



## Environmental Statement – Volume 3

### Non-Technical Summary

#### Port Street

December 2021

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# 1. Introduction

- 1.1. This Environmental Statement (ES) Non-Technical Summary (NTS) has been prepared in support of a planning application submitted to Manchester City Council (MCC) for a residential led, mixed-use development on land at Port Street within Manchester City Centre. The Applicant is 'Manchester (Port Street) Limited'.
- 1.2. The Applicant is submitting an application for Full Planning Permission for the construction of a residential-led development of up to 33 (plus ground) storeys with 485 residential apartments, commercial and residential amenity space at podium level, underground car and cycle parking, public realm, access, servicing and other associated works.
- 1.3. The Application Site (hereafter referred to as 'the Site') comprises 0.48 hectares of previously developed land located to the north of Manchester City Centre and falls within the Piccadilly Basin Strategic Regeneration Framework (SRF) areas. The Site is bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.
- 1.4. The Site is comprised of a surface level car park of low-quality hardstanding. The Site levels drop by circa 2m from the northern and western boundaries to a lower level which also forms part of the car park. There is very limited vegetation on Site. The Site can be accessed by foot or on vehicle by using the car park entrances on Port Street.
- 1.5. This ES NTS sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the development of the Site.
- 1.6. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) ('the EIA Regulations') and best practice guidance.
- 1.7. The Non-Technical Summary (NTS) is a standalone document and is required under the EIA Regulations.

## Purpose of the Environmental Impact Assessment and Non-Technical Summary

- 1.8. The purpose of an EIA is explained by the Government in the National Planning Practice Guidance at paragraph 002 (Reference ID: 4-002-20140306), which sets out:

*"The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process."*
- 1.9. In simple terms, an EIA is an information gathering exercise in relation to the effect that the Proposed Development may have on the local environment when compared to the existing conditions. These are typically carried out on projects of a large scale.
- 1.10. Conducting an EIA is a systematic process, which leads to a final report, the ES.
- 1.11. This NTS is designed to be read on its own. It explains the environmental implications of the Proposed Development to the public, informing them, and allowing them to decide whether they would like more detail on the Proposed Development.
- 1.12. More information and greater technical detail is available in the Environmental Statement (ES). The ES is a separate document which has been submitted as part of the planning application. Please see Section 13, Availability of Environmental Statement for details on how and where to view the ES.

## Environmental Impact Assessment Process

- 1.13. The first step is understanding if the Proposed Development meets the criteria set out within legislation, which means that further consideration should be given to if it comprises an EIA development. The legislation sets out different 'schedules' of projects and how the EIA should be carried out.

- 1.14. A Proposed Development may then go through a ‘Screening’ and/or a ‘Scoping’ process. This is the process whereby an Applicant may submit a request to the Local Planning Authority for a formal opinion as to whether they consider the Proposed Development to be meet the criteria for an EIA and, if so, what technical topics it considers to be relevant to the EIA.
- 1.15. If an EIA is determined to be required, the Applicant will prepare an ES, which sets out the findings from the technical assessments undertaken. The ES is then submitted to the Local Planning Authority as part of an application for Planning Permission.

## Assessment Methodology

### Scoping

- 1.16. An EIA Screening and Scoping Report was prepared by Deloitte with input from the technical consultant team for the project. The EIA Screening and Scoping Report was submitted to Manchester City Council (‘MCC’) as the Local Planning Authority on 12 October 2021. Subsequently, a formal EIA Scoping Opinion was issued by MCC 17 November 2021.

### Technical Topics not included in the Environmental Impact Assessment

- 1.17. The Scoping process identified a number of technical topics where significant environmental effects as a result of the Proposed Development would be unlikely and would not be assessed further within the EIA process.
- 1.18. These topics are:
- Agricultural circumstances;
  - Air quality and dust;
  - Archaeology;
  - Ecology and nature conservation;
  - Lighting;
  - Transport and Access;
  - Ground conditions;
  - Flood Risk and Drainage
  - Waste;
  - Accidents and disasters;
  - Solar Glare; and
  - TV and Telecommunications.
- 1.19. Further information detailing why each of these technical topics were scoped out of the EIA can be found in Appendix 2.1 EIA Screening and Scoping Report.

### Approach to Technical Studies

- 1.20. Various technical studies were commenced at an early stage in the development process. The findings of the baseline (existing) environmental studies have played an important role in the design of the Proposed Development by defining the environmental sensitivities, constraints and opportunities associated with the Site.
- 1.21. Design team reviews, attended by members of the project team, were held throughout the pre-application process. These reviews provided a valuable forum for the exchange of information and ensured that the design team was fully aware of the environmental constraints and opportunities, and of the interactions between disciplines. Meetings were also held with Manchester City Council as the Local Planning Authority, as well as pre-application discussions with technical consultees.

- 1.22. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective technical chapters, with a reference list at the end of each chapter.
- 1.23. The technical studies undertaken within the ES have been progressed in a transparent, impartial and unbiased way with equal weight attached, as appropriate, to beneficial and adverse effects. Where possible, this has been based upon quantitative and accepted criteria together with the use of value judgements and expert interpretations.

## Who has been involved in the EIA process?

- 1.24. The EIA process has involved communication and collaboration between the Applicant, Deloitte LLP, MCC, the project team (shown in Table 1.1), statutory consultees and the public.
- 1.25. Table 1.1 shows the project team and their roles.

**Table 1.1: Project Team**

| Topic                                       | Assessment carried out by             | Qualifications                                                                       |
|---------------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------|
| <b>Town Planning, EIA Coordination</b>      | Deloitte LLP                          | RTPI, RICS, IEMA EIA Quality Mark                                                    |
| <b>Architect</b>                            | Simpson Haugh and Partners            | RIBA                                                                                 |
| <b>Climate Change</b>                       | WSP                                   | BSc, BArch, MSc, Qualified BREEAM Assessor, CIBSE Affiliate Member, BREEAM AP, CEnv. |
| <b>Daylight, Sunlight and Overshadowing</b> | GIA                                   | BSc, MSc, CIHT, CILT                                                                 |
| <b>Heritage</b>                             | Stephen Levrant Heritage Architecture | BA(Hons), MA, MSc, IHBC                                                              |
| <b>Human Health</b>                         | Enfusion                              | BSc, MSc, CEnv, FIEMA                                                                |
| <b>Noise and Vibration</b>                  | Matt Fisher Acoustics                 | BEng (Hons) CEng MIOA                                                                |
| <b>Socio-Economic Issues</b>                | Amion                                 | MSc                                                                                  |
| <b>Townscape and Visual Impact</b>          | ReForm                                | BA (Hons), BSc (Hons), MA, BLA, CMLI, MA                                             |
| <b>Wind Microclimate</b>                    | GIA                                   | MEng, CEng, FICE                                                                     |

## What were the results of the EIA?

- 1.26. The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development and summarise the outcomes of the EIA.
- 1.27. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 13) and their technical appendices.
- 1.28. The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.
- 1.29. With regard to the assessment for each topic, the subsequent sections discuss:
- Methodology and scope;
  - Baseline conditions;
  - Likely significant effects of the Proposed Development;
  - Mitigation;

- Cumulative effects with other developments; and
  - Likely 'residual' effects following mitigation.
- 1.30. A summary of proposed mitigation measures and residual effects is also included in Chapter 14 of the ES Volume 1.

### Significance of Effects

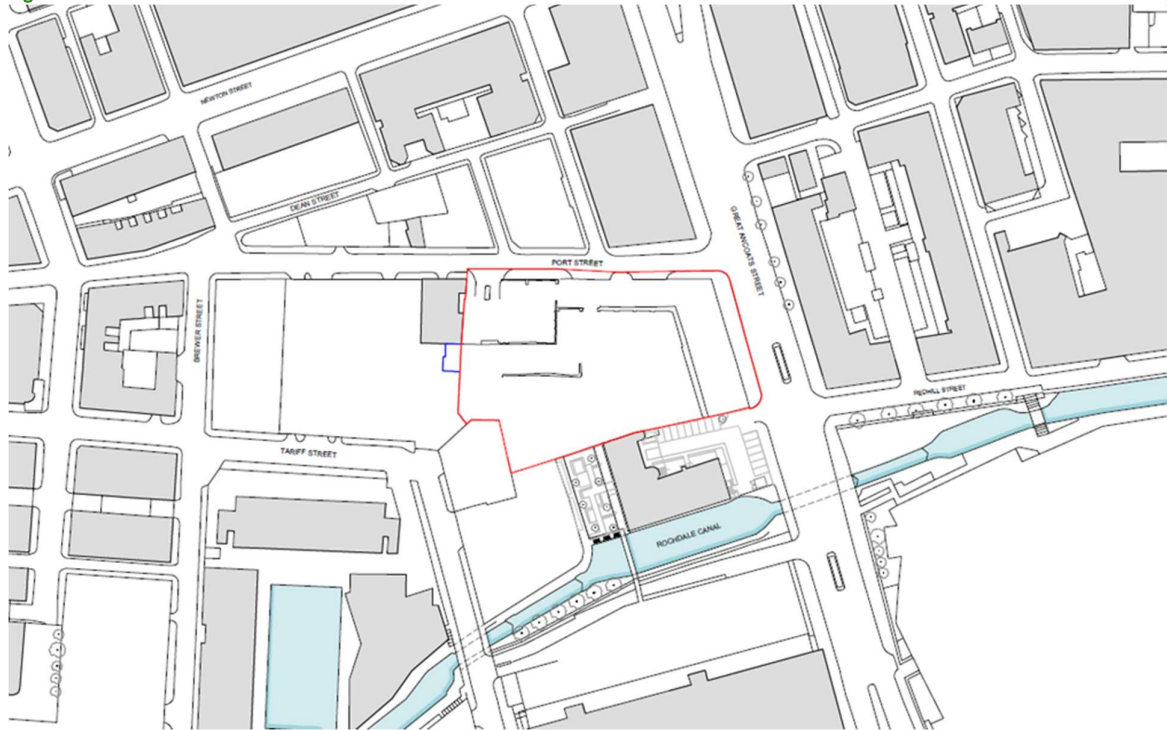
- 1.31. The likely effects of the Proposed Development have been classified according to their significance.
- 1.32. Significance is determined as a function of both the scale (magnitude) of change from the existing (baseline) environment and the sensitivity of environmental receptors, such as population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between these factors. Chapter 2 of the ES Volume 1, EIA Methodology, describes this process in greater detail.
- 1.33. This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES chapters Volume 1 (6 to 13).

## 2. Description of the Proposed Development

### Where is the Site?

- 2.1. The ES has been submitted in order to assess the Environmental Impact of the Proposed Development. The Site is located within Manchester City Centre and has been identified for residential-led development through Piccadilly Basin Strategic Regeneration Framework (SRF) and Brownfield Land Register.
- 2.2. The Site is located on the corner of Great Ancoats Street and Port Street and is within the neighbourhood of Ancoats on the northern part of Manchester City Centre.
- 2.3. The Site extends to approximately 0.48 hectares (4,845 sqm) and is bound by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.
- 2.4. The Site is currently accessed from Port Street via the existing car park entrances.
- 2.5. Figure 2.1 below shows the Site location plan.

Figure 2.1 Site Location Plan



### What is being proposed?

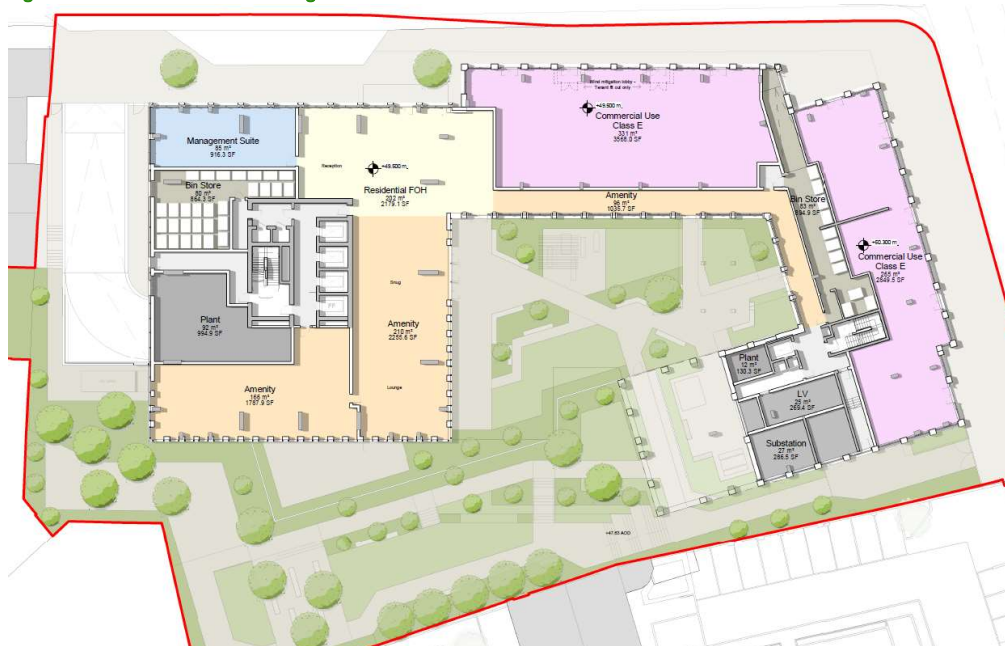
- 2.6. The description of development is as follows:
- 2.7. *"Full Planning Permission for the erection of a part-34, part-11 storey residential building with associated residents' amenity space including gym (Use Class C3), commercial space (Use Class E), basement car parking, cycle parking, landscaping, and other associated works"*
- 2.8. The Proposed Development is outlined within Table 2.1 below.

**Table 2.1 – Proposed Development**

| Measurement                  | Proposal                                                                                                                                                                                                                              |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Proposed Site Area           | 0.48 hectares                                                                                                                                                                                                                         |
| Development Floorspace       | 48,870 sq.m. (GIA)                                                                                                                                                                                                                    |
| Residential (Use Class C3)   | <p>Total: 485 dwellings</p> <ul style="list-style-type: none"> <li>- 1 BED 1 person (12.8%)</li> <li>- 1 BED 2 persons (19.8%)</li> <li>- 2 BED (63.7%)</li> <li>- 3 BED (7%)</li> </ul> <p>Residential Amenity: 681m<sup>2</sup></p> |
| Commercial (Use Class E)     | 595m <sup>2</sup>                                                                                                                                                                                                                     |
| Height                       | Ground plus 33 storeys (+152.500m AOD)                                                                                                                                                                                                |
| External Areas               | 2,005 m <sup>2</sup>                                                                                                                                                                                                                  |
| Car and Cycle Parking Spaces | <p>485 secure cycle parking spaces</p> <p>47 car parking spaces (10 disabled spaces / 10 EV charging)</p>                                                                                                                             |

2.9. The Site is laid out as following:

**Figure 2.2 Site Wide General Arrangement**



2.10. The Proposed Development includes:

- 485 high-quality apartments providing a mixture of 1 bed, 2 bed and 3 bed units.
- Residential amenity space and commercial uses at lower levels.

- 2,005m<sup>2</sup> of external areas, hard and soft landscaped areas with high quality planting and treatments.
  - Underground car park comprising 47 car parking spaces of which 10 are electric vehicular charging (EVC) points and 10 are disabled spaces.
  - 100% secure cycle parking provision (485 spaces).
- 2.11. The Proposed Development will transform the existing un-used brownfield Site, to create a vibrant new community of residents and workers in a highly sustainable location. Upon completion, Port Street will be home to a community of approximately up to 3,800 new residents, the majority of whom are expected to work within the City and make a positive contribution to the local economy, thereby directly supporting Manchester's regeneration priorities.
- 2.12. The proposed area of high quality landscaped areas will also make a significant contribution to publicly accessible green space within the City Centre. The landscaping proposals have sought to strike a balance between hard and soft landscaping to successfully deliver a scheme that enhances key connections whilst also increasing biodiversity across the Site. Overall, the redevelopment of Port Street will also extend the urban fabric of the City Centre and fill in a 'gap Site', making a major positive contribution to the on-going regeneration of the Piccadilly Basin.
- 2.13. The ES sets out the findings of an EIA carried out in respect of the Proposed Development.

### What is located on the Site at the moment?

- 2.14. The Site boundary extends to approximately 0.48 hectares in total area. The Site is currently underutilised and comprises a surface level car park providing for approximately 100 cars.
- 2.15. The Site is located within the Greater Manchester Air Quality Management Area.
- 2.16. There are no statutory designated Sites for nature conservation within or immediately adjacent to the Site. The Site and adjacent land are not identified as a Priority Habitat.
- 2.17. As a surface car park, the existing Site is comprised completely of hardstanding with the exception of limited vegetation at different locations.
- 2.18. The Site is located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding. The Rochdale Canal is located approximately 50m southeast of the Site, behind Brownsfield Mill.
- 2.19. The Site is not located within a Conservation Area and there are no Listed Buildings within the Site. The Site is located adjacent to the Ancoats Conservation Area to the north and the Stevenson Square Conservation Area is located circa 90m west of the Site. A number of Listed Buildings and structures have been identified in Figure 2.2 (which should be read in accordance with Table 2.2).

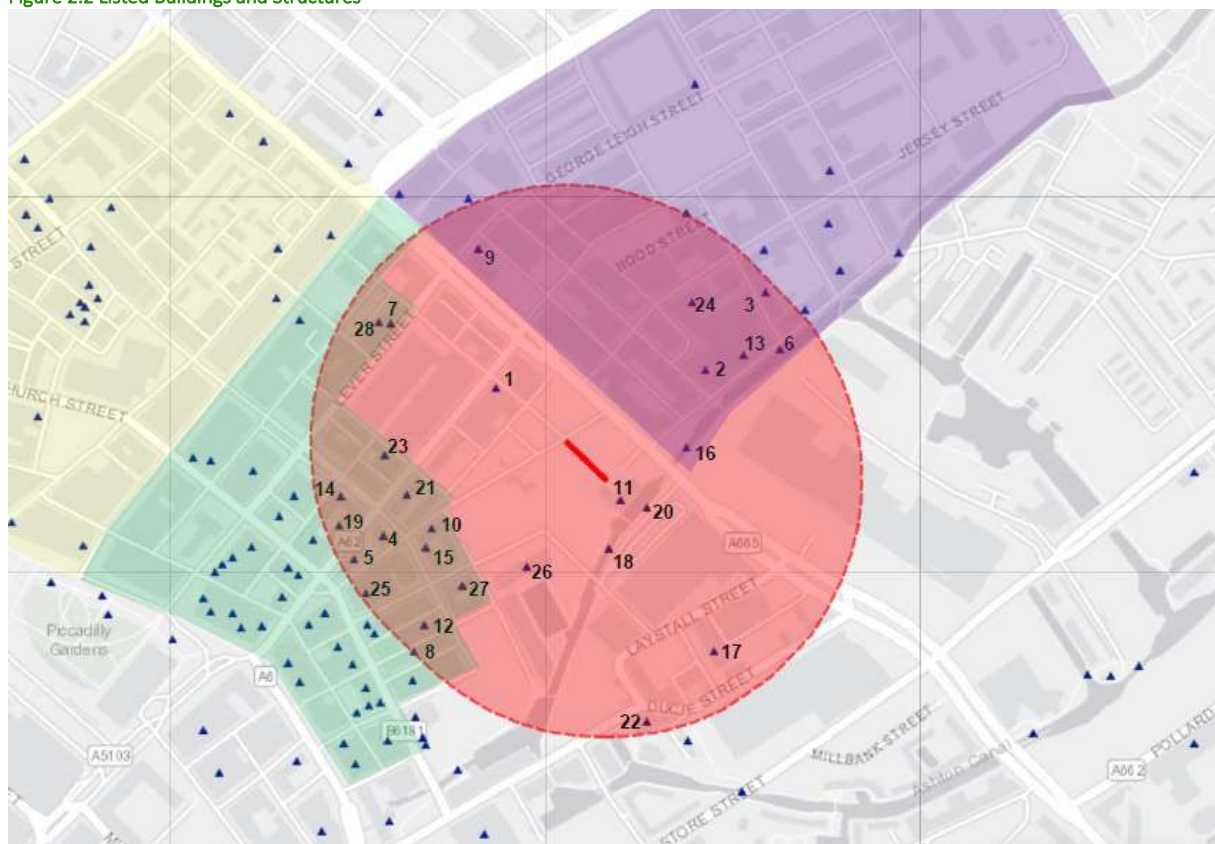
**Table 2.2 Listed Buildings and Structures**

| Number on Figure 4.1 | Name                                                                | Designation and Grade     |
|----------------------|---------------------------------------------------------------------|---------------------------|
| 1                    | 72-76, NEWTON STREET                                                | Grade II Listed Building  |
| 2                    | ROYAL MILL                                                          | Grade II* Listed Building |
| 3                    | FORMER WAREHOUSE AND OFFICES OF OLD MILL, DECKER MILL, AND NEW MILL | Grade II Listed Building  |
| 4                    | NEWTON BUILDINGS                                                    | Grade II Listed Building  |
| 5                    | BRADLEY HOUSE                                                       | Grade II Listed Building  |

| Number on Figure 4.1 | Name                                                                                       | Designation and Grade     |
|----------------------|--------------------------------------------------------------------------------------------|---------------------------|
| 6                    | ROCHDALE CANAL RETAINING WALL ON SOUTH SIDE OF REDHILL STREET, WEST OF UNION STREET BRIDGE | Grade II Listed Building  |
| 7                    | Nos. 69-77, LEVER STREET and No. 10, BRADLEY STREET                                        | Grade II Listed Building  |
| 8                    | LANGLEY BUILDING                                                                           | Grade II Listed Building  |
| 9                    | DERROS BUILDING                                                                            | Grade II Listed Building  |
| 10                   | 50-62 PORT STREET                                                                          | Grade II Listed Building  |
| 11                   | BROWNSFIELD MILL                                                                           | Grade II* Listed Building |
| 12                   | Nos. 49 – 51 DALE STREET                                                                   | Grade II Listed Building  |
| 13                   | SEDGWICK MILL                                                                              | Grade II Listed Building  |
| 14                   | 49 NEWTON STREET                                                                           | Grade II Listed Building  |
| 15                   | 45, 47 and 47A HILTON STREET                                                               | Grade II Listed Building  |
| 16                   | ROCHDALE CANAL LOCK NUMBER 82, TO EAST OF GREAT ANCOATS STREET                             | Grade II Listed Building  |
| 17                   | 32 AND 34 LAYSTALL STREET                                                                  | Grade II Listed Building  |
| 18                   | ROCHDALE CANAL LOCK NUMBER 83, TO THE EAST OF TARIFF STREET                                | Grade II Listed Building  |
| 19                   | 45 AND 47 NEWTON STREET                                                                    | Grade II Listed Building  |
| 20                   | ROCHDALE CANAL TOWPATH FOOTBRIDGE AND ASSOCIATED RAMPS OPPOSITE BROWNSFIELD MILL           | Grade II Listed Building  |
| 21                   | MARLSBRO HOUSE                                                                             | Grade II Listed Building  |
| 22                   | FORMER JUNCTION WORKS AT PARADISE WHARF                                                    | Grade II Listed Building  |
| 23                   | FORMER NEWTON POLICE STATION                                                               | Grade II Listed Building  |
| 24                   | PARAGON MILL                                                                               | Grade II* Listed Building |
| 25                   | 35 DALE STREET                                                                             | Grade II Listed Building  |
| 26                   | FORMER ROCHDALE CANAL WAREHOUSE                                                            | Grade II* Listed Building |
| 27                   | FOURWAYS HOUSE                                                                             | Grade II Listed Building  |
| 28                   | NUMBERS 4, 6 & 8 AND ATTACHED SCREEN WALLS                                                 | Grade II Listed Building  |
| Green                | Stevenson Square Conservation Area                                                         | Conservation Area         |
| Purple               | Ancoats Conservation Area                                                                  | Conservation Area         |

| Number on Figure 4.1 | Name                         | Designation and Grade |
|----------------------|------------------------------|-----------------------|
| Yellow               | Smithfield Conservation Area | Conservation Area     |

Figure 2.2 Listed Buildings and Structures



## Why is this development coming forward?

- 2.20. The Site is located within the Piccadilly Basin SRF (2016) area that set guiding principles for the long term regeneration within this part of the City Centre which have been formally endorsed by Manchester City Council. This framework identifies the Site as being suitable residential-led development with commercial uses that would be contained within a taller building to create a new gateway into the City Centre.
- 2.21. Manchester has a duty to deliver a range of new homes each year in order to meet demand from a fast-growing population. The Brownfield Land Register is a schedule of previously developed land and the Site has been identified as being suitable to deliver approximately a minimum of 630 residential units within the next 6-10 years.
- 2.22. Additionally, the Site is suitably located for high-density development owing to its strategic City Centre location. The Site is located within the northern part of the City Centre and is therefore in close proximity to a number of key services, local amenities and economic opportunities within the regional centre. It also benefits from access to multiple sustainable modes of transport including rail, bus, cycling and walking and the Metrolink tram system.
- 2.23. In this respect, the proposals will not only transform and enhance this Site but the scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward particularly in the Piccadilly Basin which are remaining to be developed.

## Who has been consulted?

- 2.24. Pre-application engagement has been undertaken with the Local Planning Authority, Local Ward Councillors, Manchester Airport Group, Historic England, Greater Manchester Police Secure by Design and MCC Highways. In addition, the Proposed Development has been presented to the Places Matter! Design Review Panel.
- 2.25. For the public consultation, a website was published online that included a non-technical overview of the forthcoming proposals. The website provided visitors with the opportunity to respond to key questions and provide any additional feedback, which was then reviewed by the Applicant and project team. To ensure the website was well publicised, leaflets were posted to 2,333 addresses within the surrounding area. The consultation website provided the opportunity for feedback over a three-week period, during which time a webinar was held on the 19 October 2021. The webinar was publicised on the website and sought to provide an opportunity for attendees to be briefed on the proposals by the project team and raise questions in real time.
- 2.26. The evolution of the scheme has been influenced by the findings of public consultations. Further information on this process and the feedback gained is available in the Statement of Consultation submitted in support of the planning application.

## What will the redevelopment process involve?

- 2.27. Broadly, the construction process Proposed Development will involve:
- Site clearance and enabling works;
  - Earthworks, levelling and ground compaction;
  - Laying foundations;
  - Building of the new structures;
  - External works and hard and soft landscaping;
  - Phased completion of public realm and S.278 works;
  - Phased completion of communal external space and links;
  - Completion of internal finishes to communal space; and
  - Internal fit out of the main structures.
- 2.28. Machinery used during redevelopment will consist of standard demolition and construction plant, and will include plant items such as: excavators, concrete crushing plant, mobile cranes, compacting and vibrating mechanical plant, wheel washing and road sweeping equipment.
- 2.29. The Site will be secured and surrounded with hoardings to ensure public safety and mitigate adverse environmental effects during construction.

## How long will it take?

- 2.30. The total construction programme will span a period of approximately three years within which there will be elements of ground works, foundations, frame construction, façade cladding and internal fit out. It is anticipated that the development will begin construction following the granting of planning permission in early 2022 and completing within 2025.
- 2.31. The programme is based upon normal working hours in line with MCC Guidance of 7.30hrs to 1800hrs Monday to Friday and 0800hrs to 1400hrs on Saturdays.

# 3. Alternative Options

- 3.1. The EIA Regulations require the ES to identify the main alternatives that were considered during the design process.
- 3.2. The Proposed Development has been influenced by a range of factors, including location, surrounding land use and input from MCC, Statutory and Non-Statutory Consultees and other stakeholders.
- 3.3. The wider project team has also played an important part in influencing the design of the Proposed Development to ensure that likely significant environmental effects are avoided or mitigated. The resulting scheme is described in further detail in Section 2, 'The Proposed EIA Development'.
- 3.4. The Site is currently used as a surface level car park for approximately 100 cars. Therefore, the Site is currently not fully utilised in its current form and does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging context.
- 3.5. The Site has the potential to make an important contribution to the regeneration of this area of the City Centre, improving the aesthetic and connections around the Site.
- 3.6. A number of alternatives have been considered in relation to the Site and Proposed Development. These include no action (the 'Do Nothing' scenario), alternative Sites, alternative uses, and alternative layouts and designs.
- 3.7. The "do nothing" scenario has been discounted due to the established need for the regeneration of the Site. It has been identified within the Brownfield Land Register to support a minimum of 640 homes in the next 6-10 years.
- 3.8. The Site is considered suitable for high-density development given its highly accessible location within the City Centre and along Great Ancoats Street. The Site is considered suitable for residential use in terms of its urban location, close proximity to established neighbourhoods, transport links and connections with Manchester City Centre.
- 3.9. Within the above context, it is not considered appropriate to consider alternative Sites.
- 3.10. The proposed use of the Site has been influenced by the Piccadilly Basin SRF which the Site is located within, alongside the context of identified need for high quality residential accommodation, viability and deliverability. The Proposed Development will help to achieve the regeneration ambitions set out within the framework and therefore create a best in class residential neighbourhood. As such, the consideration of alternative uses was not considered to be appropriate.
- 3.11. Alternative layouts and designs have been considered throughout the design process and have been informed by consultation with stakeholders and the public and by the Project Team, as addressed within the Design and Access Statement.
- 3.12. Considerations around alternative layouts and designs reflected upon a number of options; however, the Proposed Development is considered to represent the most appropriate design in respect of the various considerations influencing the design.
- 3.13. A copy of the EIA Scoping Report is included at Appendix 2.1. Scoping responses have been received from officers and consultees confirming that the scope of the EIA proposed was appropriate.

## 4. Construction Management and Phasing

- 4.1. The Construction (Design and Management) Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.
- 4.2. Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.
- 4.3. A fundamental aspect of the Principal Contractor's role is the development of a Construction Management Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and also through Site investigations.
- 4.4. The Construction Management Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme and which will ensure the Health and Safety of all those working on or affected by the project works.
- 4.5. Renaker Build Limited will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on Site) by the Site management team through regular inspections, toolbox talks etc. and also via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on Site, including any accidents or incidents and any matters raised will be dealt with accordingly.
- 4.6. Health and safety is also incorporated as a fundamental aspect of the overall project review, the Applicant has appointed Renaker Build Limited as Principal Contractor, Renaker Build Limited can demonstrate competency in the management and execution of Health and Safety. The Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.
- 4.7. Renaker Build as Main Contractor will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

# 5. Climate Change

- 5.1. An assessment has been undertaken to determine the potential impacts and mitigation of greenhouse gas (GHG) emissions from the Proposed Development at Port Street, Manchester. These emissions arise from both buildings and traffic associated with the construction and operational stages. The assessment has been undertaken in accordance with current legislation, local and national planning policy and relevant guidance documents.
- 5.2. The potential impacts and effects of the Proposed Development were assessed under three categories:
- **Whole life embodied** – Greenhouse gas (GHG) emissions (CO<sub>2e</sub>) associated with product stage (A1: raw material supply, A2: Transport, A3: Manufacturing), construction process stage (A4: Transport, A5: Construction Installation Process), use stage (B4: Replacement, B5: Refurbishment) and end of life stage (C1: De-construction, Demolition, C2: Transport, C3: Waste processing, C4: Disposal);
  - **Operational building** – Greenhouse gas (GHG) emissions (CO<sub>2e</sub>) associated with the energy used for heating, cooling, lighting and ventilation (operational phase);
  - **Operational transport** – Greenhouse gas (GHG) emissions (CO<sub>2e</sub>) associated with vehicles trips during the operational phase.
- 5.3. Mitigation will be incorporated in the construction stage through to the operational stage of the Project. To reduce the Whole life Embodied emissions, the emphasis will be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency.
- 5.4. During the operational stage of transport, mitigation is focused on active travel and encouraging the use of public transport through measures proposed in the proposed Travel Plan. Also, emphasis is given in providing some EV charging infrastructure. It will be considered to provide further EV charging infrastructure throughout the lifetime of the Proposed Development on demand basis.
- 5.5. To mitigate against operational energy emissions, the focus has been on improving the energy efficiency of buildings using a fabric first design approach and providing an all-electric development through the use of heat pumps.
- 5.6. The adoption of the embedded/additional mitigation measures will ensure that the GHG emissions will be reduced, giving a not-significant residual effect for the emission categories assessed.

## 6. Daylight, Sunlight and Overshadowing

- 6.1. An assessment has been undertaken to establish the likely significant effects of the Proposed Development upon the amount of daylight and sunlight received by properties adjacent to the Site. The assessment has been undertaken in accordance with the methodologies set out in The Building Research Establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice 2011, 2nd edition'.
- 6.2. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight: Vertical Sky Component (VSC) and No Sky Line (NSL). The VSC method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room (i.e., a horizontal 'desktop' plane of 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 6.3. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight). Windows are checked to see if they are facing 90° due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.
- 6.4. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that:  
*"the guidelines are intended for use for rooms in adjoining dwellings where light is required, including living rooms, kitchens and bedrooms."*
- 6.5. The scope of residential properties that have been assessed has been determined through professional judgement, considering their orientation and proximity to the Proposed Development.
- 6.6. The following properties are defined as receptors and will be considered due to their proximity to the Site, and their use:
- Jacksons Warehouse
  - Avro Apartments (formerly known as Brownsfield Mill)
  - The Astley
  - Burlington House
  - Wentwood Apartments
  - MM2 Apartments
- 6.7. The baseline conditions around the Site were assessed to understand the levels of daylight and sunlight to existing surrounding residential properties.
- 6.8. A total of 835 windows facing the Site serving 503 rooms within six buildings were assessed for VSC and NSL for daylight and 238 rooms were assessed for APSH for sunlight within six buildings.
- 6.9. Out of the 835 windows assessed for daylight, 529 (63%) meet the BRE guidelines for VSC. For NSL, 422 (84%) of the 503 rooms assessed meet the BRE criteria. For sunlight, 218 (92%) of the 238 rooms assessed meet the BRE criteria for both Winter and Annual APSH.
- 6.10. Overall, this baseline scenario is considered a moderate level of compliance due to the city centre context of the Site.

- 6.11. In the Proposed Scenario, with regard to daylight, out of the 835 windows assessed for daylight, 524 (63%) meet the BRE guidelines for VSC. 413 (82%) of the 503 rooms assessed meet the BRE criteria for NSL. The effects identified are negligible to moderate adverse in nature and are therefore considered to be not significant in EIA terms. Given the context of the Site and nature of effects, no mitigation is considered necessary.
- 6.12. For sunlight, 202 (85%) of the 238 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are negligible to minor adverse in nature and are therefore considered to be not significant in EIA terms. Given the context of the Site and nature of effects, no mitigation is considered necessary.
- 6.13. The residual environmental effects with the Proposed Development in place are as follows:

| Likely Significant Effect | Receptor(s)                        | Mitigation Measure | Means of Implementation of Mitigation | Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent) |
|---------------------------|------------------------------------|--------------------|---------------------------------------|----------------------------------------------------------------------------------------|
| <b>Construction Phase</b> |                                    |                    |                                       |                                                                                        |
| Daylight                  | Scoped Out                         | -                  | -                                     | -                                                                                      |
| Sunlight                  | Scoped Out                         | -                  | -                                     | -                                                                                      |
| <b>Operational Phase</b>  |                                    |                    |                                       |                                                                                        |
| Daylight                  | Surrounding Residential Properties | None Required      | N/A                                   | Negligible to Moderate Permanent Adverse (Non-Significant Effect)                      |
| Sunlight                  | Surrounding Residential Properties | None Required      | N/A                                   | Negligible to Minor Permanent Adverse (Non-Significant Effect)                         |

# 7. Heritage

- 7.1. For the purposes of this assessment, consideration has been given to the relevant part of Manchester City Centre that surrounds the Site within a 250m radius. The study area provides a focus for assessment but is not intended to be prescriptive; buildings outside the boundary of the study area are considered where relevant.
- 7.2. The assessment has identified 31 no. heritage assets within the study area. 14 of these were subsequently scoped in for assessment.
- 7.3. The assessment methodology for the Historic Environment is a synthesis of established guidance, best practice and professional judgement. In accordance with an adapted form of the methodology set out in the Department for Transport's Design Manual for Roads and Bridges, all receptors identified in the baseline which might be affected by the Proposed Development are given a value and the impact on them is assessed in order to give a significance of effect. Historic England guidance is also utilised for the assessment.
- 7.4. The Site is currently surface level car parking and contains no historic buildings/ structures. However, the Site is immediately adjacent to the Grade II\* listed Brownsfield Mill and within the setting of other listed buildings and conservation areas.
- 7.5. The Site comprises a vacant plot of land to the south-west side of the junction of Port Street and Great Ancoats Street.
- 7.6. Historically, the Site housed numerous commercial and industrial buildings, associated with the adjacent Rochdale Canal and linked canal basin that formerly crossed the Site, prior to the infilling of the canal arms and demolition of the buildings throughout the mid-to-late-20th century. As the Site no longer contains any evidence of built form or historic fabric, it yields no heritage interest.
- 7.7. As a surface car park, with no hard or soft landscaping, it has an adverse impact on the setting of the Grade II\* Brownsfield Mill as it highlights the fragmented nature of the urban form in this location.
- 7.8. Heritage assets are susceptible to numerous forms of development and non development impacts both during the construction process and as a consequence of the operational life of the Proposed Development. The potential impact or effects in relation to the current Proposed Development have been deemed to relate to impacts on the setting of the identified heritage assets. It is not anticipated that the Proposed Development will result in any physical impacts.
- 7.9. In terms of mitigation, heritage considerations have been integral of the design development of the proposals. Enlisting appropriate specialists and consulting with the local authority and Historic England has informed the design and assessment process to ensure potential adverse impact on the identified heritage assets are minimised.
- 7.10. The visual impact assessment has demonstrated that the Proposed Development will result in instances of moderate and minor adverse harm. The instance of moderate adverse impact is in relation to the visual impact on the understanding and appreciation of the setting of the Grade II listed 50-62 Port Street buildings. The instance of minor-to-moderate adverse impact is in relation to the visual impact on the understanding and appreciation of the setting of the Grade II\* listed Brownsfield Mill.
- 7.11. Mitigation for any perceived instances of adverse harm will thus need to be demonstrably outweighed by the public benefits brought about by the Proposed Development as per the requirements stated within local and national planning policy. An assessment of the public benefits can be found within paragraph 6.89 of the Planning Statement.

# 8. Human Health

## Healthy Housing

- 8.1. The Proposed Development will deliver 485 new homes and access to good quality housing is known to have positive effects for health and well-being. The overall design is acceptable within the context of a vibrant city centre area and the proposals complement and fit with the emerging pattern of townscape character in a consistent way, through the embedded mitigation that is integral to the design of the buildings that has considered massing, streetscape, and materials including red brick cladding. The predicted level of visual effects identified in the 13 viewpoints range from Minor Beneficial to Moderate-Major Adverse with significant effects to 7 views of which 5 are adverse and 2 are neutral. As other developments are built, the proposals will be seen in the context of a greater number of similar developments of equivalent scale such that there will be a general lowering of cumulative effects – especially for the Piccadilly character area. The proposals are considered to result in a minor adverse impact on the built historic environment. However, there is no detracting from the ability to appreciate the special interest of the heritage assets despite the change to their setting, and the perceived level of harm is outweighed by the public benefits. Overall, there are public benefits as the proposals will make a positive contribution to the vitality of this part of the city centre and contributing to overall positive effects for Healthy Housing.
- 8.2. The new homes and their residents are considered to have a negligible effect on the availability of local schools and nurseries, and minor negative effects on healthcare facilities, including GP and dental practices. Impacts on the use of local open space, recreational and amenity facilities are also minor negative. The change from a site with unused carparking to a lived-in area will contribute to safety and security. Overall, the Proposed Development will have major positive effects for Healthy Housing.

## Active Travel

- 8.3. The Proposed Development is located at the heart of the City Centre that is rich in choice and accessibility to sustainable transport modes – walking, cycling, bus, Metrolink, rail – with routes and interchanges for daily movement to work, retail and leisure activities, and including easy access to wider routes for active travel such as the Rochdale Canal Towpath (less than 0.5 mile) and NCR 6 on Liverpool Road (less than 1.5 mile) and attractive routes along the Bridgewater Canal and the River Irwell. The proposals include limited car parking (all with electric vehicle charging), but significant cycle parking for all apartments and it is anticipated that the number of car trips will be minimised, such that residents will be encouraged to use sustainable transport modes. The change from a car park to a residential tower with retail units will result in an anticipated net reduction in car trips in the vicinity.
- 8.4. Currently the Site is accessed from Port Street and there is no access to the Canal and no public rights of way across the Site. The Proposed Development will provide new public realm and new accessibility – including to the Rochdale Canal towpath and the wider sustainable transport networks. Overall, the location of the site in an area with excellent accessibility to public transport, and with excellent varied access to pedestrian and cycle networks for employment, services, and facilities in the city centre, will encourage active travel with likely major positive effects in the local area that may be synergistic and cumulative in the longer-term.

## Healthy Environment

- 8.5. The Site is a previously developed brownfield site but the risk of pollution from previously contaminated land and any associated risk to human health has been considered to not be significant and it has not been necessary to investigate this technical topic any further in this ES. The Site is located within flood zone 1 with a low probability of flooding and therefore, there is low risk to human health and well-being from flooding.
- 8.6. During construction, risks to their health and safety for construction personnel and the public are minimised through the implementation of a Construction Phase Health & Safety Plan that is monitored and periodically reviewed. Site security and safety is secured through perimeter fencing and various activities to ensure that the site is safe from unauthorised access. The potential risks to health for workers and nearby residents from dust and particulates are controlled through the implementation of the CEMP such that residual effects on

human health are Negligible. Waste will be segregated, and waste generated during construction will be cleared on a daily basis to a main holding skip, thus minimising risks to health and safety. The contractor will ensure that regular contact is made with local residents and community groups so that they are kept up to date with the general progress on the site and this will help ameliorate any concerns for wellbeing.

- 8.7. During construction, there is the potential for dust and noise effects, but these will be minimised through the CEMP such that impacts are considered to be not significant. Pollution from vehicle exhausts is the main source of air quality effects in the vicinity of the site. It was determined that the air quality impacts associated with the Proposed Development are not predicted to be significant as a result of the expected net reduction in vehicle trips when compared to the existing use as a car park. It was also predicted that noise levels during operation would be negligible for the residents of the new dwellings and the existing residents with regard to building services plant and noise from amenity activities and the commercial units.
- 8.8. Lack of daylight or sunlight can adversely affect health and well-being. In a city centre area, there is an expectation for a higher density of development and a lower sensitivity to such issues depending upon the context of the development and its surroundings. The regeneration of the Piccadilly Basin area accepts that the height and density of buildings will increase at such a key part of the city centre. The studies investigated the surrounding residential buildings for daylight/sunlight and identified that effects would not be significant within the context of a regeneration area in the city centre, and thus not significant with regard to a healthy environment. The provision of new public realm with new trees and landscaping will contribute to a healthier environment – for both physical and mental wellbeing.
- 8.9. The wind pedestrian comfort and safety effects for thoroughfares, pavements/walkways, bus stops, and entrances, balconies and terraces for the Proposed Development, surrounding buildings and the Rochdale Canal towpath were found to be Negligible, indicating that the wind environment is suitable for the intended uses. Over the 60-year life of the building, there will be changing effects on climate with potential associated risks for human health with more extreme weather conditions. Mitigation measures, particularly the transition to sustainable transport, should limit such effects in the longer term and contribute to a healthier environment.
- 8.10. The proposals include some Electric Vehicle Charge (ECV) car parking spaces. GHG emissions from buildings and transport are likely to be Moderate to Minor Adverse during occupation and the whole life embodied emissions calculated to be Moderate to Minor Adverse which is not significant in EIA terms.

## Vibrant Neighbourhoods

- 8.11. The delivery of the good-quality housing on the Site will contribute to the neighbourhoods developing around as other developments are completed. The proposals include approximately 1,220 m<sup>2</sup> of new public realm and landscaping with new active frontages onto Great Ancoats Street & Port Street, as well as a private courtyard located in the centre of the development – all will contribute to safer wider movement and accessibility for people and thus more Vibrant Neighbourhoods. Provision of and access to employment is known to have a positive effect on health and wellbeing – the proposals will have minor beneficial impacts on local expenditure, supporting new jobs, and also on local authority income. The additional employment created and positive effects on the local economy will further contribute to Vibrant Neighbourhoods. The change from a site with unused car parking to a lived-in and securely managed residential area will contribute to a reduction in crime and an improvement in community safety.

# 9. Noise and Vibration

- 9.1. Noise surveys have been conducted to determine the pre-existing daytime and night time noise levels at and around the Site.
- 9.2. Noise levels as a result of construction work during the construction period is expected to lead to negligible to major adverse impact if no mitigation measures are in place. Therefore, construction impact will be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be negligible to moderate adverse.
- 9.3. The impact of construction vibration on existing sensitive receptors is expected to be negligible.
- 9.4. The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected.
- 9.5. The minimum required sound insulation performance of the curtain wall to the dwellings of the Proposed Development has been identified. Compliance with the performance criteria should ensure that the impact of environmental noise levels at the Site on the occupants of the Proposed Development is negligible.
- 9.6. External noise criteria have been specified for the allowable levels of activity noise egress from the proposed amenity spaces and commercial units. Compliance with the criteria would lead to negligible noise effects at sensitive receptors.

# 10. Socio-Economics

- 10.1. This section assesses the potentially significant effects of the Proposed Development. In terms of socio-economic impacts on the economy of Manchester, it covers a range of socio-economic impacts, both beneficial and adverse, regarding temporary and long-term employment opportunities, increased economic output, additional household spend, new business rates revenue, the creation of new training and apprenticeship opportunities, local labour market effects, the impact on commuting and migration, effects on local services and facilities, and wider impacts such as stimulating further economic growth.
- 10.2. The delivery of the Proposed Development will create 601 person years of construction employment (the equivalent of 60 full time permanent jobs). Further jobs will be created throughout the Construction Phase due to supply chain expenditure and those employed on the development spending money in local businesses and facilities. The overall economic impact of the Construction Phase is estimated to be approximately £28.55 million across the wider impact area.
- 10.3. Other impacts during the Construction Phase will include the provision of new training and apprenticeship opportunities. It is envisaged that the Construction Phase could provide the opportunity for around 120 new trainee placements, over the construction period.
- 10.4. There are no expected adverse impacts as a result of the proposed construction works, including in relation to increased demand for local services and facilities and the disruption to local residents and businesses. It is unlikely that the Construction Phase will result in many new people moving into the area, thereby limiting the additional demand placed on services such as Primary and Secondary schools and GP surgeries.
- 10.5. It is estimated that the Operational Phase of the Proposed Development could support 24 jobs on-site once complete (including jobs associated with supply chain expenditure). In total, once fully occupied, it is estimated that the economic impact of the Proposed Development will be around £0.62m per annum. In addition, the Proposed Development will lead to an uplift in business rates within Manchester, estimated to be approximately £0.06m per annum once the Proposed Development is fully built out.
- 10.6. The creation of new households will lead to increased resident expenditure in Manchester. Based on a review of household statistics, it is expected that the Proposed Development will support 844 new residents. This population yield will contribute £4.18 million in additional household expenditure, which could potentially support 41 off-site jobs. Finally, the provision of new households within Manchester will lead to an uplift in Council Tax of circa £0.88 million per annum.
- 10.7. More generally, the Proposed Development will strengthen the on-going regeneration of Manchester City Centre, whilst simultaneously improving perceptions of Manchester as a place to invest, live and work. The redevelopment of the Application Site, in combination with other large sites in the Borough, has the potential to be significant through reinforcing the role of Manchester as a location of choice for housing and employment development. This will help to stimulate key suppliers of goods and services within the local supply chain, encourage developer investment, attract new business, and enable existing businesses to expand. In addition to this, the Proposed Development will complement wider mixed use development proposals advancing across the remainder of the Piccadilly Basin SRF area.

# 11. Townscape and Visual Impact

## Scope of assessment

- 11.1. The Townscape and Visual Impact Assessment considers the existing or 'baseline' conditions of the Site and predicts the magnitude of change and levels of effects as a result of development on the Site. The methodology of the TVIA is structured to identify townscape and visual effects separately.

## Methodology

- 11.2. 'Townscape effects' identifies existing townscape features such as urban grain, massing of existing built form, topography, open space areas and key movement which may be affected by the architectural proposals on the Site. The combination of townscape elements and their arrangement is what provides an area with its unique sense of place, or 'character'.
- 11.3. For the assessment, townscape character areas have been identified and used to assess the predicted effects of the development on the character of the existing townscape setting. Six townscape character areas are identified, and their condition, value, and sensitivity to change described. These are then used to understand the magnitude of change and predicted level of townscape effects as a result of development on the Site.
- 11.4. Visual effects are assessed through the identification of 13 representative viewpoints, which are located at a range of distances from the Site. Manchester City Council does not have any protected views and tall buildings have previously been encouraged in this part of the city. Consequently, the zone of visual influence and key views for this scheme were discussed and agreed with Historic England at pre-application stage in order to assess the potential visual impact of the Proposed Development.
- 11.5. Similar to townscape effects, each view is assessed according to its baseline or existing condition, and how sensitive it is to change.
- 11.6. This Townscape and Visual Assessment is carried out with recognition towards the approved Piccadilly Basin SRF and specifically the allocation of tall buildings on the Site. The assessment also considers, from a townscape and visual perspective, how the developed building design has progressed the broad, strategic principles of the SRF as part of a detailed design response. This includes the design measures described within the 'Design Proposals and Embedded Mitigation' section earlier within this chapter'.
- 11.7. In a number of instances, the nature of the effect has been identified as 'neutral'. A neutral outcome is considered in balance, to be as a result of any adverse or beneficial effects counteracting each other. The developed design principles and embedded mitigation measures such as materiality, layout and massing, are considered to be a key contributing factor in offsetting instances where the Proposed Development, by its very nature as a tall building, may be considered more incongruous in the context of certain townscape or visual receptors.
- 11.8. A 'cumulative' assessment has also been produced which looks at a number of other future developments in the centre which are consented. In the cumulative assessment the Site is assessed for its townscape and visual effects in relation to these developments, on the assumption that, in the future, these other developments will be built.

## Baseline condition

- 11.9. The baseline conditions identify the study area that will be assessed against the Site proposals.
- 11.10. The Site is located in the Piccadilly district of the Manchester City area. The Site is 0.48 hectares in size and is situated south of the intersection between Port Street and Great Ancoats Street. The Site consists of a large, temporary surface car park, split across two levels. The Site is bounded to the north-west by Port Street, to the north-east by Great Ancoats Street, to the south-east by Brownsfield Mill (a Grade II\* listed Victorian Mill converted to residential apartments) and to the south-west by multiple surface car parks. The Rochdale Canal runs to the south-east of the Site, separated by Brownsfield Mill and surface car parks.

- 11.11. There are no listed buildings or statutory designations on the Site. However, the Site is located between the Ancoats and Stephenson Square Conservation Areas. The neighbouring Brownsfield Mill is Grade II\* Listed.
- 11.12. The existing architecture around the Site consists of a variety of styles, forms and scales, with large blocks along Great Ancoats Street and smaller, preserved historic blocks within the Northern Quarter and Ancoats.
- 11.13. The vegetation within the Site is minimal and consists mostly of self-sown vegetation at the base of fences and walls around the perimeter of the Site. A small group of large shrubs is located at the south-western extent of the Site. To the south east of Brownsfield Mill is a private garden associated with the building. This is enclosed by a fence. There are 6 mature trees outside of the garden (not within Site boundary).

## Design Proposals and Embedded Mitigation

- 11.14. The design of the building and streetscape have been subject to extensive pre-application discussions and consultation in order to refine the form and appearance of the building, and respond to the townscape and visual context. Through this process, potential adverse townscape and visual effects have been identified, and eliminated or reduced, and positive effects enhanced. Mitigation of adverse townscape and visual effects is therefore embedded in the Proposed Development, and no “applied” mitigation is proposed.
- 11.15. The Design and Access Statement prepared by Simpson Haugh architects describes the design response as follows: *“The Design Team have undertaken detailed analysis informed by expert heritage, overshadowing and wind microclimate advice to design a more sensitive, fitting response to the site’s context [than the SRF]. Many options have been considered to find the best solution that delivers a high quality building that respects both its historic context and neighbouring communities. Rather than two towers, as envisaged in the SRF, a single tower is proposed, offset from the road, with a lower perimeter block that repairs the streetscape. Key benefits of this move are:*  
  
*Reducing the visual impact on nearby historic buildings, reducing overshadowing of neighbouring buildings, and improving the wind environment on the streets around the building.*  
  
*The offset taller element with a lower perimeter block ties the building into its existing context and creates a more human scale along Great Ancoats Street and Port Street.*  
  
*A new public open space is created in the heart of the Piccadilly Basin, creating the opportunity to make new connections through the area and to the canal when neighbouring development sites come forward*  
  
*The elevations of the podium have been carefully considered to respond to the immediate surrounding context of historic mills plus emerging new developments, responding to more traditional construction techniques and detailing. The podium facade is designed with a combination of brick and aluminium. This responds to the immediate context whilst linking the podium with the tower. The colour palette chosen for the brick relates to the local red brick and terracotta traditionally used in the area.*  
  
*The tower element acts as a local landmark element, and employs modern materials. The appearance strategy links the entire site through the materials used and the colour palette chosen. The selected colour for the anodised aluminium is dark red/brown, providing a complementary colour to the lower podium brick.”*
- 11.16. The tower element acts as a local landmark element, and employs modern materials. The appearance strategy links the entire site through the materials used and the colour palette chosen. The selected colour for the anodised aluminium is dark red/brown, providing a complementary colour to the lower podium brick.”
- 11.17. The mitigation proposals described above contribute to the assimilation of the Proposed Development within the local townscape and visual context. This assimilation is considered to compensate for the adverse effects of the tower’s silhouette within the skyline, both with regards to the magnitude of change and the nature of the proposals.

## Residual townscape effects

- 11.18. As set out within the assessment methodology (Appendix 12.2), only those effects identified as Moderate and above (i.e. Moderate, Moderate – Major or Major) are considered to be significant.
- 11.19. The level of predicted townscape effects as a result of the Site development proposals are considered to range from Negligible to Moderate Beneficial. There are significant townscape effects to TCA 2 Ancoats and TCA 3 Northern Quarter, both of which are Moderate Beneficial.
- 11.20. In the cumulative assessment, which considers other consented future development sites the City Centre, the townscape effects of the Site are predicted to be reduced in TCA 4 Piccadilly. This is due to the increased

presence of other tall, large-scale and contemporary developments which are in close proximity to the TCA. The townscape effects of the other TCAs will remain the same.

## Residual visual effects

- 11.21. As set out within the assessment methodology (Appendix 12.2), only those effects identified as Moderate and above (i.e. Moderate, Moderate – Major or Major) are considered to be significant.
- 11.22. Of the 13 representative viewpoints there are only 7 views that are assessed as 'significant'. These include 3 Moderate Neutral effects, 1 Moderate – Major Neutral effect and 1 Moderate – Major Adverse Effect.
- 11.23. In many of the views, the magnitude of change and resulting predicted level of cumulative visual effects will remain the same as the assessment of views without the cumulative sites. This is because cumulative sites are not visible within the majority of views. View C, view E, view F and view J are the only views which include visibility of cumulative sites. View F is the only view to have a reduction of the visual effects due to the cumulative development. This is due to the increased presence of another tall, large-scale and contemporary development in the view.

# 12. Wind Microclimate

- 12.1. Wind microclimate is the study of wind conditions at pedestrian level, to determine whether the wind speeds experienced are safe and suitable for the intended pedestrian activities at a given location.
- 12.2. The wind microclimate has been assessed through comparison of computational simulations of the wind around the site and surrounding area with and without the Proposed Development.
- 12.3. Conditions have been assessed on local thoroughfares, building entrances (both for the Proposed Development and surrounding buildings), bus stops and the proposed public realm and private amenity within the Proposed Development.
- 12.4. Conditions for the baseline are typically suitable for the intended pedestrian activities, with regions which are suitable for sitting, standing or walking and no significant risk to pedestrian safety due to strong winds.
- 12.5. The inclusion of the Proposed Development makes local wind conditions marginally windier than for the baseline but will not create any potential wind issues for the surrounding area.

# 13. Availability of Environmental Statement

- 13.1. The ES is available for public viewing online via MCC's Public Access website, and during normal office hours at the following address:

Planning Department  
Manchester City Council  
Town Hall  
Manchester  
M2 5DB

- 13.2. The ES may be purchased in volumes, the costs for which are set out below:

- Non-Technical Summary (NTS) - £15
- Volume 1: ES Main Text & Figures - £150
- Volume 2: ES Appendices - £150
- Volume 3: Heritage, Townscape and Visual Impact Assessment - £150
- Volume 4: Transport Assessment - £150
- Full copy (Volumes 1, 2, 3 and 4 with NTS) of the ES on CD - £15

- 13.3. For copies of any of the above please contact the Trinity Islands Team at Deloitte:

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**Important notice:** This Environmental Statement has been prepared for Manchester (Port Street) Limited by Deloitte, with technical input from Renaker Build Limited, WSP, GIA, Stephen Levrant Heritage Architecture, Enfusion, Fisher Acoustics, Amion, and Reform “the Consultants”. Chapter 1, Volume 1 of this Environmental Statement sets out the parties responsible for preparing each Chapter and associated figures and appendices.

Although we have read the Consultants’ reports for consistency and provide our observations based on our knowledge and experience, we accept no liability or responsibility for the Consultant’s Reports and will not be responsible for the technical content of Chapters 5-13, Volume 1, nor Volumes 2 – 3, nor the technical content of the associated separate Non-Technical Summary.

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