for daylight and sunlight to penetrate into the living spaces.

GreenGate

The results from the daylight and sunlight assessments for the neighbouring GreenGate development have been summarised within Table 3 below:

Table 3: Daylight and Sunlight Results - GreenGate

Type of Test	Total number of windows or rooms assessed	No. that meet the BRE target	No. that fall below BRE target by 20%-30%	No. that fall below BRE target by 30%-40%	No. that fall below BRE target by 40%+
Daylight – Vertical Sky Component (VSC)	321 windows	64 (19.9%)	15 (4.7%)	27 (8.4%)	215 (67.0%)
Daylight – No Sky Line (NSL)	264 rooms	65 (24.6%)	6 (2.3%)	15 (5.7%)	178 (67.4%)
Sunlight – Annual Probable Sunlight Hours (APSH) – Total	40 rooms	40 (100%)	N/A	N/A	N/A

Whilst a large number of windows would experience reductions in excess of 40%, the applicant considers that the impact on GreenGate should be summarised as ‘moderate adverse’ for the following reasons:

- Overall only a limited selection of windows are affected within Greengate, with the north east, south west and south east elevations being unaffected by the development;
- The living rooms within the main tower of One Greengate will be unaffected by the proposed development, with impact limited to bedrooms only;
- Of the 257 windows that fall short of the VSC targets, only 81 windows (31%) serve living / kitchen / diners, the remaining impacts would be to bedrooms. Furthermore 26 of these 81 windows serve living / kitchen / diners that have alternative windows meaning that, overall, the room will meet the VSC targets; and
- Of the 199 rooms that fall short of the NSL targets, only 38 (19%) are living / kitchen / diners.

Further, the applicant states that it should be recognised that the application site has been in use as a surface level car park for a number of years and, as such, the buildings overlooking it have benefitted from conditions that are unusual in a city centre context. Consequently the baseline situation (an open site) is not typical of an urban environment. As a result the applicant has undertaken a ‘mirror-image’ assessment, which mirrors the massing of the GreenGate building onto the application site. In the interests of fairness, any windows within GreenGate that are affected by this mirror massing are automatically considered to have passed the BRE assessment. Having undertaken this exercise, the results are much improved, with 65% of windows meeting the VSC targets.

Abito

The results from the daylight and sunlight assessments for the neighbouring Abito development have been summarised within Table 4 below:

Table 4: Daylight and Sunlight Results - Abito

Type of Test	Total number of windows or rooms assessed	No. that meet the BRE target	No. that fall below BRE target by 20%-30%	No. that fall below BRE target by 30%-40%	No. that fall below BRE target by 40%+
Daylight – Vertical Component (VSC) – Sky	103 windows	26 (25.2%)	8 (7.8%)	14 (13.6%)	55 (53.4%)
Daylight – No Sky Line (NSL)	72 rooms	39 (54.2%)	0 (0%)	3 (4.2%)	30 (41.7%)
Sunlight – Annual Probable Sunlight Hours (APSH) – Total	8 rooms	8 (100%)	N/A	N/A	N/A

Commentary within the Daylight Sunlight Study states that the design of Abito makes it very difficult for any development on surrounding sites to maintain the same levels of daylight and sunlight that the building enjoyed when it was first developed. The windows are overhung by balconies and enclosed within deep reveals. Furthermore the units comprise of studio flats that have deep, single-aspect rooms. This makes it difficult for daylight to penetrate to the back of the rooms. For these reasons, the Assessment concludes that OHT would have a ‘moderate adverse’ impact on the Abito building.

Having regard to the earlier NPPG reference, the applicant’s Addendum Report seeks to put the results provided above into context by benchmarking them against the retained VSC daylight levels that are emerging within Greengate and that exist within established and successful residential areas in the centre of Manchester. This exercise indicates that the levels of daylight retained in existing surrounding buildings in Greengate are comparable with those recorded for a number of other city centre schemes and therefore the resulting environment would be in-line with expectations for a city centre location.

The applicant has also provided examples of where even low rise residential schemes would fall short of fully meeting the BRE guidelines.

Conclusions on Daylight and Sunlight Impacts

The numerical calculations within the applicant’s Assessment indicate that OHT would lead to the loss of a significant amount of daylight to a number of rooms/windows within the Sorting Office; GreenGate

and Abito developments. However, for the reasons set out in the accompanying commentary, it is considered that the resulting impact on the living conditions of the residents concerned would not be unacceptable.

In the case of the Sorting Office and Abito, it is clear that the daylight and sunlight received by the habitable rooms within them is already limited due to the way that these buildings have been designed. This design contributes to the impacts identified also. On this basis the results set out within the applicant's Assessment are considered to be acceptable.

The north-west facing windows within GreenGate that look onto the application site have enjoyed a clear outlook across an open surface car park for a number of years. As a result, the apartments affected receive much higher levels of daylight and sunlight than one might reasonably expect in a city centre location. When the identified reduction in daylight and sunlight entering their windows is viewed in this context the results are considered to be acceptable.

The impacts on living conditions through the loss of daylight and / or sunlight should not be considered in isolation. It must also be borne in mind that the proposed development would replace an unsightly and underused inefficient use with a well-designed building containing housing and supporting commercial uses and surrounded by new, quality public realm. In this regard, the development would improve the living conditions of the existing residential population. High density development is both necessary and appropriate on this site in order to make efficient use of land that is situated in a highly sustainable location, and to achieve the critical mass of people required to fully realise the aspirations envisaged for this part of Greengate within the GRS. Therefore, when considered in the round, the daylight and sunlight impacts generated by the OHT scheme are considered to be acceptable.

Wind Microclimate

A Wind Microclimate Assessment was submitted with the application and later supported by further work incorporated into a wider 'Addendum Report'. The results demonstrate that the proposed development would not generate any safety exceedences (winds over 15m/s) in the vicinity of the site. Further, the comfort results show that the areas directly outside of GreenGate and Abito do not exceed the standing criteria of 6m/s. Therefore the entrances into these buildings remain suitable for their intended use following construction of OHT.

Level of amenity afforded to future residents

Interlooking and Privacy

Separating the development into two, albeit connected, blocks has created a series of relationships between a number of the proposed apartments located on Levels 02-13. The internal/rear-facing one-bed units within the 'base block' have been designed in such a way as to angle their outlook away from the closest corresponding apartments within the main tower. Consequently a straight-line distance of 13m would remain between apartments, albeit there would be no direct interlooking due to the angled relationship that would be created between the relevant windows.

The scheme has been amended to include a high parapet wall to the second-floor roof-terrace that adjoins the resident's gym. This should prevent any loss of privacy occurring for those residents on the same floor of the main tower.

Daylight and Sunlight

The applicant has also undertaken an assessment of the daylight and sunlight levels afforded to the future apartments, using the Average Daylight Factor methodology within the BRE guidelines. This indicates that 68% of the rooms assessed will meet their respective targets. Also of note is that 74% of the rooms will be within 0.8 times their respective targets (which reflects the fact that, with existing windows, a <20% reduction to daylight is not considered to be materially noticeable).

The corresponding assessment for sunlight levels indicate that 88% of rooms assessed for APSH will meet both the annual and winter targets, whilst 236/262 (90%) of the rooms will meet or be within 0.8 times the target criteria.

Officers again recognise that the assessment has used the suburban housing targets set out in the BRE Guide, and that no adjustment has been made for the development's city centre location. On this basis, the compliance levels for daylight and sunlight can be considered to be good.

Outlook and Communal Facilities

All habitable rooms within each of the apartments would be provided with an outlook via a window. Residents will also benefit from a range of communal facilities within the building, including lounges, a library, cinema room, communal dining area and a gym. The building would benefit from a 24-hour concierge. The structure itself, along with external areas, would be maintained by a specialist management company. Over 400sqm of external communal amenity space would be provided on roof terraces at Levels 14 and 52, along with the external spaces proposed around the building at ground-level. It should also be borne in mind that the GRS seeks to deliver two adjoining public parks that would be readily accessible to residents of OHT once in place. Overall it is considered that future residents will be provided with a good standard of amenity.

Wind Microclimate

A Wind Microclimate Assessment was submitted with the application and later supported by further work incorporated into a wider 'Addendum Report'. The results demonstrate that there are no safety concerns (winds exceeding 15m/s) within or around the OHT development. Further, the comfort results show that the areas directly outside of GreenGate and Abito do not exceed the standing criteria of 6m/s. Consequently the entrances into these buildings will remain suitable for their intended use following construction of OHT.

The proposed building includes roof-top terraces at various levels. These will experience a range of wind speeds, ranging from the lowest category (frequent sitting) to the second highest (walking). The largest communal terrace is located on the 14th floor, on top of the Greengate-facing element of OHT. A detailed layout for this area is yet to be designed. As such a condition is recommended that requires the applicant to use the findings of the wind assessment to inform how the communal terraces should be used and laid out.

The further modeling work undertaken has demonstrated that the seating areas outside of the three commercial units will be suitable for their intended use once the proposed landscaping scheme and recommended mitigation (such as screens) has been implemented. It is recommended that the relevant mitigation measures be secured by way of a planning condition.

Subject to compliance with the conditions recommended above, the development would have an acceptable impact on microclimate and would comply with criteria ix of UDP Policy DES 5.

Noise

The main noise sources impacting the site are road traffic, principally from Trinity Way, and rail traffic using the nearby main line into/out of Victoria Station. A Noise Impact Assessment (NIA) has been submitted with the application, which includes results from noise surveys at four representative locations around the site. The results have been used to calibrate a 3D acoustic model to predict façade noise levels for future occupants, which in turn is used to design an appropriate scheme of mitigation.

The NIA identifies acoustic glazing and mechanical ventilation with heat recovery (MVHR) as the required mitigation for OHT. The Assessment discusses the requirements for openable windows, particularly for summertime cooling. Opening the windows will result in a significant reduction in acoustic performance and can lead to excessively high internal noise levels. Consequently the NIA recommends that for properties on the noisiest façades, consideration is given to minimising the need for summertime cooling with the use of solar rated glazing and oversized MVHR systems.

The City Council's consultant Environmental Officer acknowledges that as this stage the detailed specification of the windows cannot be determined. As such they have recommended a condition be attached to any grant of planning permission to secure the submission of the finalised specification for the glazing and ventilation systems.

With respect to noise from fixed plant and equipment associated with the development, design criteria noise limits have been presented to ensure that resulting noise levels at the nearest residential façades are -5dB below background levels.

A flexible consent has been sought for the three commercial units proposed at ground-floor level and as such the final uses for these spaces is not yet known. A cinema room and gym form part of the communal residents' facilities on the first and second floors respectively. Whilst some preliminary design requirements have been referenced within the submitted NIA, a detailed assessment and mitigation scheme will be required to ensure that the uses referenced above do not create an adverse impact on existing and future residential receptors. The Environmental Officer is satisfied that this further assessment work can be secured by way of a planning condition. Operating and delivery hours for these uses should also be agreed as part of the requirements of a further planning condition.

Subject to compliance with the conditions set out above, there are no objections to the proposed development on the grounds of noise and it is considered to be in compliance with policy EN 17 of the City Council's UDP.

Crime Prevention

The applicant has sought to reduce opportunities for crime through the layout and design of the proposed development. The resulting scheme has been reviewed as part of a Crime Impact Statement (CIS), which has been submitted with the application. This identifies the following features that would make a positive contribution to the prevention of crime, and the fear of crime:

- The redevelopment will remove a site that provides little street activity;
- The proposed buildings provide ground-floor activity that will offer good levels of natural surveillance of the adjacent streets. Consideration appears to have been given to the use of external facing materials, which include glazing to provide good levels of activity at street level;
- Residents' amenity spaces provide opportunities for residents to meet and foster community relations. Schemes that have good social communities are less likely to tolerate inappropriate behavior;
- The entrance lobby includes a concierge that provides a good view of people entering the apartment block; and
- Cycle stores are located within the building.

Design for Security (Greater Manchester Police) have raised no objections to the proposed development on the grounds of crime prevention. This aspect of it is considered to be in compliance with Policy DES10 of the City of Salford UDP.

Access, Parking and Highways

The applicant has submitted a Transport Assessment (TA) and accompanying Travel Plan (TP) with their application, which has been followed up by a Travel Plan Addendum (TAA) report. The TA and

TP have been reviewed by Transport for Greater Manchester (TfGM), although their comments have been blended in with those of the Local Highway Authority (LHA) to provide a combined assessment of the access, highways and parking arrangements.

Trip Generation

The existing use of the site is for surface car parking (120 spaces), which is popular with commuters into the Regional Centre. It has been modeled to generate 98 two-way trips in the AM peak hour and 24 in the PM peak hour.

The proposed development would be supported by a 62-space car park and is forecasted by the applicant to generate 29 two-way trips in the AM peak hour and 43 in the PM peak hour.

The LHA are of the view that the applicant has noticeably underestimated the number of taxi trips that will be generated by the development; however, it is recognised that even if the number of trips made by this mode were to be increased, it would not alter the overall conclusion that the development is unlikely to attract more vehicular movements than the current parking facility. Therefore vehicular trips associated with the development would not present any adverse impact, particularly when they are dispersed across the local highway network.

Access

Vehicular access to OHT's basement car park would be achieved via a gated ramp off the Greengate highway. This aspect of the scheme has been amended to include a waiting area at ground-level, managed by a traffic light system, to prevent conflicts occurring between emerging and entering vehicles on the ramp to the basement. Following further amendments, the LHA are now satisfied with the proposed vehicular access arrangements; ramp design; and car park layout. The implementation of this layout will be secured by way of a planning condition.

The application site would be serviced from a new layby, to be installed as part of the proposed package of works to New Bridge Street. Of particular note, this arrangement would allow refuse vehicles to park adjacent to OHT's refuse holding area, which prevents the need for refuse containers to be gathered on the public highway during collection days. The majority of bins would be stored within the basement level 01 and hoisted up to the holding area by lift on collection days. A Waste and Servicing Management Strategy should be submitted via condition to ensure that suitable provision is made for refuse and recycling facilities and that the rate of scheduled collections are proportionate to the number of bins that can be accommodated within OHT.

Car and Cycle Parking

The application site is located within a highly accessible location. The heart of the Regional Centre, and the variety of amenities within it, are within easy walking distance, as is major public transport provision (such as Victoria Station, a 450m walk to the east). Indeed, the site has a 'GMAL' (Greater Manchester Accessibility Level) rating of 8. Sites are rated on a scale of 1-8 based on proximity to public transport and frequency of service, meaning that the proposed development would be located in the most accessible area.

The 545 apartments proposed within OHT are supported by 62 car parking spaces, which equates to a provision of 11.4%. This level of provision is in-line with other consented developments within Greengate, which include The Residence (10.3%) and The Copperworks on Queen Street (0% for 104 units).

The sustainability of the site's location is recognised. A review of neighbouring streets in the area reveals that they are heavily restricted by Traffic Regulation Orders, which should deter future residents from owning a car and trying to park on-street, in the event that a space is not available to them within OHT.

The restricted level of car parking would be balanced, to a degree, by an overprovision of cycle parking. The development layout proposes storage for 176 bicycles, for use by future residents. This equates to a provision of 32.3%, which noticeably exceeds the 20% minimum standard set out within Appendix B of the City Council's UDP.

Short-stay cycle parking should be provided for visitors to the three commercial units proposed within OHT. This should be secured as part of a suitably worded 'cycle parking' condition.

Travel Plan

The applicant's Framework Travel Plan indicates that no public transport travel incentives will be offered to future residents, as it would be likely to have a reverse sustainability effect, whereby those people who would naturally walk, resolve to take the bus/tram as a result of the incentives offered. The Council's Sustainable Transport Officer considers that this approach fails to consider those residents who might work further afield or are unable to walk for their journey. It is therefore expected that the Full Travel Plan, which will be submitted within six months of OHT first being occupied, will include details of the public transport incentives to be offered to residents.

Pedestrian and Cycle Movement

As noted previously in this report, the arrangement of the proposed development, relative to the existing urban grain, would facilitate increased pedestrian and cycle permeability through this part of Greengate. In particular, pedestrians and cyclists will be able to move easily between Greengate and the riverfront with the provision of a new route through the site. Journeys along the Irwell would also be enhanced by the proposed works to create a DDA-compliant section of riverfront walkway. Finally, the footway along New Bridge Street would be widened and a contraflow cycle lane installed to facilitate the safe passage of cyclists travelling north-east to Manchester via Waterloo Bridge. It should be noted though that the final layout of the works along New Bridge Street remain to be agreed as part of the s.278 process.

Overall there are no objections to the development on highways grounds and this aspect of the application is considered to be in accordance with Policies A2, A8 and A10 of the City of Salford UDP and the relevant paragraphs within the NPPF.

Air Quality

The application site lies within the Greater Manchester Air Quality Management Area (AQMA) and as such it is relevant to consider the appropriateness of introducing new residential receptors into this part of Greengate. The potential impacts arising from the number of vehicle movements generated by the development should also be assessed.

The application is supported by an Air Quality Assessment (AQA). The results of the dispersion model within it indicate that concentrations of NO₂ for all receptor points are predicted to be in the region of 35µg/m³, which is below the UK limit value of 40µg/m³. It should also be noted that the apartments within the proposed development are located on levels two and above (i.e. three floors up), which increases their distance from the roads and consequently the source of NO₂. The City Council's consultant Environmental Officer is satisfied that the model inputs are representative of conditions in this area and is in agreement with the conclusion of the AQA that air quality should not be a barrier to the site being developed for residential purposes.

With respect to the potential impacts arising from development trips, the AQA reports that the scheme incorporates 62 car parking spaces and is forecasted to generate approximately 308 vehicle movements a day. However, the assessment goes on to calculate that the existing use of the site as a surface car park results in approximately 320 vehicle movements per day and as such the development would potentially remove vehicles from the road.

The Environmental Officer does not fully accept the above approach as no account has been taken of the cumulative impact of other major developments in the area. However, they consider that these impacts would not be significant enough to warrant further assessment as, notwithstanding the applicant's conclusion above, mitigation measures in the form of six electric vehicle charging spaces (10% provision) have been proposed as part of the submitted Travel Plan and Transport Assessment. Provision of this infrastructure will encourage the adoption of low emission vehicle technology. Its installment should be secured as part of a suitably worded planning condition.

It is considered that any potential impacts arising from dust generated during the construction phase of development can be reasonably mitigated through the implementation of best practice measures, secured as part of a Construction Environment Management Plan (CEMP) condition.

Subject to compliance with the recommended conditions, this aspect of the development is considered to be in compliance with Policy ENV17 of the City of Salford UDP.

Ecology

In recognition of the site's proximity to the River Irwell, an Ecological Assessment has been submitted with the application. This has been reviewed by the Greater Manchester Ecology Unit (GMEU) and Natural England. GMEU are in agreement that the site has negligible ecological value, given that it is covered in hardstanding for surface car parking.

There are no protected species associated with the site. Otter and Kingfisher may pass along the River Irwell but, as the river is in a deep channel, direct impacts are extremely unlikely. Two trees exist within the riverside walkway and ivy and box shrubs are growing within the retaining walls parallel to the Irwell. GMEU consider that these features provide potential habitats for nesting birds and consequently they have recommended a condition that prevents works to trees or shrubs during bird nesting season. It is however considered to be more appropriate to add an informative to this effect, rather than a condition, as birds and their nests are already protected under separate legislation (Wildlife and Countryside Act 1981, as amended) and therefore it is not necessary in this instance to duplicate these existing controls.

A number of invasive species have either been identified (Giant hogweed, Japanese knotweed), or are at high risk of being present (Himalayan balsam), within the application site. As they are all also present up and downstream of the site, total eradication will not be feasible. GMEU have however recommended that the applicant submit a method statement detailing the control and/or avoidance of these species. This requirement will be incorporated into the Construction Environment Management Plan (CEMP) condition. The CEMP document should also identify the measures to be undertaken to protect the River Irwell from accidental spillages, dust and debris during construction.

Surface water is to discharge directly into the River Irwell. The developer has committed to reduce the flows currently coming off the site and to ensure that this is of an equivalent water quality. GMEU have recommended a condition that requires the developer to demonstrate that there will be no negative impacts on the ecological potential of the Irwell resulting from the disposal of surface water. The flows and method of discharging surface run-off will be reviewed further as part of the requirements of the Lead Local Flood Authority's surface water drainage condition. Furthermore, a permit will be required from the Environment Agency under the Environmental Permitting (England and Wales) Regulations 2016 to discharge surface water into the river. This process will require the applicant to provide appropriate pollution prevention measures, to protect water quality in the Irwell. As such it is considered not to be appropriate to duplicate via planning conditions the detailed controls that would be imposed by the regulator / other statutory regime, which in this case is the Environment Agency.

GMEU consider that the development provides a number of opportunities to enhance the natural and local environment, through the proposed soft landscaping works and riverside walkway, to achieve a net gain in biodiversity. They state that this gain should be maximised through the use of species that are native, or of value for wildlife. These specific details can be secured as part of an appropriately worded planning condition.

GMEU and Natural England have raised no objections to the proposed development in relation to its impact on ecology and the natural environment. Subject to compliance with the conditions outlined above, the development is considered to be in compliance with UDP Policies EN9, EN17 and the National Planning Policy Framework.

Flood Risk and Drainage

Flood Risk

Environment Agency flood data indicates that the site wholly falls within Flood Zone 1, with the exception of a small strip of land at its northern edge, adjacent to the River Irwell, which lies in Flood Zone 2.

The development is classed as 'more vulnerable' in flood risk terms, given that it comprises residential and commercial uses. The National Planning Policy Guidance confirms that this is an acceptable vulnerability classification to be introduced into Flood Zone 1.

The applicant has submitted a Flood Risk Assessment with their application and provided confirmation that the river walk levels will be more than 1m above the 1:100 year + 30% climate change flood levels. The finished ground-floor level of the proposed building would be 600mm in excess of the 1:1000 year undefended flood risk level and, in any event, would not contain any habitable living accommodation.

The City Council's consultant Drainage Engineer is satisfied with the submitted flood risk information and it is considered that the development has provided appropriate protection against flooding.

Drainage

A Drainage Assessment that has been submitted with the application. This reports that the soil deposits beneath the surface car park are relatively impermeable and potentially contaminated. Consequently the use of Sustainable Urban Drainage Systems (SUDS), which is the preferred approach within the hierarchy of surface water disposal, has been discounted for the application site.

In light of the above, the applicant proposes to discharge surface water from the development into the River Irwell, which is the nearest watercourse to the site and the second most preferable option within the drainage hierarchy. As the site is situated on brownfield land within a Critical Drainage Area, the SFRA requires a 50% reduction in the existing surface water runoff levels (or to greenfield runoff, whichever is greater). To achieve this, the applicant would install below ground storage and attenuation facilities, designed to cater for a 1:100 year flood event plus 40% climate change. The City Council's consultant Drainage Engineer is satisfied with the principle of this approach and recommends that the final design and implementation of the drainage scheme be secured by way of planning condition.

Subject to compliance with the recommended conditions, this aspect of the development is considered to be in accordance with Policy EN19 of the City Council's UDP and National Planning Policy Guidance (NPPG).

Contaminated Land

The application site has a history of industrial use, including as part of the former Greengate Rubber Works. Consequently there is the potential for land contamination to exist. Residential and commercial uses are both classed as sensitive end uses in contamination risk terms and therefore a Preliminary Risk Assessment (Deltasimons ref: 19-0394.01, dated September 2019) has been submitted with the application. The Assessment recommends that a further, detailed site investigation is undertaken. This should include ground gas and ground water monitoring. The City Council's consultant Environmental Officer has reviewed the submitted Desk Report and is in agreement with its conclusions. Consequently no objections have been raised to the development, subject to the imposition of conditions designed to secure a Phase 2 Site Investigation Report and, if necessary, a Remediation Strategy and Verification Report.

Subject to compliance with the recommended conditions, this aspect of the development is considered to be in compliance with Policy ENV17 of the City of Salford UDP.

Energy and Sustainability

A Sustainability and Energy Statement has been submitted with the application. This reports that the tower will be constructed with a material and design specification that far exceeds minimum Building Regulation standards and includes numerous efficiency measures designed to reduce heat losses and minimise energy demand. This 'fabric led' approach to minimising energy demand and associated carbon dioxide emissions through the performance of the thermal envelope is aligned with the first principle of the energy hierarchy, which states that reduction in energy demand should be achieved initially by energy efficiency.

The statement goes on to explain that the proposed 100% low energy and LED lighting provision and sophisticated control systems for the space and water heating will also ensure that the energy consumed is used efficiently, as per the second principle of the Energy Hierarchy. The internal water strategy will meet the regulatory standard specified to achieve a calculated daily consumption of <105litres per person, per day, through the specification of efficient water fixtures.

Consequently the residential apartments will exceed the required compliance standards within Part L of the Building Regulations (2013) for dwelling emission rates by 7.9%. The penthouse units within the scheme, which will be fitted with heat pumps, will exceed these rates by 34.8%.

The ability to recycle domestic waste will be optimised through the provision of tri-separating refuse chutes within the communal area of each level of the building. This system automatically separates waste and recycled waste at the base of the refuse chute.

More generally, it should be noted that the application site is at low risk of flooding and located in a highly sustainable area, with respect to access to public transport and every day amenities.

Overall, the proposed development is considered to accord with the Council's sustainability aspirations and the requirements of its Sustainable Design and Construction SPD.

PLANNING OBLIGATIONS

The application proposes the redevelopment of a site used for surface car parking to provide 545 units of residential accommodation and ancillary commercial space. Given the scale of the development an assessment of its impact on nearby transport infrastructure, public realm, open space and affordable housing is required. If considered necessary, planning obligations will be sought to mitigate the impact of the development in accordance with UDP policy DEV5 and the planning Obligations SPD (2019)

It is noted that, in accordance with the NPPF, planning obligations should only be sought where they are considered necessary to make a development acceptable in planning terms; are directly related to the development; and fairly and reasonably related in scale and kind to the development.

The construction of 545 units of residential accommodation with ancillary commercial floorspace is likely to result in an increased use of the public realm and open space in the local area. Planning obligations have therefore been sought to mitigate these impacts in accordance with the Planning Obligations SPD.

The applicant, whilst in agreement to provide a financial contribution, has advised that for reasons of scheme viability the development cannot support the maximum contribution being requested by the City Council. The applicant has submitted a viability appraisal in support of their position.

The applicant's viability appraisal has been reviewed by the City Council's consultant surveyors. This review has concluded that the applicant's assertions that the scheme cannot support the maximum contribution are sound. The City Council has, however, successfully negotiated a contribution of £2,423,145, to be secured via a Section 106 agreement. These monies will be directed towards the delivery of strategic pieces of public realm within Greengate, such as the Market Cross to the south of the site. In association with the public realm works to be delivered along New Bridge Street and the riverfront, this would be sufficient to fully mitigate the open-space and public realm impacts identified for OHT. The LPA considers the delivery of key pieces of public realm to be of priority here, as it would contribute towards achieving the strategic vision set out by the Council within its Greengate Regeneration Strategy – exceptional public realm that creates a 'sense of place'. Furthermore, as a package, the public realm works identified would create an appropriate street-level setting for a tall building on the application site. In turn, it is recognised that the 545 apartments proposed within this tall building will add to the critical mass of people living within Greengate, which is required to support the local amenities and cultural offer envisaged for this emerging neighbourhood, again within the Greengate Regeneration Strategy.

It is recommended that a clawback mechanism be included in the Section 106. This would secure a further contribution from the applicant, up to the maximum contribution identified, should the viability of the development increase in the future. It is recommended that any clawback monies be directed towards the delivery of off-site affordable housing.

In addition, it is recommended that a clause be included in the Section 106 agreement to secure the proposed pedestrian route through the site connecting Greengate with the riverfront, in addition to the delivery of the riverfront walkway and the permissive rights of way along these routes.

The above planning obligations are considered to be acceptable and will make a significant, positive contribution towards the ongoing transformation of Greengate into a genuinely sustainable neighbourhood, by enabling the delivery of high quality public realm.

PLANNING BALANCE

The assessment of the application has identified that the development would give rise to some specific adverse impacts, as well as a series of benefits. These are summarised below for ease of reference:

Adverse impacts

- Less than substantial harm to the significance of the Grade II listed tower of HMP Manchester.
- A moderate adverse impact on the level of daylight received by certain apartments within the neighbouring Sorting Office; GreenGate and Abito buildings.

Scheme Benefits

- The redevelopment of an inefficiently used site, in accordance with the aspirations of the GRS;
- The provision of new housing in a highly sustainable location;
- Creation of c.500sqm of commercial floor-space, within three units, designed to provide amenities for the emerging residential population within Greengate.
- On-site provision of new public realm in the form of:
 - A section of riverfront walkway, which will contribute towards achieving the aspirations of the Irwell River Park;
 - A pedestrian route through the site, creating a more direct link between Greengate and the riverfront walkway; and
 - A package of works along New Bridge Street to create an enhanced gateway for visitors entering Greengate across Waterloo Bridge.
 - A financial contribution of £2,423,145 towards the delivery of a piece of strategic public realm designed to mark the birthplace of Salford – the Market Cross;
- A net gain in biodiversity; and
- Delivery of a distinctive building – the tallest in Salford - that is considered to be of the highest design quality.

Paragraph 11 of the NPPF states that there is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay. Whilst adverse impacts have been identified, it is considered that they are far outweighed by a series of scheme benefits. Furthermore, when assessed in the round, the development is considered to be in accordance with the Council's development plan. Therefore the proposed development is recommended for approval, subject to the heads of terms and conditions listed at the end of this report.

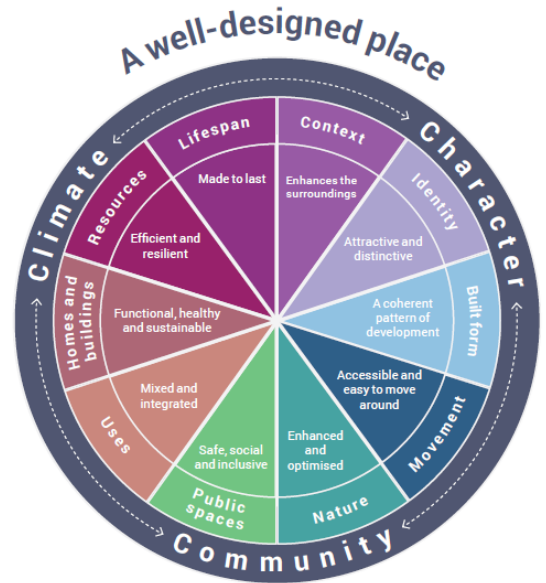
CONCLUSION

This application seeks to redevelop an underused site operating as a surface car park to create 545 new dwellings and supporting commercial floor-space, in accordance with the aspirations of UDP Policy MX1 and the Greengate Regeneration Strategy. The application has been accompanied by an Environmental Statement (ES).

Known as One Heritage Tower, the development represents a building of excellent design quality that addresses its key site frontages; provides activity at street level; and enhances pedestrian connectivity through the area. It will be surrounded by high quality public realm, including an enhanced riverside walkway and improvements to New Bridge Street to create a gateway entrance into Greengate. Financial contributions secured through a s.106 agreement would significantly assist with the delivery of a strategic piece of public realm known as the Market Cross, which will be designed to mark the birthplace of medieval Salford. The development is considered to give rise to acceptable impacts on the amenity, health and living conditions enjoyed by existing residents and would provide a good quality environment for future residents. The applicant has identified acceptable strategies for preventing opportunities for crime, achieving a net gain in biodiversity and for dealing with land contamination and surface water drainage from the site. The development would

not unacceptably harm the significance of any designated heritage assets and has incorporated a number of sustainability and energy saving measures into its design and layout. The Highways Authority considers that the residual cumulative impacts of the proposal would not be severe, with respect to traffic congestion or parking demand. Officers consider that the development would achieve all ten characteristics of a well-designed place, as listed within the National Design Guide (see adjacent diagram).

Overall it is considered that OHT would make a significant, positive contribution to the on-going regeneration of the Greengate area and represents a sustainable form of development that complies with the relevant policies within the City of Salford's UDP and the NPPF and accords with the aspirations of the Council's Greengate regeneration Strategy.



During the determination process the ES has been reviewed by the local planning authority in conjunction with statutory and other consultees who have sufficient expertise to understand and assess the chapters therein. The likely significant effects of the development to the environment have been fully identified and assessed within the ES. The professionals involved with reviewing the ES have requested points of clarification but have not raised any concerns. The conclusions reached within the ES are considered to be up to date and the impacts of the proposed development are unlikely to have significant effects on the environment as it stands and can be mitigated against by the conditions listed below. The nature of the site and environmental considerations identified are such that specific monitoring conditions are not required in this case.

Recommendation

Planning permission be granted subject to the following planning conditions and that:

- 1) The City Solicitor be authorised to enter into a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the following heads of terms:
 - A financial contribution of £2,423,145 towards the delivery of strategic piece(s) of public realm within Greengate, such as the 'Market Cross'.
 - A clawback mechanism to secure an increase in the level of contribution up to the maximum level required by the Planning Obligations SPD, should the viability of the development increase in the future as the scheme is delivered. Clawback monies to be directed towards the delivery of affordable housing.
 - Provision of a new pedestrian route through the site, connecting the Greengate highway with the riverfront walkway, and safeguarding of the permissive rights of way along it.
 - Provision of a new riverside walkway along the northern boundary of the site and safeguarding the permissive rights of way along it.

- 2) That the applicant be informed that the Council is minded to grant planning permission, subject to the conditions stated below, on completion of such a legal agreement;

- 3) The authority be given for the decision notice relating to the application be issued (subject to the conditions and reasons stated below) on completion of the above-mentioned legal agreement

Conditions

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance the approved plans as listed on the 'Planning Drawing Schedule' (OMI Architects, 13th January 2020)

Reason: For the avoidance of doubt and in the interest of proper planning.

3. No development (including any works of excavation or demolition) shall take place, save for any agreed enabling works, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include:

(i) the times of construction activities on site which, unless agreed otherwise as part of the approved Statement, shall be limited to between 8am-6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring occupiers;

(ii) the spaces for and management of the parking of site operatives and visitors vehicles;

(iii) the storage and management of plant and materials (including loading and unloading activities);

(iv) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;

(v) measures to prevent the deposition of dirt on the public highway;

(vi) measures to control the emission of dust and dirt during demolition/construction;

(vii) a scheme for recycling/disposing of waste resulting from demolition/construction works;

(viii) measures to minimise disturbance to any neighbouring occupiers from noise and vibration, including from any piling activity;

(ix) measures to prevent the pollution of the River Irwell watercourse from accidental spillages, dust and debris;

(x) a community engagement strategy which explains how local neighbours will be kept updated on the construction process, key milestones, and how they can report to the site manager or other appropriate representative of the developer, instances of unneighbourly behaviour from construction operatives. The statement shall also detail the steps that will be taken when unneighbourly behaviour has been reported. A log of all reported instances shall be kept on record and made available for inspection by the local a planning authority upon request; and

(xi) an Invasive Plant Species Management Plan, which shall identify measures to be undertaken to control and avoid invasive plant species growing within the site.

Reason: In the interests of the amenity of neighbours in accordance with policies DES7 and EN17 of the Salford Unitary Development Plan and the National Planning Policy Framework. As a Construction Method Statement is required to inform the practices followed during the lifetime of the build it is necessary to require this information prior to the commencement of development.

Reason for pre-commencement condition: Any works on site could harm the amenity of neighbouring occupiers if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

4. Prior to the commencement of development (except for demolition and enabling works) a Phase 2 Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, groundwater and the wider environment.

Should unacceptable risks be identified the applicant shall also submit and agree with the Local Planning Authority in writing a contaminated land remediation strategy prior to commencement of development. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Any works on site could affect any contamination which may be present and hinder the effective remediation of any contamination causing a risk to the health of future occupiers and harm to the environment, hence the initial investigation must be carried out before works commence.

5. Pursuant to condition 4; and prior to first use or occupation, a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

6. No development shall commence, except for any agreed enabling works, until a Written Scheme of Investigation (WSI) to secure the implementation of a programme of archaeological works has been submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Greater Manchester Archaeological Advisory Service (GMAAS). The WSI shall cover the following:
 1. A phased programme and methodology of investigation and recording to include:
 - more detailed historical research
 - an evaluation of below-ground archaeological remains
 - informed by the evaluation, targeted archaeological excavation (subject of a separate WSI)
 2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
 3. Deposition of the final report with the Greater Manchester Historic Environment Record.
 4. A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community
 5. Provision for archive deposition of the report and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of the significance of any heritage assets to be lost and to make this evidence publicly accessible, in accordance with Policy CH5 of the City of Salford Unitary Development Plan and National Planning Policy Framework Section 16, Paragraph 199.

Reason for pre-commencement condition: Any works on site could impact upon or even destroy previously unknown below-ground archaeological remains, hence the scheme of archaeological investigation needs to be agreed and excavation works undertaken before development works commence.

7. No development (except for demolition and enabling works) shall take place, including excavations and works below ground, until a scheme for surface water drainage for the site using sustainable drainage methods and which includes details of how water quality will be improved, and how existing surface water discharge rates reduced, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation or use of the development hereby approved unless alternative timescales have been agreed in writing as part of the strategy.

Reason: To ensure a satisfactory method of surface water disposal to reduce the risk of flooding elsewhere in accordance with policy EN19 of the City of Salford Unitary Development Plan and seeks to provide betterment in terms of water quality and surface water discharge rates and meets requirements set out in the following documents;

- o NPPF,
- o Water Framework Directive and the NW River Basin Management Plan
- o The national Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015)
- o Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA) (2011) and associated technical guidance
- o Environment Agency Pollution Prevention Guidelines (now withdrawn)
- o Flood Risk Assessment/SuDS Requirements for new developments (Salford's SuDS Checklist)

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

8. Notwithstanding any description of materials in the application no above ground construction works shall take place until full details (including samples where appropriate) of the materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. A sample panel of the materials, the size and location of which shall first be agreed in writing by the local planning authority, shall be erected prior to any discharge application relating to this condition being submitted and shall be available for inspection by the local planning authority. The sample panel shall include full details of the colour, type and design of jointing/coursing materials. The development shall be constructed in accordance with the approved materials.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

9.
 - a) Prior to the commencement of above-ground works a detailed noise mitigation scheme for the building envelope (roof, walls, windows) and internal features (ceilings, floors etc) shall be submitted to, and agreed in writing by the Local Planning Authority to ensure that noise levels

within internal living, dining and bedrooms comply with BS8233:2014 (Guidance on Sound Insulation and Noise Reduction from Buildings) as outlined in the table below;

Indoor / External Ambient Noise Levels for Dwellings		
Location	07:00 – 23:00	23:00-07:00
Living Room	35 dB LAeq,16hour	--
Dining rooms	40 dB LAeq,16hour	--
Bedrooms	35 dB LAeq,16hour	30 dB LAeq,8 hour and 45 dB LAmax for typical noise events
Private amenity spaces (including roof gardens / balconies)	55 dB LAeq,16hour	--

Ventilation measures, designed in line with the Draft ANC Acoustics Ventilation and Overheating Residential Design Guide should be identified and incorporated into the noise assessment report. The ventilation measures identified should ensure the above acoustic standards are not compromised.

The development shall be undertaken in accordance with the agreed scheme, which shall be retained thereafter.

- b) The commercial uses, resident's gym and resident's cinema hereby approved shall not be brought into use until a detailed noise mitigation scheme has first been submitted to, and approved in writing by, the Local planning Authority. The scheme shall ensure that internal noise levels of adjacent residential uses are compliant with BS8233:2014.
- c) Prior to the first occupation of the development hereby approved a Site Completion Report, confirming that all necessary noise attenuation measures identified in parts (a), (b) & (c) of this condition have been implemented, shall be submitted to and approved in writing by the local planning authority.

Reason: To safeguard residential amenity, in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

- 10. No above-ground construction work shall commence until a Radar Mitigation Scheme to mitigate any detrimental impact upon the M10 RADAR has first been submitted to, and approved in writing by, the Local Planning Authority in consultation with the National Air Traffic Services (NATS En-route plc). Thereafter the development shall be implemented in accordance with the approved mitigation scheme which shall be retained thereafter.

Reason: In the interests of aviation safety in accordance with policy DES 5 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

- 11. Prior to the first occupation of the development hereby approved, a scheme for display and interpretation of heritage, which may include hard landscape works, shall be submitted to, and approved in writing by, the Local Planning Authority. For the avoidance of doubt this should include reference to the Market Cross and former Courthouse. The approved scheme shall be implemented prior to the first use or occupation of the development and retained thereafter.

Reason: To advance public understanding of the significance of the area's heritage, in accordance with Policy CH5 of the City of Salford Unitary Development Plan and National Planning Policy Framework Section 16.

12. The commercial uses hereby approved shall not be brought into use until the opening hours (including delivery and collection hours) for each unit have been submitted to, and approved in writing by, the Local Planning Authority. Each unit shall thereafter operate in accordance with the agreed operating hours.

Reason: In the interests of residential amenity and in accordance with Policy EN 17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

13. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any terraces, walkways or other earthworks, hard surfaced areas and materials, boundary treatments, external lighting, planting plans, specifications and schedules (including planting size, species and numbers/densities), works to communal amenity terraces, and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with an approved scheme for implementation.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

14. The development hereby approved shall not be brought into first use or occupation until a Landscape Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Management Plan shall include a timetable for the implementation of the works detailed within it.

Reason: To ensure that the site is satisfactorily landscaped and maintained, having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

15. Prior to the first use or occupation of the development hereby approved, a scheme for the provision of off-site highway improvement works, together with any traffic management measures, shall be submitted to, and approved in writing by, the Local Planning Authority. The submitted scheme shall be based on the 'Proposed s278 Work Extents' plan (ref: L0193) and once approved shall be implemented in full accordance with a timetable that has first been agreed in writing by the Local Planning Authority.

Reason: To ensure the safe operation of the highway network for vehicle users, cyclists and pedestrians, in accordance with Policies A2 and A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

16. Notwithstanding the details submitted to date, the development hereby approved shall not be brought into first occupation / use until a Deliveries, Servicing and Waste/Recycling Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall be managed in accordance with the details within the approved Plan.

Reason: In the interests of pedestrian and highway safety, having regard to Policies A2 and A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

17. Prior to the development hereby approved being brought into first use, a Biodiversity Enhancement Scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in accordance with a timetable that has been first agreed in writing by the Local Planning Authority.

Reason: To secure opportunities for the enhancement of the nature conservation value of the site in accordance with the National Planning Policy Framework.

18. The vehicle parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made available for use prior to its first use / occupation and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with policies A2, A8 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

19. Prior to the occupation of the development (or alternative timeframe which has been agreed in writing with the Local Planning Authority), an updated Travel Plan shall be submitted to and agreed in writing with the Local Planning Authority. The agreed Travel Plan shall be implemented and reviewed in accordance with the timetable embodied therein.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the effects of the increase in travel movements in accordance with Policy A8 of the City of Salford Unitary Development Plan.

20. Notwithstanding the details shown on the drawings hereby approved, details of secure cycle parking shall be submitted to, and approved in writing by, the Local Planning Authority. The approved cycle parking shall be implemented and made available for its intended use prior to the first use or occupation of the development hereby approved and shall be retained thereafter.

Reason: To encourage more sustainable modes of travel in accordance with policies A2 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

21. The development hereby approved shall not be brought into first use or occupation unless and until:

- i) a scheme identifying the detailed layout of the communal terrace on Level 14 has been submitted to, and approved in writing by, the Local Planning Authority. The submitted scheme shall demonstrate how the results from the Wind Microclimate Assessment Report (GIA No. 0817, dated 19 September 2019) have informed the layout and function of the terrace. The development shall proceed in accordance with the approved scheme, which shall be implemented prior to the first occupation of the residential units hereby approved, and shall be retained thereafter.

- ii) details (siting, height, design and materials) regarding the wind mitigation measures, as recommended within the Wind Microclimate Assessment Report (GIA No. 0817, dated 19 December 2019), have been submitted to, and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details, which shall be implemented prior to the first occupation or use of the approved development, and shall be retained thereafter.

Reason: To safeguard the amenity of future residents and users of the commercial units / surrounding public realm, in accordance with Policy DES5 of the City of Salford Unitary Development Plan and the National Planning Policy Framework

22. In the event of an adverse impact on television service being identified, that is attributable to the development, a scheme of mitigation measures (based on those identified within the Pre-Construction Signal Reception Impact Survey: Greengate, Salford (Astbury, 25 April 2019) shall be submitted to the Local Planning Authority within two months of the date on which the adverse impact was identified. The mitigation measures shall be implemented in accordance with a scheme and a timetable that has first been agreed in writing by the Local Planning Authority and shall be retained thereafter.

Reason: To safeguard the amenity of the neighbouring residents in accordance with policy DES5 of the City of Salford Unitary Development Plan, Policy TEL5 of the Telecommunications Supplementary Planning Document and the National Planning Policy Framework

23. Any externally mounted plant and equipment (with the exception of plant required for emergency situations such as standby generators, smoke extract equipment etc.) associated with the development shall be designed so as not to exceed the following noise levels;
- 07:00 – 23:00 - 49 dB L_{Aeq} 1-hour
 - 23:00 – 07:00 – 38 dB L_{Aeq} 15-Minute

When assessed in accordance with BS 4142: 2014 with corrections applied for any plant emitting noise of a tonal or irregular quality.

Reason: In the interests of residential amenity and in accordance with Policy EN 17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

24. A scheme for the provision of 6no. car parking spaces that are equipped with the necessary equipment to charge electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. As a minimum, the equipment shall be capable of “fast” 7KV charging. The approved scheme shall be implemented and made available for its intended use prior to the first use or occupation of the development hereby approved and shall be retained thereafter.

Reason: To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable, and to safeguard residential amenity, public health and quality of life, having regard to Policy EN17 of the City of Salford Unitary Development Plan and Paragraphs 105, 110 and 170 of the National Planning Policy Framework.

25. Notwithstanding the provisions of Condition 7, the rate of discharge of surface water from the development shall be restricted to 50% of the existing discharge rate (or to green-field runoff, whichever is greater), as per Salford City Council's SFRA.

Reason: To reduce the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site, in accordance with Policy EN19 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other order revoking and re-enacting that Order with or without modification), the commercial units within the development hereby approved shall operate within Use Classes A1 (shops); A2 (Financial & Professional Services); A3 (Restaurants & Cafés); B1 (Offices); and D1 (Non-Residential Institutions) and for no other purpose, including any other purpose within the Schedule of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any order revoking and re-enacting that Order.

Reason: To enable a full assessment of any alternative uses, which could harm local character, neighbouring amenity, and/or impact upon the local highway network, having regard to Policies DES1 and DES7 of the City of Salford UDP and the National Planning Policy Framework.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other order revoking and re-enacting that Order with or without modification), the commercial units hereby approved within the ground-floor of the development shall retain an open window display at all times.

Reason: To ensure that an attractive and active frontage is retained in a manner appropriate to the location, having regard to Policy DES1 of the City of Salford Unitary Development Plan and the National Planning Policy Framework..

Informatives

1. No vegetation clearance required by the scheme should take place in the optimum period for bird nesting (July to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person. The Wildlife and Countryside Act 1981 (as amended) makes it an offence (with certain limited exceptions and in the absence of a licence) to intentionally to kill, injure or take any wild bird, or intentionally to damage, take or destroy its nest whilst it is being built or is in use, or to take or destroy its eggs. Further, the Act affords additional protection to specific species of birds listed in Schedule 1 of the Act. In respect of these species it is unlawful to intentionally or recklessly to disturb such a bird whilst it is nest-building or is at or near a nest with eggs or young; or to disturb their dependent young.
2. Any drainage in the basement should not be connected directly to sewers as this may result in a backflow, but should be pumped.
3. This development is subject to the planning obligation entered into by the applicant under Section 278 of the Highways Act 1980.
4. The applicant is advised that they have a duty to adhere to the regulations of Part 2A of the Environmental Protection Act 1990, the National Planning Policy Framework 2018 and the current Building Control Regulations with regards to contaminated land. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.
5. With respect to gas protection measures the applicant's attention is drawn to BRE 414, Protection Measures for Housing on Gas-Contaminated Sites. In addition the requirements of BS8845:2015 *Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings* should be followed for installation and the verification requirements of CIRIA C735 *Good Practice on the Testing and Verification of Protection Systems for Buildings against Hazardous Ground Gasses* will need to be submitted.
6. Manchester Airport advises the following action, upon the grant of planning permission:
 - CAA Airspace to be notified
 - National Defence Geographic Centre to be notified
 - Cranes shall require prior notification and approval permit applications can be submitted to Manchester Airport Permit to Work Office.
 - Obstruction lighting: steady red Medium Intensity omni directional Type C lights at spacings not exceeding 52m