



Former Boddingtons Brewery Non-Technical Summary

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Contents

1.	Introduction	2
2.	Description of the Proposed Development	5
3.	Alternative Options	9
4.	Construction Management and Phasing	11
5.	Air Quality	13
6.	Climate Change	16
7.	Daylight and Sunlight	19
8.	Townscape and Visual Impact	20
9.	Wind Microclimate	22
10.	Availability of Environmental Statement	22

1. Introduction

- 1.1. This Environmental Statement ('ES') Non-Technical Summary (NTS) accompanies an application for full planning permission for the proposed redevelopment of the former Boddington Brewery Site ('The Site').
- 1.2. The proposals are submitted on behalf of Latimer Development Ltd. (the 'Applicant') and relate to a residential-led development with ground floor commercial uses and a landscaped courtyard. The term "Proposed Development" used within this Report refers to all stages of construction and operation of the development.
- 1.3. The Site is bounded by the Travelodge and surface level carparking to the north, further surface level carparking to the east, the under-construction Manchester College to the south, and Bury New Road to the west in Manchester. It has been identified as a regeneration priority for a number of years and is specifically identified as such within the Great Ducie Street Strategic Regeneration Framework (SRF) and the Former Boddingtons Brewery SRF.
- 1.4. This ES NTS sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the development of the Site.
- 1.5. 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.
- 1.6. The NTS is a standalone document and is required under the EIA Regulations.

Purpose of the Environmental Impact Assessment and Non-Technical Summary

- 1.7. 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:
- 1.8. "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

Technical Topics not included in the Environmental Impact Assessment

- 1.16. A Scoping process undertaken by the technical team 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.
- 1.17. These topics are:
- Agricultural circumstances;
 - Archaeology;
 - Aviation;
 - Ecology;
 - Ground Conditions; and
 - TV Reception, FM Radio and DAB Radio Reception.
- 1.18. Further information detailing why each of these technical topics were scoped out of the EIA can be found in Appendix 2.1 EIA Scoping Report.

Approach to Technical Studies

- 1.19. 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.
- 1.20. 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.
- 1.21. 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.
- 1.22. 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?

- 1.23. The EIA process has involved communication and collaboration between the applicant, Deloitte LLP, MCC, the project team (shown in Table 4.3), statutory consultees and the public.
- 1.24. Table 4.5 shows the project team and their roles.

Table 1.1 ES Project Team

Topic	Assessment carried out by	Qualifications
Town Planning, EIA Coordination	Deloitte LLP	RTPI, RICS, IEMA EIA Quality Mark
Architect	Assael	RIBA

Topic	Assessment carried out by	Qualifications
Air Quality	Air Pollution Services	MEng (Hons), MEnvSc, MIAQM,
Climate Change	Atkins	BSc, BArcch, MSC, PhD, Qualified, FCIWEM, C.Env., PIEMA
Daylight and Sunlight	GIA	BSc (Hons) MRICS
Human Health	Atkins	BSc, MSc, CEnv, C.WEM, FIEMA, MCIWEM, FCIWEM
Townscape and Visual Impact	Barton Wilmore	BSc CMLi, PIEMA
Wind Microclimate	GIA	MEng, PhD

What were the results of the EIA?

- 1.25. The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development and summarise the outcomes of the EIA.
- 1.26. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 11) and their technical appendices.
- 1.27. The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.
- 1.28. 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.
- 1.29. A summary of proposed mitigation measures and residual effects is also included in Chapter 18 of the ES Volume 1.

Significance of Effects

- 1.30. The likely effects of the Proposed Development have been classified according to their significance.
- 1.31. 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.
- 1.32. 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 11).

2. Description of the Proposed Development

Where is the Site?

- 2.1. The Site is approximately 0.5 ha of brownfield land in the form of a surface car park. The Site comprises part of the former Boddingtons Brewery Site - now demolished - as identified within Strategic Regeneration Frameworks for the area.
- 2.2. It is situated at the edge of Manchester City Centre, bounded by Travelodge and surface level carparking to the north, further surface level carparking to the east, the under-construction Manchester College to the south, and Bury New Road to the west in Manchester. It lies within Cheetham Ward. The Site is identified in the Manchester Local Development Framework (“LDF”) Proposals Map (2012) as falling within the Regional Centre which it states is generally considered to be a location where higher density residential development is appropriate and will support the development of mixed use employment areas.
- 2.3. Although in physically poor condition, the Site is well placed to capitalise on its existing economic assets, connections, and proximity to the City Centre. It is therefore considered there is a substantial amount of improvement that can be offered both on site and its immediate context through delivery of a high-quality scheme.

What is being proposed?

- 2.4. The Planning Application seeks permission for the following description of development:
“Erection of two buildings to create a mixed use development comprising residential uses (Use Class C3) with commercial uses (Use Class E) provided at the ground floor level, together with a new courtyard pocket park, landscaping, cycle parking, accessible parking spaces, access arrangements, and other associated works
- 2.5. The Proposed Development will be predominantly residential-led with complimentary commercial spaces at ground floor. Whilst Manchester’s residential market is becoming well developed, there is a recognised need for balanced housing growth, including a mix of higher value homes and affordable homes. The proposals will include a mixture of private market sale accommodation, and 5% on-site affordable housing. The provision of affordable housing is discussed further in Section 5 of this Statement.
- 2.6. Three commercial spaces are being provided as part of the development and when combined extend to approximately 718 sqm (GIA). This proposed mix of uses will form a distinctive sense of place and ensure vitality throughout the day. These communal and commercial spaces provide a strong focal point for residents and visitors to congregate, helping to facilitate a safer and more vibrant atmosphere. As noted above, these spaces will also complement the commercial units proposed at Old Brewery Gardens as well as provide an offer for the students and staff at Manchester College.
- 2.7. The proposed floorspace figures and associated use classes are set out in detail in the table below:

Table 2.1: Summary Proposed Development

Measurement	Proposed
Proposed Site Area	Total: 0.5 ha

Measurement	Proposed
Residential Use	461 new homes (Use Class C), providing a residential mix of: • 1 bed (2 person) apartments – 146 (32%) • 2 bed (3 person) apartments – 179 (39%) • 2 bed (4 person) apartments – 120 (26%) • 3 bed (5 person) apartments – 16 (3%) Based on the submitted viability appraisal and assessment of what the scheme is able to support from a viability perspective, 5% apartments will be affordable housing tenure.
Commercial Use	718 sq. m (GIA) across 3 units to be occupied by a suitable mix of retail, commercial and leisure uses (Use Classes E): • Unit 1 – 156 sq. m • Unit 2 - 328 sq. m • Unit 3 - 234 sq. m
Open Space	949 sqm (10,219 sq. ft) publicly accessible courtyard space 263 sqm (2,838 sq. ft) residential podium terrace space
Development Height	• Block A – 10 to 11 storeys • Block B – 17 to 27 storeys
Car and Cycle Parking Spaces	No car parking is being provided on the Site, aside from up to 5 disabled access spaces. 1 cycle parking space per apartment will be provided on site (461 spaces total); and 14 residential visitor cycle parking spaces and 12 commercial cycle parking spaces will also be provided within the publicly accessible external areas.

What is located on the site at the moment?

- 2.8. Historically, a brewery was located on the Site up until 2005. All the buildings associated with the brewery were demolished in 2007. Since this time, the former Boddington Brewery site has been used as a temporary surface car park comprising 852 spaces. The Site is currently occupied by approximately 192 of these parking spaces.

Why is this development coming forward?

- 2.9. The proposals respond to the recognised demand for residential accommodation within the city centre, or those within very close proximity. In particular the draft Places for Everyone document, which spans a plan

period of 2021 to 2037, identifies that Manchester needs to deliver 3,533 new homes per annum in order to meet the population growth, with delivery of these homes being prioritized on previously developed (brownfield) land in order to reduce the need for residential development on greenfield land.

- 2.10. In addition, MCC's adopted town planning policies identify that there is a need to deliver new residential development in the City Centre to satisfy this demand. Given the very close proximity of the Site to the City Centre, it is considered that the proposals would support the City Centre housing market.
- 2.11. There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester recovers from the impact of Covid-19 it will be important for developments to fuel and complement the economic recovery and growth of the City.
- 2.12. Furthermore, the Site is located within an area that MCC has earmarked for regeneration for a number of years, as outlined in the Great Ducie Street Strategic Regeneration Framework (SRF) and the Former Boddingtons Brewery SRF. To date, the regeneration of the Great Ducie Street and Former Boddington Brewery SRF areas has been slower than elsewhere in the northern edge of the City Centre but in recent years has started to accelerate, in particular with the construction of the Manchester College Campus immediately adjacent to the Site. The site itself is currently underutilised as a surface car park, and neglected in appearance, detracting from MCC's regeneration targets.
- 2.13. A key objective of both the Great Ducie Street and Former Boddington Brewery SRFs is to diversify the land use within the area as a means of driving regeneration. It is considered that the delivery of a residential led, mixed use scheme through the Proposed Development will further simulate the future regeneration of this neighbourhood. In addition, the publicly accessible courtyard and active commercial uses at ground floor will begin to establish the neighbourhood feel set out in the SRFs, encouraging increased pedestrian footfall through the area and bringing additional green infrastructure into this part of the city..

Who has been consulted?

- 2.14. Due to the impact of COVID-19, opportunities for face to face engagement have been significantly impacted, with the majority of consultation being undertaken online via Microsoft Teams/ Zoom meetings. Overall, there is support for the residential use proposed on site, in order to secure the long-term use of a prime location at the edge of Manchester City Centre.
- 2.15. During the design development, regular dialogue has taken place with Manchester City Council Planning Officers in order to present the proposals and gather feedback. Ongoing meetings have taken place to present the proposals and discuss the relevant considerations of the Proposed Development, including:
- The height and massing of the proposals
 - The provision and maintenance of the publicly accessible space
 - The unit mix and tenure, and uses of the ground floor;
 - Consideration of the impact of the proposals on the amenity of the area, including impact on sunlight and daylight; and
 - Materiality.
- 2.16. The design team also engaged with MCC Highways to discuss the proposed scheme and agree the scope of assessment required to support the planning application.
- 2.17. Letters were sent to Ward Councillors in Cheetham Hill Ward, Deansgate Ward, Piccadilly Ward, Broughton Ward, and Blackfriars and Trinity Ward, detailing the proposals and informing them of the forthcoming public consultation, providing a link to the website. A briefing was offered to take place prior to the launch of the public consultation but no response was received, or the request was declined via email.
- 2.18. Pre-application engagement with local residents and businesses was principally focused online through a dedicated website. This was advertised via social media. The website presented the detailed proposals and set out the planning background and site context to help inform the local public and seek their views. A feedback form was made available via the website for people to provide comments, however, whilst there were 1,114 unique visitors to the site, showing high level of engagement, there were only two responses provided.

- 2.19. In order to seek a view on the ways in which the Proposed Development can manage crime and promote safety in and around the Site, details of the Proposed Development were discussed with the Greater Manchester Police (GMP) Design for Security team.
- 2.20. There have been ongoing discussions with Manchester College in regard to the development of the adjacent site for their new campus. Discussions have centered around ensuring access arrangements to the two sites are coordinated, and mitigating any overlooking issues between the developments

What will the redevelopment process involve?

- 1.1. The construction programme will span a period of approximately three years within which there will be elements of ground works, foundations, superstructure construction, façade cladding and internal fit out.
- 2.21. An early activity will be to protect and enclose the site before construction activity commences. A solid hoarding will be employed to the whole perimeter of the site boundary. External hoisting positions will be required for use during the construction. As a general principle, all deliveries to site will be off-loaded within the site boundary.
- 2.22. Pit lanes will be required for deliveries, lay down of materials and concrete deliveries into the site demise.

How long will it take?

- 2.23. The outline timescales for delivering the development after planning are estimated as follows:
- Estimated start on site: July 2022
 - Estimated piling construction period: October 2022 to May 2023
 - Estimated superstructure construction period: June 2023 to July 2025
 - Estimated completion date: August 2025
- 2.24. Throughout the construction process, the working hours for activities will be in line with requirements of the Control of Pollution Act 1974 Part III and the site will operate in accordance with the following Manchester City Council guidance:
- Monday – Friday 7.30am – 6pm
 - Saturday: 8.30am – 2pm
 - Sunday/Bank Holidays: No work

3. Alternative Options

Introduction

- 3.1. Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations requires the Applicant to provide an outline of the main alternatives studied and an indication of the main reasons for the choice made, taking into account the environmental effects.
- 3.2. The form of 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. This chapter reviews the principal land use and siting options explored and the reasoning for the selection of the current design for the Proposed Development which forms the subject of assessment within the ES.

The ‘do nothing’ Alternative

- 3.4. The ‘do nothing’ scenario refers to the option of leaving the Site in its current state.
- 3.5. The Site, as a former brewery, has a long history as a former employment use. This came to an end in the early 2000’s when the brewery was demolished, and since this time the Site has been predominantly used as a surface level car park. This use as a surface level carpark does not make efficient use of the Site and fails to utilise the Site’s location benefits within a highly strategic and sustainable location.
- 3.6. Bringing the Site back into a meaningful use which contributes to the economic growth of the City is a longstanding ambition of MCC, and has been identified in a series of regeneration frameworks. Furthermore, the current condition of the Site creates what can be considered as a ‘gap site’ between the Travel Lodge and the Manchester College. This has a negative effect on the surrounding townscape. Furthermore, due to the existing use of the Site as a car park, the Site is an area which receives little activity and can therefore be susceptible to crime due to its reduced natural surveillance, particularly in the evenings. The Site currently contains a very limited amount of vegetation and as a surface level car park is predominantly hardstanding, therefore it provides little in regards to biodiversity.
- 3.7. Therefore, given the Site’s historic economic use and MCC’s longstanding ambition for the Site, the ‘do nothing’ scenario has been discounted.

Consideration of Alternative Locations

- 3.8. The Site has been identified for regeneration for almost fifteen years, most recently within the Great Ducie Street SRF and Former Boddingtons Brewery SRF. The surrounding area has seen major investment in recent years, particularly in the adjacent Green Quarter and Greengate areas, and more recently in the NOMA, New Victoria and Victoria North. This has started to transform the northern edge of the City Centre and stimulate significant developer interest in the area.
- 3.9. The Site is in a highly accessible location, benefiting from excellent links to sustainable transport modes and all the amenities the City Centre has to offer, this alongside it being brownfield land, and ability to sustainably contribute to wider strategic aims are also key elements in its selection as a suitable location for a mixed-use development.
- 3.10. The proposals make effective use of brownfield land and the redevelopment of the Site is longstanding regeneration priority. Therefore, for the purposes of this planning application the consideration of alternative sites has been discounted.

Consideration of Alternative Uses for the Site

- 3.11. The Draft Places for Everyone document, which spans a plan period of 2021 to 2037, identifies that Manchester needs to deliver 3,533 new homes per annum in order to meet the population growth, with delivery of these homes being prioritized on previously developed (brownfield) land in order to reduce the need for residential development on greenfield land.

- 3.12. The City Centre has grown substantially in the past decade, including with the growth of the city centre residential market. The market has been supported by the redevelopment of city centre brownfield land for high-density residential uses. Given that there is a finite supply of brownfield land, there has been an increasing focus on the previously developed land on edge of the City Centre, such as in the northern edge in which the Site is located.
- 3.13. The SRF areas include large amounts of brownfield land in areas within easy access to the amenities and opportunities of the City Centre. Therefore the redevelopment of these areas for residential uses is attractive to developers, and the proximity of the location to the City Centre is attractive to future residents.
- 3.14. In addition, MCC's adopted town planning policies identify that there is a need to deliver new residential development in the City Centre to satisfy this demand. Given the very close proximity of the Site to the City Centre, it is considered that the proposals would support the City Centre housing market.
- 3.15. There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester recovers from the impact of Covid-19 it will be important for developments to fuel and complement the economic recovery and growth of the City.
- 3.16. For the reasons above, alternative uses were discounted.

Consideration of Alternative Scale and Massing

- 3.17. Different scales and massing options have been considered for the Proposed Development, the aim of which is to maximise the suitable use of the Site to create a viable scheme and minimise any negative impacts on adjacent land uses and the environment.
- 3.18. The area surrounding the Site has historically comprised primarily low-rise warehousing. However the ongoing regeneration of this part of the City includes areas of height including at New Victoria and on the adjacent development site, Old Brewery Gardens. These are creating an emerging context of larger scale buildings in the evolving vicinity of the Site. The SRFs have identified that there is opportunity of height within the area, originally envisioned on the plot now occupied by Manchester College. As the College has come forward at a more modest scale consistent with an educational use there is an opportunity to revisit the location of areas of height within the SRF area and make an efficient use of brownfield land. This change in context is identified within the SRF addendum which states, "there may be scope to deliver other development on the site between the College and the existing Travelodge and (proposed) Multi Storey Car Park on Francis Street. In that instance, there may be opportunities for delivery of a taller building on this site".
- 3.19. As such the massing and form of the Proposed Development has sought to complement these areas of higher density whilst also responding to the more human scale of Manchester College and surrounding areas.
- 3.20. A series of massing compositions were appraised through the design development of the scheme, and was informed by townscape analysis, identification of key views and microclimate assessments. The proposed massing has been designed to allow for sense a separation between the two buildings and provide more space to accommodate the pocket park. In order to deliver the quantum of publicly accessible landscaping there is a need for additional height to ensure a viable development is achieved and deliver the number of apartments required.
- 3.21. Overall the scale and massing will act as a dynamic element in the skyline and a marker for the regeneration and neighbourhood creation taking place in this location

Summary

- 3.22. Where possible, alternative options have been considered throughout the design process. The above has set out why the Site is considered suitable for the Proposed Development. This process has been informed by the SRFs, viability, and the desire to create a positive relationship with the surrounding developments. The Proposed Development has been influenced by pre-application consultation with key stakeholders, as well as with MCC. On this basis, Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations has been considered.

4. Construction Management and Phasing

Introduction

- 4.1. The construction programme will span a period of approximately three years within which there will be elements of ground works, foundations, superstructure construction, façade cladding and internal fit out. The outline timescales for delivering the development after planning are estimated as follows:
- Estimated start on site: July 2022
 - Estimated piling construction period: October 2022 to May 2023
 - Estimated superstructure construction period: June 2023 to July 2025
 - Estimated completion date: August 2025
- 4.2. An early activity will be to protect and enclose the site before construction activity commences. A solid hoarding will be employed to the whole perimeter of the site boundary. Signage will be displayed on the hoarding for health and safety purposes, Considerate Constructors Scheme signage and a point of contact for the neighbouring residents.
- 4.3. All vehicles delivering or collecting from the site are to approach and leave site via the A56 Great Ducie Street. All vehicles are to exit right towards the M60 and avoid the A6042 (South). Pit lanes will be required for deliveries, lay down of materials and concrete deliveries into the site demise. This will require deliveries to be unloaded and be marshalled back onto A56 Great Ducie Street by the construction logistics team. Full road closures are to be avoided throughout the works, with the primary proposals to only include parking bay suspension and pavement closures.
- 4.4. External hoisting positions will be required for use during the construction. As a general principle, all deliveries to site will be off-loaded within the site boundary. All cranes will be suitably sized and coordinate with the oversailing licences by the appointed Main Contractor to ensure that there will be no height clashes with the existing adjacent buildings.

Environmental Impacts

- 4.5. The flood risk & surface water report has found the site is at low risk of flooding from most sources. The surface water drainage strategy for the new development site will be to discharge surface water discharge into Great Ducie Street.
- 4.6. Where it is necessary to carry out noisy activities, these will be identified well in advance by the Main Contractor and the timing agreed prior to commencement. Particularly noisy activities such as piling will commence after 9am. Several methods are to be taken to mitigate noise levels and the nuisance caused including.
- The use of acoustic barriers. These are best suited to noise coming from a particular area and can be fixed to fence panels to surround the noisy works. They are most effective when they are as close to the noise creation as reasonably possible.
 - The use of electricity from the incoming main, avoiding the use of generators on site.
 - The banning of radios and other speakers for non-construction related activity.
 - The use of modern plant and machinery.
 - Pneumatic tools used only when a reasonable alternative is not available and fitted with mufflers or silences when reasonable possible.

- 4.7. All plant and equipment to be used for the works will be properly maintained, silenced where appropriate to prevent excessive noise and switched off when not in use and where practical.
- 4.8. Some activities have the potential to create large amounts of dust. When reasonably possible working methods can be enacted to prevent the create of dust altogether. Some activities such as demolition to use dust suppression at all times during works.
- 4.9. A road-sweeping machine will be periodically deployed as required to either brush clean the roads around the site or (in periods of dry weather) wet down the highway to control the dust. Dust suppression will be controlled at the working face and will be carted away area by a fine water supply. The quantity of water emitted by the sprays will be regulated and controlled to prevent any flooding at the ground water level.
- 4.10. To mitigate vibration absorbed by operatives (HAVS) all tools will be checked for their HAVS rating and used in accordance to the HSE recommendations on safe working time using the Ready Reckoner. Should the tools have vibration reduction options, these must be used at all times. To prevent ground vibrations (which could compromise structure), continuous ground vibration monitoring is to be installed with any construction activity deemed to create high levels of vibration.

5. Air Quality

Scope of Assessment

- 5.1. Assessment of construction and operation related activities with regards to air quality have been considered. The scope of assessment includes:
- Demolition and Construction generated dust impacts on the local area.
 - Construction non-road mobile machinery (NRMM) emissions on the local area.
 - Construction Traffic HGV emissions on the local area.
 - Changes in concentrations at locations of relevant human health exposure in the local area.
 - Impacts on the future users of the Site.
- 5.2. The following is considered not significant and scoped out of assessment.
- Changes in concentrations at locations of relevant ecological sites in the local area due to road traffic emissions.

Methodology

- 5.3. Construction non-road mobile machinery and road traffic emissions were assessed following the relevant Institute of Air Quality Management (IAQM) guidance. Construction phase dust effects were assessed in accordance with the IAQM methodology during the four relevant stages: demolition, earthworks, construction and trackout.
- 5.4. Impacts in the local area were assessed based on the IAQM guidance considering the potential for changes in road traffic emissions and on-site combustion plant emissions.
- 5.5. Dispersion modelling was carried out to quantify pollutant concentrations and potential exposure of future users at the Site. Modelled receptor locations are shown in Figure 5.1 Cumulative traffic generation from nearby committed developments was included in the dispersion modelling and a contribution from combustion plant in neighbouring developments was accounted for.

Table 5.1: Map of Receptor Locations



Baseline Conditions

- 5.6. The Site largely falls within an air quality management area declared by MCC and within the Clean Air Zone (CAZ). The local authority carries out air quality monitoring at a range of locations. There are 14 monitors within a two km radius of the Site, some within the administrative boundary of MCC and some within the administrative boundary of Salford City Council (SCC).
- 5.7. There are exceedances of the NO₂ AQOs at many of the monitor locations in 2019, the most recent relevant year of measured data. The monitors with the highest concentrations are closer to junctions and have roads near them with more traffic (than the closest road to the Site) so the Site would be expected to have lower pollutant concentrations than these. Defra predicted roadside concentrations on roads near to the Site in 2024 have predicted NO₂ concentrations below 30 µg/m³, PM₁₀ concentrations below 15 µg/m³ and PM_{2.5} concentrations below 10 µg/m³. Transport for Greater Manchester have modelled large sections of the city as part of the development of their CAZ. This modelling includes predictions of concentrations in 2022 and 2023 with the CAZ in operation. There are no roads with predicted exceedances close to the Site.
- 5.8. The majority of local roadside predicted concentrations and monitoring locations near the Site have concentrations above WHO air quality guideline levels as is typical for roadside locations in much of the UK. No permitted facilities, that could contribute additional emissions at the Site, are located within 1 km of the Site, however, there are two identified sets of combustion plant in adjacent developments which may lead to elevated concentrations at the Site.

Significant Effects

- 5.9. Non-road mobile machinery (NRMM) and construction traffic are screened out as not significant following the relevant IAQM guidance. Construction activities have the potential to create dust and PM emissions, the approach following the IAQM guidance, determines the level of risk associated with the activities and provides a set of measures to ensure there are no significant effects, the approach does not provide a method for determining the effects without mitigation.
- 5.10. The impacts on the local area have been considered in relation to the potential changes in road traffic flows on local roads and from any on-site combustion plant emissions. The Site is intended to be a car free scheme. As such trip generation associated with the proposed development is likely to be low. The changes in flows screen out as insignificant following the IAQM guidance. The on-site combustion plant will be limited to backup emergency generators. These will operate for very few hours per year for testing and maintenance purposes and are exhausted through a stack terminating above the top of the building (above the 26th floor). The dispersion is likely to be good at this height and there are no nearby receptors above this height, therefore adverse impacts are considered unlikely. The operational impacts on the local area are judged to be not significant.
- 5.11. The highest predicted concentrations within the Site are below the AQOs. The air quality effects on-site as a result of pollutant sources in the local area, as part of the Site Suitability Assessment, are judged as not significant.

Proposed Mitigation Measures

- 5.12. Construction phase mitigation measures to reduce the effects of dust on local receptors have been recommended to be implemented in line with the construction dust assessment results. The impacts on the local area are not significant without mitigation and therefore no additional mitigation measures are proposed.
- 5.13. The site suitability assessment did not predict a significant effect within the Site, therefore no mitigation measures to improve the air quality conditions for future users of the Site were deemed necessary, beyond the built-in good design measures included in the Site.

Residual Effects

- 5.14. Residual effects are effects that are likely after mitigation measures have been implemented. Residual construction activity effects on the local area are not significant. Residual effects on the local area during the operation are not significant. Residual effects of local pollutant sources on the future users of the Site are not significant.

Table 5.1 Summary of Air Quality Residual Impacts

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
Construction Phase				
Indeterminate a Dust Soiling Effects on Local Sensitive Receptors	Approximately ten human receptors at commercial premises near the Site including a hotel	Please refer to Table 6.15 to 6.18 in the ES.	Construction contractors routinely implement such mitigation measures. Construction dust management plan recommended.	Negligible Effects – Temporary
Indeterminate ^a Dust Related Human Health Effects on Local Sensitive Receptors	Approximately ten human receptors at commercial premises near the Site including a hotel	Please refer to Table 6.15 to 6.18 in the ES.	Construction contractors routinely implement such mitigation measures. Construction dust management plan recommended	Negligible Effects – Temporary
Operational Phase				
Negligible Effects from Local Emission Sources on On-site Receptors	14 On-Site Receptors on the First and Second Floor Facades	None	N/A	Negligible Effects – Temporary
Negligible Effects from the Site Generated Emissions on Receptors in the Local Area	Sensitive Receptors near Roads leading from the Site (no specific receptors modelled)	None	N/A	Negligible Effects – Temporary

6. Climate Change

Introduction

- 6.1. An assessment has been undertaken to determine the potential impacts and mitigation of greenhouse gas (GHG) emissions from the Proposed Development. 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.
- 6.2. It is undertaken in two parts – Climate Change Mitigation and Climate Change Adaptation.

Climate Change Mitigation

Scope of Assessment and Methodology

- 6.3. The study area for the assessment includes the site, all carbon emitting activities within the site and relevant carbon emitting activities beyond the site boundary that contribute to the total carbon footprint of the site area.
- 6.4. The atmosphere is the single, global receptor of GHG emissions. The value of the receptor does not change with the source of emissions and this assessment is based solely upon the magnitude of GHG emissions in the context of the baseline and efforts to reduce emissions nationally and locally.
- 6.5. This GHG emissions assessment assesses the ability of the Proposed Development to enable or hinder the UK Government and MCC in meeting their stated carbon budgets against a business-as-usual scenario. The assessment estimates the scale and nature of GHG emissions during the construction and operational stages of the project life cycle.
- 6.6. The potential impacts and effects of the Proposed development were assessed as:
- Demolition and Construction (Embodied CO₂e of construction materials, including emissions from raw material extraction through manufacture)- Initial estimates of construction materials and quantities were obtained from the Design Team. Data on the following materials were available:
 - Structural components for Building A;
 - Structural components for Building B;
 - Landscaping materials (e.g. soil for lawn areas, asphalt);
 - Architectural features (e.g. façade, glazing);
 - Mechanical, Electrical, Plumbing (MEP);
 - Emission factors were taken predominantly from Bath ICE 3.0 but also from Bath ICE 2.0 and individual manufacturers technical datasheets.
 - Operation (Building Energy Use)- Estimated GHG emissions sourced from the Energy and Resources Statement. Please refer to this document for further details of calculation methodology.

Construction Impact

- 6.7. An initial, high level embodied carbon assessment has been carried out, based on preliminary estimates of building components. The construction phase of the Project is estimated to generate 17,550 tCO₂e emissions.
- 6.8. These are embodied carbon emissions only. Assuming that these emissions are generated in the UK, this would contribute 0.00094% to the 4th UK (2023-2027) carbon budget and 0.38% to the 2023-27 Manchester City carbon budget. Although emissions from the Construction Phase of the Project are not deemed to have a significant effect on climate if the 4th UK carbon budget is considered, these emissions could be significant in the context of the Manchester City carbon budget (as they represent c. 0.4% of the budget in 2023-27) if

these emissions were generated within Manchester City territory. However, this is highly unlikely as materials are likely to be sourced from further afield or even internationally and therefore these emissions are unlikely to be significant in this context.

Operation Impact

- 6.9. The total annual operational energy consumption for the Project is estimated to generate 357 tCO₂e of emissions during the first year that the Proposed Development is operational. This assumes that the current design proposal of 175m² of PV panels are installed on the top of Building B (covering approximately 11% of total roof space) with an estimated generation capacity of 36kWp. It also assumes all-electric space heating and domestic hot water generated by air source heat pumps, which will provide significant carbon savings.
- 6.10. Operational emissions would contribute 0.000041% to the 4th UK (2023-2027) carbon budget, 0.000097% to the 5th UK (2028-2032) carbon budget and 0.00013% to the 6th UK (2033-2037) carbon budget. The estimated Operational Phase emissions would contribute 0.017% to the 4th (2023-27) Tyndall Centre Manchester City carbon budget. Estimated operational emissions would never contribute more than 0.14% of any of the following five Manchester City's carbon budgets up until 2100. It is deemed that the operational phase of the Proposed Development would not have a significant effect on climate.

Residual Impact on Climate Change mitigation

- 6.11. Due to the embedded nature of the mitigation measures proposed, some of which have already been incorporated into the design (for example, PV panels on roof) and some of which are yet to be incorporated, it is not practicable to complete a quantitative assessment of 'before' and 'after' mitigation. Rather, the assessment shows a snapshot of the current design.
- 6.12. The likely residual effects of the Proposed Development are shown in Table 6.1. Any mitigation measures will decrease the carbon emissions emitted to the atmosphere as a result of the Proposed Development. Negligible, non-significant residual effects are expected on the climate and these effects will not affect the ability of the UK Government and MCC's to meet their carbon budgets.

Table 6.1 Summary of Residual Effects of the Proposed Development

Likely Significant Effect	Receptor(s)	Proposed Mitigation Measure(s)	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
Construction Phase				
Negligible, non-significant effect on climate (compared with UK emissions)	Atmosphere	Table 7.8 of the ES	Through design changes to Proposed Development, setting up of supply chain, and implementation of construction processes	Negligible, non-significant effects on climate (compared with UK and Manchester City emissions)
Operational Phase				
Negligible, non-significant effect on climate (compared with UK emissions)	Atmosphere	Table 7.9 of the ES	Through design changes to Proposed Development	Negligible, non-significant effects on climate (compared with UK and Manchester city emissions)

Climate Adaption

- 6.13. The Proposed Development incorporates a number of measures to ensure that it is resilient to the impacts of climate change, as detailed above. Key adaptation measures include:
- Incorporation of climate change allowances for fluvial flood risk into the design, specifying minimum floor height, and flood resilient design.
 - Incorporation of climate change allowances for heavy rainfall into the drainage design for the site
 - Use of SuDs features within landscaping to reduce surface water run-off.
 - Incorporation of green spaces at the site at Boddingtons for both cooling and attenuation of runoff.

- Internal water efficiency measures; and
- Building ventilation to avoid overheating.

6.14. In terms of climate-related hazards, flooding, water scarcity and extreme heat are considered relevant to the Proposed Development. In the past decade, Manchester has experienced several notable floods and frequent heatwaves. Flooding can have significant negative economic impacts such as loss of lives and property, loss of livelihoods and loss of productivity. Water scarcity may limit access to safe water for drinking and for practising basic hygiene at home. Heatwaves are particularly impactful on the elderly, very young and people with underlying conditions. Such events and their increased frequency have been considered in the assessment. Suitable adaptation measures have been considered by the developer in the design to address the identified relevant climate risks which will reducing the residual effects and residual significance to non-significant

6.15. The table below summaries the potential impacts on asset receptors on key climate change risk

Table 6.2 Potential operational impacts on asset receptors

Climate hazard	Potential impact	Adaptions measures	Residual Risk	Significance
Flooding	Pluvial and fluvial flooding could affect integrity of buildings and cause loss of life	Embedded design includes appropriate EA allowances for fluvial flood risk, given site and development characteristics Landscaping of site reduces pluvial flood risk, and drainage system design includes climate change allowances	Low	Not significant
Water scarcity	Potential water supply limitation during severe droughts	Internal water efficiency measures	Low	Not significant
Extreme heat	Overheating of buildings, with particular health effects on elderly and vulnerable residents	Building ventilation incorporated to avoid overheating Green spaces and a landscaped courtyard	Low	Not significant

7. Daylight and Sunlight

- 7.1. An assessment has been undertaken to establish the likely significant effects of the proposed development upon the amount of daylight, sunlight and overshadowing impacts of the proposals upon the Site and surrounding area.
- 7.2. To assess the surrounding existing properties, the Building Research Establishment (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.
- 7.3. 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.
- 7.4. There are no amenity areas located in close proximity to the Site. As such, no overshadowing assessment of surrounding amenity areas is required.
- 7.5. 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.
- 7.6. In the Proposed Scenario, with regard to daylight, out of the 638 windows serving 527 rooms were assessed for daylight 447 (71%) meet the BRE guidelines for VSC. 572 (76%) of the 488 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. Given the context of the Site, no further mitigation is considered necessary.
- 7.7. For sunlight, 22(92%) of the 24 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. Given the context of the Site, no further mitigation is considered necessary.

Table 6.1 Summary of Residual Impacts – Daylight and Sunlight

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

8. Townscape and Visual Impact

- 8.1. This Townscape and Visual Impact Assessment examines the impact that the Proposed Development will have on the townscape of Manchester and Salford City Centres and on the townscape character of the City Centre zones immediately surrounding the Proposed Development in particular. It does so in a systematic, rational and objective way using established methodologies and practices contained in Guidelines for Visual Impact Assessment 3 (GLVIA 3). The impact of the Proposed Development on its own is explored and then in conjunction with consented and committed development in a Cumulative Assessment.
- 8.2. The assessment is supported by 10 verified views which were agreed with MCC during pre-application discussions, with three fully rendered views and 7 wireline views. The verified views were produced by Assael Architects .
- 8.3. A detailed desktop analysis of landscape policy, mapping, published character assessments and evidence base was undertaken to inform the baseline evaluation of both townscape character and visual amenity.
- 8.4. Field surveys were undertaken in October 2021 to verify the desktop review of the baseline townscape character and visual amenity, and in order to inform the determination of effects upon the townscape resource and visual amenity witnessed by visual receptors as a result of the Proposed Development and to determine the study area.
- 8.5. Although it is not possible to provide one single summary value for the impact the Proposed Development will have on Manchester City Centre it is possible to summarise the effects in general terms.
- 8.6. In this regard to the Proposed Development will have a significant effect. In most cases the effects are recorded as beneficial.
- 8.7. In terms of cumulative effects the effects are diminished in most cases due to the large amount of proposed cumulative development.
- 8.8. The visual impact assessment has been carried out based on the assumption that all the necessary mitigation measures have been accounted for in the design process. The predicted significance of effect values are therefore the same for each representative viewpoint and Townscape Character Area as the residual effect values and are illustrated in Table 8.1 below.

Table 8.1 Summary of Receptors , Likely Significant Effects, Mitigation Measures and Residual Effects

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
Construction Phase				
Minor Adverse	Townscape Character Area 1: Strangeways	Controlling the lighting of construction compounds and machinery to minimise upward and outward light pollution through lantern design, direction and baffling, and ensuring that the minimum area only is lit, for the minimum period of time while satisfying other health and safety requirements;	Adoption of CEMP	Minor Adverse
Major Adverse	Townscape Character of the Site			Major Adverse
Minor Adverse	Viewpoint 4	Restricting the movement of stockpiles to minimise vehicle tracking across the Site and perception of instability in the townscape; and		Minor Adverse
Moderate Adverse	Viewpoint 7	Locating compounds and stockpiles in the least visible locations with the Site, including for rendering of facades to		Moderate Adverse

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
		aid in integrating their form within views.		
Operational Phase				
Moderate Beneficial	Townscape Character Area 1: Strangeways	The embedded mitigation measures of implementation and maintenance of the hard and soft landscape proposals throughout the lifetime of the Development, including advanced planting where practicable (and within first available planting season).	Adoption of an appropriate landscape management strategy	Moderate Beneficial
Major Beneficial	Townscape Character of the Site			Major Beneficial
Moderate Beneficial	Viewpoint 4			Moderate Beneficial
Moderate Beneficial	Viewpoint 7			Moderate Beneficial

9. Wind Microclimate

Introduction

- 9.1. Chapter 11 of the ES focuses on the Wind Microclimate as assesses how the proposed development will interact with the wind microclimate within the locality. It utilised Computational Fluid Dynamics (CFD) modelling, CFD is a digital modelling technique, which simulates the effect of wind for the built environment. This methodology is chosen as there is significant precedent that CFD is a suitable tool for schemes of this scale in Manchester.

Methodology

- 9.2. Chapter 11 of the ES reports the outcome of the assessment of likely significant effects arising from the Proposed Development on the local wind environment in the context of the Proposed Development Site and its surroundings.
- 9.3. The wind environment for the purpose of this assessment is defined as the wind flow experienced by pedestrians and the subsequent influence it has on their activities. It is concerned primarily with wind characteristics at pedestrian level. Other likely wind effects such as wind pressure loading on building facades and natural ventilation are unrelated to the pedestrian wind environment and do not fall within the scope of this assessment.
- 9.4. A 3D model of the Proposed Development and surroundings within a radius of approximately 400m around the Proposed Development Site has been constructed for the assessment. The model was run at full scale from 18 wind angles. Wind speeds were measured at 1.5m above any surfaces expected to be used for pedestrian activity.
- 9.5. For a mixed-use urban area within which the Proposed Development Site is located, the desired wind microclimate would typically need to have areas acceptable for sitting, standing (including at entrances of buildings) and walking use.
- 9.6. The following scenarios were assessed and considered:
- Scenario 1: Baseline (2022);
 - Scenario 2: Future Baseline (2026) including Cumulative Schemes;
 - Scenario 3: The Completed and Operational Development in baseline surrounds
 - Scenario 4; The Completed and Operational Development in cumulative surrounds.
- 9.7. A quantified assessment of the Baseline Proposed and Cumulative Scenarios wind environments was carried out to analyse the likely significant effects of the Proposed Development on the local wind environment. An effect is considered significant if the nature of the effect is adverse and the magnitude of the effect is identified to be major (off-site receptors) or moderate and above (on-site receptors).
- 9.8. The methodology adopted for the assessment combines predicted air flow patterns and wind velocities around the Proposed Development Site, the use of wind data from Manchester Airport meteorological station and the recommended best practice comfort and safety standards (the Lawson Criteria). The Lawson Criteria provide wind speed and frequency ranges for pedestrian comfort and safety. It stipulates that for the comfort and safety assessment of wind effects, it is not only the velocity of wind that is considered but also the frequency of occurrence of these velocities.

Summary of Likely Effects

- 9.9. The results of the assessment, including the wind mitigation features incorporated in the design, indicate that the Proposed Development is likely to modify the local wind environment and create both localised improvements as well as some areas where accelerated winds could prevail.

- 9.10. Wind conditions at street level within and in the vicinity of the Proposed Development are free from breaches of the safety criteria.
- 9.11. Wind comfort ratings at street level within and in the vicinity of the Proposed Development are suitable for the intended pedestrian uses.

Mitigation

- 9.12. No further mitigation measures will be required to achieve suitable conditions.

Cumulative Effects

- 9.13. There is a region of S15 (distress) to the east of the site within the development at the Former Boddingtons Brewery Site (118831/FO/2018), and which is present prior to the introduction of the Proposed Development. This is an exceedance of up to 4 hours per year over the 15m/s threshold and poses a risk to pedestrian safety in this region. This is, however, significantly reduced in strength from the region of S15 exceedance at this location for the future baseline (Scenario 2), which was 20 hours per year over the 15m/s threshold. Therefore, the Proposed Development will substantially reduce the risk to pedestrian safety in this region, which is a **major beneficial wind effect (significant)**.

Commented [HF1]: TBC following clarification on wind from JC

Residual Effects

- 9.14. For all phases of the Proposed Development and surrounding context, with the inclusion of the proposed landscaping strategy and wind mitigation measures, the only areas where significant adverse residual effects persist are:

Table 0.1 Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
Construction Phase				
Negligible effects on wind microclimate	General Thoroughfares	None		Negligible effects on wind microclimate
Negligible effects on wind microclimate	Bus Stops	None		Negligible effects on wind microclimate
Negligible effects on wind microclimate	Building Entrances	None		Negligible effects on wind microclimate
Operational Phase				
Negligible effects on wind microclimate	General Thoroughfares	None		Negligible effects on wind microclimate
Moderate-minor beneficial effects on wind microclimate	Bus Stops	None		Moderate-minor beneficial effects on wind microclimate
Negligible effects on wind microclimate	Building Entrances	None		Negligible effects on wind microclimate
Negligible effects on wind microclimate	Courtyard Amenity	None		Negligible effects on wind microclimate
Negligible effects on wind microclimate	Podium Terrace Amenity	None		Negligible effects on wind microclimate

10. Availability of Environmental Statement

Statement

- 10.1. The ES is available for public viewing on MCC's Public Access website at the following address: <http://pa.manchester.gov.uk/online-applications/> once the application has been submitted and validated.
- 10.2. The ES may be purchased in volumes, the costs of which are set out below:
- Volume 1: ES Main Text and Figures - £150
 - Volume 2: ES Appendices - £150
 - Volume 3: Non-Technical Summary (NTS) - £15
 - Full Copy (Volumes 1, 2 and 3) of the ES on CD - £15
- 10.3. For copies of any of the above, please contact the Manchester Planning Team at Deloitte:
- Boddingtons Team – Planning and EIA
Deloitte LLP
The Hanover Building,
Corporation Street
Manchester
M4 4AH



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