



**Environmental Statement Volume 1:
Non-Technical Summary**

**Proposed Residential-Led Development
Land to the West of Deansgate, Manchester**

October 2021

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1. Introduction

- 1.1 Deansgate SOF Alliance LeaseCo Limited (hereafter referred to as the 'Applicant') is seeking to obtain planning permission for a residential-led development on land to the west of Deansgate, Manchester (hereafter referred to as 'the Site'). Planning permission is being sought for a high-density, apartment led development for 300 residential dwellings within a high-rise ground floor plus 26-storey tower (hereafter referred to as the 'Proposed Development'). The Site is located within the administrative authority of Manchester City Council ('MCC'). The Site location plan is presented at **Appendix 1**.
- 1.2 The Site is irregular in shape and occupies approximately 0.35 hectares ('ha') in area. The Site is bound by Deansgate to the east, Blackfriars Street to the south, Victoria Bridge Street to the north and the Renaissance Hotel and the River Irwell to the west.
- 1.3 The Site is located within the Renaissance hotel complex which comprises the former Renaissance hotel, Premier House office block, and NCP car park. It has long been earmarked for comprehensive development, including most recently within the adopted Ramada Complex Strategic Regeneration Framework ('SRF'), adopted by MCC in May 2018¹. Premier House is a four-storey vacant office building with over 100 metres of inactive frontage to Deansgate. The Renaissance Hotel is a vacant 15-storey, 203-bedroom hotel building. The Site was recently acquired by the Applicant as part of a joint venture between Property Alliance Group and Starwood Capital Group, with a view to redeveloping the wider site. The Proposed Development has been designed in line with the broad aspirations of the adopted SRF.
- 1.4 The area surrounding the Site is characterised by a range of uses including hotels, restaurants, and commercial developments.
- 1.5 Avison Young has been commissioned by the Applicant to co-ordinate the Environmental Impact Assessment (EIA) and produce the Environmental Statement (ES) for the Proposed Development. Specialist consultants have been appointed to undertake the component studies of the EIA
- 1.6 This ES has been produced by competent EIA experts who specialise in the coordination of the EIA process and production of ESs. As such, this ES has been coordinated by Avison Young's environmental management team who are members of the Institute of Environmental Management and Assessment (IEMA).
- 1.7 This document is the Non-Technical Summary (NTS) and is Volume 1 of the ES. It has been prepared by Avison Young in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (SI 2017 No. 571) and National Planning Practice Guidance (NPPG).

¹ http://www.manchester.gov.uk/download/downloads/id/26611/ramada_complex_srf_may_2018.pdf

2. EIA Approach and Methodology

- 2.1 An EIA predicts the positive and negative environmental impacts associated with a development proposal to provide the Local Planning Authority with sufficient information to make an informed decision on the granting of planning consent.
- 2.2 It has been assumed for the purposes of the application that a statutory EIA will be required based on the scale of the proposals and therefore the Applicant has undertaken an EIA in respect of the proposals.
- 2.3 Scoping in an EIA is a process that, through research and consultation, identifies the environmental issues that require assessment as part of the EIA. This essentially refines the focus of the EIA on the environmental aspects which are likely to be subject to significant environmental impacts whilst also ensuring that no potentially significant areas are overlooked.
- 2.4 The key issues to be addressed by the EIA were identified through liaison with statutory consultees consideration of available environmental baseline information, together with professional judgement and relevant experience. The findings were presented in an EIA Scoping Report. The EIA Scoping Report was submitted to SMBC on 17 June 2021 to provide MCC and the statutory consultees, the opportunity to comment on the methodology proposed to be used for the EIA and the scope and content of the ES.
- 2.5 A formal Scoping Opinion was issued by MCC on 20 August 2021 and, in addition, the EIA team has sought to directly liaise with the various officers at MCC and other appropriate stakeholders where possible to agree the scope of the technical assessments.
- 2.6 Through the scoping process, it was identified that the Proposed Development would be likely to give rise to a number of potentially significant environmental effects that would, therefore, warrant full assessments as part of the EIA process. As such, the proposed technical disciplines scoped into the EIA are as follows:
- Townscape and Visual.
 - Heritage.
 - Wind Microclimate.
 - Socio-economics.
 - Health.
 - Climate Change.
- 2.7 As part of this scoping process, a planning application search of the MCC and Salford City Council (SCC) planning portals was undertaken to identify any Committed Developments (those which are existing and / or approved) with the potential for cumulative effects (hereafter referred to as 'cumulative schemes'). Committed

developments which are within a 0.5km radius of the Proposed Development were included in the cumulative schemes to be assessed. Based on professional judgement and experience of EIA's undertaken in an urban context, this distance is considered appropriate radius in which to identify those Committed Developments which may result in cumulative effects. The list of agreed cumulative schemes is presented in **Chapter 11: Cumulative Effects** of this report.

- 2.8 Each environmental topic adopts the same approach to ensure consistency and the final results are presented to MCC as a document referred to as an Environmental Statement (ES). The chapters assessing the environmental topics first establish the baseline conditions on the Site before predicting the potential impacts during both the construction phase and the operational phase of development.
- 2.9 The EIA has identified and assessed the significance of potential environmental effects relating to the topics listed above. The assessment of 'significance' has been undertaken for all potential effects to determine their relative importance.
- 2.10 The type of effect can be adverse, negligible (neutral) or beneficial; a brief description is provided below:
- **Adverse** - a negative impact on a sensitive receptor or the existing environment;
 - **Negligible** - no discernible effect on a sensitive receptor or the existing environment; and
 - **Beneficial** - a positive effect on a sensitive receptor or the existing environment.
- 2.11 In addition, the degree of significance can be minor, moderate or major; and a brief description is provided below:
- **Minor** - slight, short-term, or localised effect on a sensitive receptor or the existing environment;
 - **Moderate** - a noticeable effect on a sensitive receptor or the existing environment; and
 - **Major** - a substantial effect on a sensitive receptor or the existing environment.
- 2.12 When a significant adverse impact is identified as a result of the assessment process, then measures to avoid, reduce and, if possible, offset significant adverse environmental effects associated with the proposal are outlined within the assessment. These measures are referred to as mitigation. Embedded mitigation is measures which have been 'designed-in' to the Proposed Development to mitigate potential adverse environmental effects. Identifying and implementing mitigation measures is a key part of the EIA process and the residual impacts which remain after mitigation have been identified and their significance stated.

3. Site Location and Description

Site Location

- 3.1 The Site is irregular in shape and occupies approximately 0.35ha of land to the west of Deansgate, Manchester, within the ward of Deansgate. The Site Location Plan for the Site is presented at **Appendix I**.
- 3.2 The Site is bound by Deansgate to the east, the southern extent of Premier House and Blackfriars Street to the south, Victoria Bridge Street to the north and the Renaissance Hotel and River Irwell to the west.

Site Description

- 3.3 The Site comprises the northern extent of Premier House, hardstanding, scattered trees, shrub vegetation, ephemeral/short perennial plant species and self-seeded butterfly-bush stands.
- 3.4 The wider Renaissance complex comprises a vacant 15-storey, 203 bedroom hotel building, a multi-storey car park, a restaurant and a dilapidated former office building (Premier House) which has been vacant for a number of years. The northern extent of Premier House within the Site boundary has been approved for demolition under application ref. 130049/DEM/2021.

Site History

- 3.5 The Site has been developed since pre-1892 which is the earliest map of the Site. A hotel was recorded in the north of the Site, with numerous other buildings present across the Site. From 1908 a building was named as the Temperance Hotel in the centre of the Site until 1948 until it was named as a ruin. An access road named as Grosvenor Avenue was also present from 1948 along the west of the buildings. A building in the northern extent of the Site is shown as being named Grosvenor Hotel from 1948. From 1973, the buildings and roads on-site are no longer recorded, and a larger hotel building is recorded as present across the wider Renaissance hotel complex site and a car park recorded as present. The Site has remained relatively unchanged since 1973.

Surrounding Context

- 3.6 The area surrounding the Site is characterised by a range of uses including hotels, restaurants, and commercial developments.
- 3.7 The Site is within a five-minute walk of the City Centre.

- 3.8 The closest bus stop to the Site is located adjacent to the Site's eastern border on Deansgate. This stop serves "Route 3", a free bus service providing access around the City Centre during peak periods Monday – Friday, and "Route 8" between Shudehill Interchange and Bolton.
- 3.9 Manchester Victoria is the nearest railway station and is located approximately 360m northeast of the Site. The station predominantly provides local and regional mainline services to the north of England.
- 3.10 Metrolink services are also available in the area, the closest of which is located at Exchange Square, approximately 200m east of the Site.
- 3.11 Transport for Greater Manchester ('TfGM') provide a rating for a location's accessibility to public transport known as a Greater Manchester Accessibility Level ('GMAL'). Each area is graded between 1 and 8, where a score of 1 is very low access to public transport, and 8 is very high access to public transport. According to TfGM's GMAL dataset² the Site has a GMAL of 8 indicating a very high level of accessibility.
- 3.12 There are no designated heritage assets (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the Site boundary. There are 129 statutory Listed Buildings, one Scheduled Monument and eight Conservation Areas within a 500m radius of the Site. The closest heritage assets to the Site are:
- Grade II Listed Victoria Bridge, located adjacent to the Site's northern boundary;
 - Grade II Listed Blackfriars Bridge, located adjacent to the Site's southern boundary;
 - Grade I Listed Cathedral Church of St Mary, located approximately 60m north;
 - The Hanging Bridge immediately south of Manchester Cathedral Scheduled Monument, located approximately 60m northwest;
 - Cathedral Conservation Area, located adjacent to the Site's northern border; and
 - Parsonage Gardens Conservation Area, located adjacent to the Site's southern border.
- 3.13 There are no statutory ecologically designated sites within 2km of the Site. The nearest statutory designated site is the Rochdale Canal Site of Special Scientific Interest ('SSSI') and Special Area of Conservation ('SAC'), located approximately 5.7km northwest of the Site boundary. The Site lies within the Impact Risk Zone ('IRZ') of the Rochdale Canal SSSI and the Hollinwood Branch Canal SSSI. However, the Proposed Development does not exceed any threshold that would require MCC to consult with Natural England regarding the potential impacts on the SSSI.
- 3.14 No non-statutory designated ecological sites are located within 1km of the Site. The closest non-statutory designated ecological site is the Rochdale Canal Stott's Lane – Ducie Street Basin Site of Biological Importance ('SBI') located approximately 1.1km east of the Site.

² <https://data.gov.uk/dataset/d9dfbf0a-3cd7-4b12-a39f-0ec717423ee4/gm-accessibility-levels-gmal>

- 3.15 The closest watercourse to the Site is the Manchester Ship Canal located adjacent to the Site's western border.
- 3.16 The Site is located within Flood Zone 1 (indicating less than a 1 in 1,000 annual probability of fluvial flooding), Flood Zone 2 (indicating between a 1 in 1,000 and 1 in 100 annual probability of fluvial flooding) and Flood Zone 3 (indicating a greater than 1 in 100 annual probability of flooding). The Site is at Very Low risk with regards to pluvial flooding. The western extent of the Site is located within an area at risk from flooding from reservoirs.
- 3.17 The Site is located within the Greater Manchester Air Quality Management Area ('AQMA'). This AQMA covers the city centre and major roads in and out of the city.
- 3.18 The Site is not located in an Area of Outstanding Natural Beauty ('AONB') or any other area designated for its landscape value.
- 3.19 According to British Geological Survey ('BGS') maps the superficial deposits on site comprise Devensian Glaciofluvial Sheet Deposits, and the underlying bedrock is that of the Chester Formation.
- 3.20 A review of the Coal Authority Mining Risk GIS System indicates the Site is located within a coal mining reporting area, though the Site is not located in a Development High Risk zone.
- 3.21 The existing noise climate is dominated by road traffic noise emanating from the surrounding highway network.

Summary

- 3.22 The information regarding the Site, its history and characteristics, has been used to inform the assessment of significant effects and through the evolution of the design. In the absence of the Proposed Development the Site would likely remain in its current condition,

4. Alternatives

- 4.1 The Proposed Development has been developed through the EIA and design process with stakeholder and community consultation. Environmental constraints and potential adverse effects have been identified and as a result mitigation measures have been incorporated into the overall proposals.
- 4.2 A statutory requirement for inclusion in an ES is the reporting of the consideration of alternatives in the development of a proposal. Schedule 4 of the EIA Regulations states that an ES is required to provide:

'A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.'

No Development Option

- 4.3 As noted in Section 3: Site Description, the Site consists of comprises the northern section of a vacant office building and areas of hardstanding. The office building on Site has been granted prior approval for demolition (ref. 130049/DEM/2021) and as such will be demolished in the near future to facilitate development on the Site.
- 4.4 The Site has limited ecological features due to the majority of the Site comprising hardstanding and a building. Should the Site not be developed then it is anticipated that the ecological conditions would remain unchanged.
- 4.5 As noted in Section 3, the Flood Map for Planning shows that the entirety of the Site is located within Flood Zone 1, 2 and 3. The Site contains areas of very low, low, medium and high risk with regards to surface water flooding. In the absence of the Proposed Development the existing hydrological regime of the Site would remain unchanged.
- 4.6 The Site is located within the Ramada Complex SRF; therefore, it can be assumed that some form of development is likely to come forward on site in the medium to long-term.
- 4.7 The demolition and construction activities have the potential to increase the dust and noise in the local area. These will be controlled by best practice measures set out within a Construction Environmental Management Plan ('CEMP') and will only be temporary effects on local receptors. In the absence of the proposed development there will be no temporary disruption caused during the construction period.
- 4.8 The 'no development' option has been dismissed by the Applicants, as the reason for their involvement in the Site is to bring forward the development of the Site in line with the Ramada Complex SRF. The "no development" option would mean the Site is not developed and the potential benefits of the scheme would not be realised.

Design Evolution

- 4.1 The Applicants and the design team for the outline application have regularly liaised with MCC during a series of pre-application meetings in order to ensure that the evolving design meets the aspirations for the Proposed Development site. The Applicants have also engaged with statutory consultees and the public as outlined in the Statement of Community Involvement (SCI) which is submitted as part of the Supporting Planning Statement (Avison Young, October 2021) in support of the planning application.
- 4.2 The key points of design evolution of the Proposed Development are as follows:
- Creating an 'L' shaped building which allowed the massing of the development to be reduced from 30 storeys to 26 storeys and maximise the use of the Site.
 - Including communal roof terrace at Level 14 for residents of the building.
 - Stepping the massing of the upper floors (14 to 26) to reduce the visual dominance of the building.
 - Aligning the building to Deansgate to define the street edge and including retail units along Deansgate to activate the frontage.
 - Including a new public realm adjacent to the River Irwell.

5. The Proposed Development

5.1 The planning application seeks 'full' planning permission for a residential-led development comprising one tower of a ground plus 26 storeys that will provide 300 residential units with ground floor retail/ leisure units.

5.2 To confirm, the key elements of the Proposed Development sought for approval as part of the planning application is as follows:

- Erection of 13 storey, part ground + 26 storey building;
- Provision of 300 residential units;
- New leisure/ food and beverage space;
- New first-class amenity space;
- New public realm/ landscaping to the riverside and along Deansgate frontage;
- New amenity space for residents to the west of the residential building;
- 36 car parking spaces; and,
- New servicing and supporting infrastructure.

5.3 The Proposed Development is defined on the planning application forms as:

"Full planning application for the erection of a part ground + 13 storey, part ground + 26 storey building to form 300 no. residential apartments and ground floor retail/ leisure floorspace (Class E/ Sui Generis), together with private amenity space for residents, new public realm including riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis), new landscaping, parking, servicing, supporting infrastructure and associated works."

5.4 The assessment of effects is undertaken on the basis of the quantum of development and the detailed planning application drawings and elevations. These drawings include detailed layout, heights, elevations, widths, landscaping and access arrangements to the Site. These plans, along with the written description of the Proposed Development, allow the likely significant effects of the proposals to be fully assessed and appropriate mitigation secured.

5.5 The development comprises the following:

- 300 residential homes (Use Class C3) including:
 - 104no. 1 beds;
 - 183no. 2 beds;
 - 9no. 3 beds; and

- 4no. Penthouses.
- 200sqm retail space within the residential building (Use Class E / Sui Generis);
- 800sqm food and beverage space within the public realm (Use Class E / Sui Generis);
- 160sqm gym (Use Class sui generis);
- 30sqm cinema (Use Class Sui Generis);
- 300 cycle spaces;
- 36 car parking spaces (including three disabled parking spaces and seven EV charging spaces);
- Landscaping;
- Public realm; and,
- Associated infrastructure.

5.6 The quantum of development is presented in Table 5.1.

Table 5.1: Quantum of Development GIA

Use	Quantum
Residential Units (Use Class C3)	300
Floors	GF + 26 Floors
Ground floor commercial floorspace (Use Class E and Sui Generis)	200sqm
Public realm food and beverage floorspace (Use Class E and Sui Generis)	800sqm
Gym	160sqm
Cinema room	35sqm
Cycle storage	300 Cycle Parking Spaces
Car Parking Spaces	36 parking spaces (including 6% allocated for disabled parking spaces and 20% allocated for electric vehicle ('EV') charging).

Appearance

- 5.7 The development comprises a new build residential development. The building is 'L' shaped in plan which is in two blocks. The western block (referred to as the 'Irwell block') terminates at Level 14 and the eastern block (referred to as the 'Deansgate block') continues in a stepped form every two floors to Level 26 to create a series of private south facing terraces at for residents of the adjoining apartments at Levels 16, 18, 20, 22, 24 and 26.
- 5.8 Full details of the Proposed Developments appearance are set out within the submitted Design and Access Statement (John Matthews Architects, October 2021), however, a summary of the proposed appearance is provided below:

East Elevation

- The base is articulated through large civic scale columns which ground the building, with inset glazing to create active frontages along Deansgate.
- The main body of the facade is clad in a precast polished concrete shingle, with a hit and miss pattern, to create a depth.
- Each of the precast panels are embossed, starting at the base with an Ogee arch.
- The Ogee arch is in reference to the tracery within the Manchester Cathedral windows.

North Elevation

- The front door of the building is located on the north elevation, directly across from Manchester Cathedral.
- The north façade to the Deansgate block will be fully glazed and tapered in form.
- The building line is inset at ground and first floor.
- A sculptural cruciform column is located at the entrance.
- The north elevation to the Irwell block is clad in precast concrete with the Ogee pattern and texture applied to the lower floors to ground the building.

West Elevation

- The lower ground level benefit from views over the River Irwell on the west and north elevation with the new car park area provided at Level -02.
- The Irwell block has full width projecting balconies and curtain walling to the gable.
- The lower ground levels to this block taper in plan to enable continuation of the river walk.

- A private residents garden is located alongside the River Irwell with a new publicly accessible route along the river with steps up to Victoria Bridge Street and a new platform lift from Victoria Bridge Street to the car park.

South Elevation

- The precast shingles wrap around the Deansgate block to Level 13. The stepped form of the building begins at Level 14 upwards. The stepping occurs every two floors, providing a series of south facing apartments with terraces at Levels 16, 18, 20, 22, 24, and 26. Juliet balconies are proposed at all remaining apartments with full height curtain walling.
- The south façade to the Irwell Block is clad in metallic rainscreen and precast concrete cladding.
- The back of house areas including the substation, refuse store are located within the service yard. The cycle store and plant rooms to the lower ground levels are adjacent to the existing car park which has been extended at Level -02.

Materiality and Colour

5.9 A summary of the material palette to be used in the key elements of the proposals is provided below:

- Singled precast panels - with reference to the Collyhurst sandstone which was used to construct the Grade I listed Manchester Cathedral. The shingle panels will have a polished finish to animate the facade with reflectance and depth;
- The precast panels are embossed in a hit and miss arrangement, starting at the base with an Ogee arch which concentrates in scale towards the crown of the building - The Ogee Arch is in reference to the tracery within the Manchester Cathedral windows;
- Clear SG curtain walling system to the ground floor and full height of north façade.

Public Realm and Landscaping

5.10 The Proposed Development will include new landscaping and areas of public realm. The key features of the landscaping proposals are outlined below:

Irwell Terrace

5.11 A key feature of the scheme will be new public riverside space provided to the south west of the Site. The aim of this area is to create a key dwell space in a riverside setting. Food and drink outlets will be positioned around the edges of the space. Furniture, trees, planting and lighting are also proposed within this space to enable people to use the area throughout the day and night.

- 5.12 A private residential space will be created as part of the development to the north of the publically accessible space, facing onto the riverside. A new car park with deck will be created at Level -02 with a new publicly accessible route along the river with steps up to Victoria Bridge Street. A new residents landscaped area will be provided on top of the car park deck and a new platform lift from Victoria Bridge Street to the car park. The aim of the landscaped area is to create an inviting private space for residents to populate in different ways. The space uses trees and planting to spatially break it up which provides multiple smaller dwell options within it.
- 5.13 The riverside terrace incorporates both public and private areas. The residential terrace relates to the residential building to the north and the public terrace occupies the space adjacent to the hotel building. A transition zone separates the two uses for privacy.

Residential Arrival Space

- 5.14 A new entrance area will be created at the northmost point of the site as part of the public realm. This will be accentuated by the provision of diminishing steps to the front door and ornamental planning which will frame the entrance and tie into the public realm improvements intended to be provided along Deansgate.

Rooftop Terraces

- 5.15 A communal residential terrace will be provided at Level 14 at the roof of the Irwell Block. At Level 27 (the roof of the Deansgate Block) a private residential terrace will be available which will serve the penthouse occupants. These terraces will feature trees, planting and seating areas.
- 5.16 As noted above, the building form steps back every two floors from above Level 14 to create a series of private south facing terraces for the adjoining apartments at Level 16, 18, 20, 22, 24 and 26.

Access

- 5.17 Pedestrian access will be provided into the building through multiple entrances. The main entrance to the building will be provided on the north elevation and will allow access into the residential building. Pedestrians will access via a level entrance at ground floor level and will pass through a reception area before accessing the upper floors. A secondary access point is provided to Lower -02 via the existing adjacent car park.
- 5.18 Separate accesses will be created along Deansgate in accordance with the split of the individual retail units to be located along this elevation at ground floor level.
- 5.19 A private residents garden is located adjacent to the River Irwell. A new publicly accessible route will be provided along the river with steps up to Victoria Bridge Street and new platform lift from Victoria Bridge Street to the car park.
- 5.20 Secure cycle storage is provided at Level -01. Access to the cycle store is via the existing Blackfriars Street car park ramp. The existing car park entrance will also lead to the new parking area created at Level -02.

- 5.21 The postal lounge is accessed via the ground floor, via reception and down a feature staircase.
- 5.22 The refuse store is located on the south facade, accessed via the existing service yard.

Car Parking

- 5.23 A new car park with deck above the current level will be provided at Level -02 accessed via the existing car park adjacent.
- 5.24 36 no dedicated parking spaces will be provided and assigned to the residential development in this new car parking area which will form an extension of the existing adjacent car park which is to be retained with access maintained along Blackfriars Street and a new fire escape stair to be provided to the car park as part of the Premier House application (planning application reference: 130935/FO/2021). 6% of the car parking (2-3 spaces) will be allocated for disabled parking spaces and 20% will be allocated for EV charging (7-8 spaces).
- 5.25 No changes further changes will be made to the below ground parking provision which already exists on site. However, a simple priority junction with right turn pocket and 'Keep Clear' markings on Blackfriars Street provides the entrance / exit to the underground multistorey car park and these changes are being provided as part of the Premier House application (planning application reference: 130935/FO/2021).
- 5.26 The car park currently accommodates 360 spaces over three underground levels and is operated by Manchester City Council on a 'pay on arrival' basis for parking up to 24 hours. Annual season tickets are also available for this car park.
- 5.27 Outside of the new designated spaces created the rest of the parking available will therefore remain accessible by members of the public and will not become solely associated with the Proposed Development.
- 5.28 The approach to parking for this development is considered entirely appropriate due to the highly accessible location of the application site, which provides excellent opportunities for access by sustainable modes of travel. Any additional car parking demand associated with resident, staff or visitor car trips to the application site could be accommodated by existing local long-stay public / contract multi-storey car parking provision, as per the historic use of the Renaissance masterplan site.

Cycle Access and Cycle Parking

- 5.29 A cycle store is proposed to serve the development scheme, providing parking for 300 cycles.
- 5.30 This proposed level of cycle parking (1 space per apartment) is considered to represent an appropriate level of cycle parking supply in the city centre location. Cycle parking will be accessed via the existing car park / Level -01.

Demolition and Construction

Prior Approval for Demolition Application Ref. 130049/DEM/2021

- 5.31 Although the demolition proposals do not form part of this application and it is worth noting the separate Prior Approval application (Ref: 130049/DEM/2021) which was approved on 8th July 2021 as this application facilitates the proposals as set out within this report. An overview has been set out below which sets out the context for the proposals sought under this application.
- 5.32 The partial demolition will involve the removal of the northern part of the Premier House building. This includes the ramp canopy fronting Deansgate, removal of concrete upstand and window and demolition of circa 10m wide strip of the entire full height of the building down to slab level on Deansgate.
- 5.33 The condition of the building has been deteriorating for a number of years and it has become an eyesore. The removal of these elements of the Site will therefore facilitate the external alterations proposed under recently submitted application Ref: 130935/FO/2021 and will allow for the complete refurbishment of the Site into a high-quality commercial workspace with level access and animated frontages to Deansgate.
- 5.34 The demolition as approved under this prior approval application is also necessary to clear the northmost area of the Site to make way for a new high quality residential development which is the subject of this application, as discussed further within this report.
- 5.35 Although a prior approval for the necessary partial demolition of Premier House has been approved, the EIA has also assessed the demolition works as part of the construction phase for the Proposed Development as the demolition is necessary in order to deliver the Proposed Development.

6. Townscape and Visual

- 6.1 Townscape effects associated with a development relate to changes in the character and quality of the townscape and how it is experienced. Visual effects relate closely to townscape effects, but they concern changes in views. The assessment of visual effects takes account of people's perception and response to change in views, particularly in terms of new elements that cause visual intrusion or new features that obstruct views.
- 6.2 A Townscape and Visual Impact Assessment (TVIA) has been carried out by Randall Thorp LLP to assess the likely significant effects of the Proposed Development on townscape value and visual amenity.
- 6.3 An analysis of the Townscape and Visual Effects of the Proposed Development was carried out, according to the Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013), by The Landscape Institute and the Institute of Environmental Management and Assessment.
- 6.4 A Study Area of 0.5km was established as it was considered that the potential for townscape character and features to be significantly affected by the Proposed Development would be limited to the Site itself and an area of up to 0.5km around the Site. It is also considered that due to the well built-up nature of the city centre the main areas from which the Proposed Development would be visible are largely contained to within a 0.5km radius of the Site. 2no. viewpoints have been included outside of this radius as they form part of arrival routes to the city.
- 6.5 Townscape receptors which could potentially be impacted on by the Proposed Development include the following Townscape Character Areas (TCAs):
- The Cathedral, Cathedral Gardens and its setting;
 - The City Centre Retail area;
 - Parsonage Gardens and St Anne's Square;
 - Shudehill;
 - The mixed-use area to the west of the River Irwell; and
 - Trinity Church and its setting.
- 6.6 The likely visual effects associated with the development proposals have been ascertained through the consideration of 15 representative viewpoints (VPs).
- 6.7 Visual receptors at the following locations have been identified and are assessed as part of the TVIA:
- Cathedral Gardens (VP 1.1);
 - Exchange Square (VP 2.1 – 2.2);

- Greengate Square (VP 3.1);
- Cathedral Approach (VP 4.1);
- Victoria Station arrival (VP 5.1);
- Deansgate / A56 (VP 6.1 – 6.2);
- Parsonage (VP 7.1);
- Blackfriars Street (VP 8.1 – 8.2);
- Victoria Street/ A56 (VP 9.1);
- Corporation Street (VP 10.1);
- Cheetham Hill Road (VP 11.1); and
- St Annes Square (VP 12.1).

6.8 Locations of the VPs can be seen at **Appendix II**.

6.9 Mitigation of the likely construction effects on townscape and views will be largely achieved through the implementation of Construction Environmental Management Plan (CEMP) which will include the following:

- Handling of materials to prevent pollution;
- Visual screening of the Site activity with hoardings where practical;
- Siting of construction compounds to minimise visual effects on receptors; and
- Management of working time to minimise visual effects on receptors.

Townscape Effects During Construction

6.10 Townscape effects on the Cathedral Conservation Area townscape setting would be **Major – Moderate adverse/ short term/ temporary at a local level**. The Site sits directly adjacent this Character Area and the construction activity will be perceived from the southern and eastern portion of the area.

6.11 The Site sits within the City Centre Retail TCA, there would be **Moderate Adverse/ short term/ temporary effects at a local level**. Construction activity is at odds with the TCA, however the change will be perceived for a small portion of the overall character.

6.12 Effects on the remaining townscape character areas are assessed as **Minor Adverse/ Short Term/ Temporary at a local level**. There is limited intervisibility between these character areas and the Site, and whilst construction activity will be at odds with the character areas, the change will barely be perceived.

6.13 Effects on the townscape character during the demolition and construction phase would be **significant**, however these effects would be short term and temporary.

Visual Effects During Construction

- 6.14 There would be **major - moderate adverse** effects on the views from the Cathedral Gardens, Exchange Square, Greengate Square, and the Cathedral approach. These public open spaces are pedestrianised with views to local landmarks which means they are assessed as sensitive views, whilst the existing building on site is unattractive the change in view will be towards that of construction activity which would be at odds with the setting.
- 6.15 Effects on view from the roads surrounding the Site are assessed as moderate or **moderate – minor adverse**. In general, these views are fleeting, and therefore not considered as sensitive. The change in view of demolition and construction or tall plant would be at odds with the existing view and setting.
- 6.16 The construction activity would not be visible from St Anne's Square, therefore the effects on this square are **negligible**.
- 6.17 Effects on visual receptors during the demolition and construction phase would be **significant** however these effects would be short term and temporary.

Townscape Effects on Completion

- 6.18 Visual effects on the Cathedral Conservation Area townscape setting would be **Moderate Beneficial/ Long Term/ Permanent at a local level**. The Site sits directly adjacent to this character area and the Proposed Development will be perceived from the southern and eastern portion of the area. This change will be a positive change to the townscape quality and character.
- 6.19 The Site sits within the City Centre Retail TCA, there would be **Moderate Beneficial/ Long Term/ Permanent effects at a local level**. The change would be perceived within the western portion of the TCA, and the change would be positive, improving the townscape and quality of the Site and its immediate setting.
- 6.20 Effects on the remaining townscape character areas are assessed as **Neutral/ Long Term / Permanent at a local level**. There is limited intervisibility between these character areas and the Site, and where the Proposed Development can be perceived the change would not be at odds with the townscape.
- 6.21 Effects on the townscape character upon completion are **beneficial** or **neutral**, permanent and are assessed as **not significant**.

Visual Effects on Completion

- 6.22 There would be **moderate beneficial** effects on the views from the Cathedral Gardens, Exchange Square, Greengate Square, and the Cathedral approach. These public open spaces are pedestrianised with views to local landmarks which means they are assessed as sensitive views. The existing building on site is unattractive the change in view will be towards that of new high quality well design building will have a positive effect on the visual receptors with clear views towards the Site.

- 6.23 Effects on view from the roads surrounding the Site are assessed as **moderate – minor** or **minor beneficial** or **neutral**. In general, these views are fleeting, and therefore not considered as sensitive. The change in view would be an improvement on the existing view experienced and would be at odds with the existing view and setting.
- 6.24 The Proposed Development would not be visible from St Anne's Square, therefore the effects on this square are **negligible**.
- 6.25 Effects on the visual receptors upon completion are **beneficial, neutral, or negligible** and assessed as **not significant**.

7. Heritage

- 7.1 A heritage assessment has been undertaken to assess the baseline heritage conditions currently at the Site and the surrounding area, evaluate the potential direct and indirect effects of the development, and outline any avoidance and mitigation measures which may be needed to address potential impacts. The Heritage Assessment has been undertaken by Turley.
- 7.2 There are no designated statutory heritage designations on site (Scheduled Monuments, Grade I or Grade II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields).
- 7.3 A Study Area of 0.5km was established to determine the likely significant effects on heritage assets in the surrounding area. This was established by considering:
- The nature and scope of the Proposed Development;
 - The proximity of heritage assets to the Site;
 - The degree of inter-visibility between heritage assets and the Site taking into consideration, for instance, interposing townscape features; and
 - The significance and sensitivity of the relevant heritage assets and their setting.
- 7.4 Of the heritage assets identified within 0.5km of the Site, there is potential for significant environmental effects on the following:
- Blackfriars Bridge (grade II listed) adjacent to the south of the Site;
 - Blackfriars Street group: The Crown Tavern, 14 and 16 Blackfriars Street and 10 and 12 Blackfriars Street (all grade II listed) circa 150 metres to the west of the Site;
 - 4 Booth Street (grade II listed) circa 250 metres to the west of the Site;
 - 62 Chapel Street (grade II listed) circa 200 metres to the west of the Site;
 - Church of the Sacred Trinity and Salford War Memorial (grade II* and II listed) circa 250 metres to the north west of the Site;
 - Haywards Building (grade II listed) circa 100 metres to the south of the Site;
 - Barton Arcade (grade II* listed) circa 100 metres to the south of the Site;
 - Royal Exchange (grade II listed) circa 200 metres to the south east of the Site;
 - St Ann's Square Group: 16 St Ann's Square, 18 and 20 St Ann's Square and 22 St Ann's Square (all grade II listed) circa 200 metres to the south east of the Site;

- Cateaton Street Group: Sinclairs Oyster Bar and The Old Wellington Inn, Mitre Hotel and Mynshulls House (all grade II listed) circa 150 metres to the north east of the Site;
- Cathedral Church of St Mary (grade I listed) circa 150 metres to the north east of the Site;
- Former Corn and Produce Exchange (grade II listed) circa 200 metres to the north east of the Site;
- Chethams School complex: South east wing to Chethams Hospital, Detached block of schoolroom approximately 20m south of Chethams Hospital, Chethams Hospital and attached wall (grade I and II listed) circa 250 metres to the north of the Site;
- Victoria Bridge (grade II listed) adjacent to the north of the Site;
- Railway Viaduct and Retaining Walls at Junction with Greengate (grade II listed) circa 150 metres to the north west of the Site;
- Hanging Bridge (scheduled monument) circa 50 metres to the north east of the Site;
- Cathedral Conservation Area adjacent to the north of the Site;
- Parsonage Gardens Conservation Area adjacent to the south of the Site;
- St Ann's Square Conservation Area adjacent to the south east of the Site;
- Flat Iron Conservation Area circa 10 metres to the west of the Site;
- Dial House (non designated) circa 100 metres to the west of the Site; and
- Warehouse on Booth Street (non designated) circa 150 metres to the north west of the Site.

7.5 Temporary, secure fencing and barriers or hoardings around the perimeter of the Site will be established at the outset through the implementation of a CEMP and Traffic Management measures. This will assist in containing and managing the construction process of the Proposed Development, including partially screening the visual impact.

7.6 It is concluded that during the demolition and construction phase there would be temporary adverse effects on Blackfriars Bridge, the Cateaton Street group (Mynshull's House and the Mitre Hotel), the Cathedral Church of St Mary, Victoria Bridge, the Railway Viaduct and Bridges at Greengate, the Cathedral Conservation Area and Dial House. These effects range from **minor adverse** to **moderate adverse**. For all other identified heritage assets the effects of the demolition and construction phase are considered to be **negligible**. All effects are considered **not significant**.

7.7 When completed it has been concluded that the Proposed Development would have a **moderate adverse** effect on the Cathedral Church of St Mary and a **minor adverse** effect on the Cathedral Conservation Area. For all other assets the effect would be **negligible** and all effects are considered **not significant**.

8. Wind Microclimate

- 8.1 A wind microclimate assessment has been undertaken to assess the baseline wind conditions on site and to evaluate what effects the Proposed Development may have on these conditions during both the construction and operational phases. The assessment has been prepared by GIA.
- 8.2 The assessment of the wind conditions requires a standard against which the measurements can be compared. This assessment uses the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind, are described in Table 8.1. If the measured wind conditions exceed the threshold wind speed for more than 5 % of the time, then they are unacceptable for the stated pedestrian activity.

Table 8.1: Lawson Comfort Criteria

Comfort Category	Mean Wind Speed (5% exceedance)	Description
Sitting	4 m/s	Acceptable for outdoor sitting use (e.g. cafes, benches, balconies).
Standing	6 m/s	Acceptable for main building entrances, pick-up / drop-off points and bus stops.
Walking (leisure)	8 m/s	Acceptable for strolling.
Walking (business)	10 m/s	Acceptable for external pavements, walking purposefully without lingering.
Uncomfortable	>10 m/s	Not comfortable for regular pedestrian access.

- 8.3 In terms of safety, for the general public, a wind speed of 15 metres-per-second (m/s) occurring once per year is rated as unsafe with the potential to de-stabilise the less able members of the public, including the elderly, cyclists and children. Able-bodied users are more likely to be capable of defending themselves against extreme pedestrian level winds and thus experience distress at a higher threshold wind speed of 20m/s, once per year.
- 8.4 Details of the safety criteria are presented in Table 14.1 and are based on the exceedance of the threshold wind speeds, based on the mean hourly value and on the gust equivalent mean value, occurring once per annum.

Table 8.3: Lawson Safety Criteria

Safety Category	Mean Wind Speed (0.022% exceedance)	Description
No Safety Exceedance	<15 m/s	
S15 (Distress)	>15 m/s	Unsafe for frail individuals, or cyclists
S20 (Safety)	>20 m/s	Wind conditions considered unsafe for all users

- 8.5 A Study Area of 0.4km was established as it is considered that the Proposed Development has the potential to affect wind microclimates within this area.
- 8.6 Existing winter conditions range between sitting, standing and leisure walking throughout the Study Area. Summer conditions range between sitting and standing throughout the Study Area.
- 8.7 Conditions at the bus stops are suitable for sitting in any season. This is suitable for the intended use.
- 8.8 There are no regions of leisure walking adjacent to any buildings, so all building entrances will be suitable for either sitting or standing. This is suitable for the intended use.
- 8.9 There are no recorded risks of strong winds anywhere within the Study Area.
- 8.10 As the baseline conditions are relatively calm, and the existing on-site building is not of significance height, the demolition of the existing building should not reasonably be expected to have an impact on local conditions. This can be treated as a **negligible** wind effect (**not significant**).
- 8.11 During the construction of the Proposed Development, conditions will gradually change from the baseline conditions to the conditions experienced during the operational phase. As there are no significant adverse effects at ground level during the operational phase it is reasonable to expect that there will not be any adverse effects during this transition. Therefore, during the construction phase this can reasonably be treated as a **negligible** wind effect (**not significant**).
- 8.12 At the completed development phase, it is anticipated that the wind conditions on site and in the surrounding area will be suitable for the intended use. This is, therefore, a **negligible** effect which is **not significant**. The

Level 26 terrace and west facing balconies are suitable for sitting in either summer or winter conditions. This is a category calmer than required, which is a **minor beneficial** effect (**not significant**).

9. Socio-Economics

- 9.1 A socioeconomic assessment has been undertaken to establish the baseline socio-economic conditions on site and in the surrounding areas and to assess the potential impact the Proposed Development may have on the existing socio-economic conditions. The assessment has been written undertaken by Avison Young.
- 9.2 According to NOMIS, the job density level in 2019 (i.e. the ratio of jobs available divided by the resident population aged between 16 and 64) was 1.18 in Manchester and 0.86 in Greater Manchester. The job density across the North West was 0.86 and across Great Britain was 0.87. This indicates that the jobs density in Manchester is higher than the averages across the Greater Manchester sub-region, the North West and Great Britain.
- 9.3 Between January 2020 and December 2020, the estimated proportion of people resident in Manchester classified as 'Economically Active - In Employment' was 66.3%, which is lower than the average of 72.5% across Greater Manchester sub-region, and lower than 74.2% across the North West region and 75.4% across Great Britain.
- 9.4 The estimated proportion of people in Manchester classified as 'Economically Inactive' between January 2020 and December 2020 was 27.5%, which is higher than the sub-regional average of Greater Manchester (23.3%), regional average for the North West (22.4%) and the national average of Great Britain (20.9%) (NOMIS, 2021).
- 9.5 According to NOMIS (2021), the estimated total number of the population within Manchester who claimed out of work benefits was 31,465 as of July 2021. This equates to 8.0% of the population, which is slightly higher than the Greater Manchester region proportion (6.9%), and higher still than the regional and national proportions (6.0% and 5.5% respectively).
- 9.6 There are 18 primary schools within 2.5km of the Site. Their current roll and capacity (as of July 2021) indicates there is a cumulative surplus of 528 available places.
- 9.7 There are 19 existing secondary schools within 5km of the Site and their current roll and capacity (as of July 2021) indicates there is a surplus of 1,173 secondary places.
- 9.8 The overall ratio of GPs: patients for GP surgeries within 2.5km of the Site is 1: 1,183, which is below the national target of 1:1,800 and therefore indicates there is capacity within the local area for additional patients.
- 9.9 There are 14 dentist surgeries within 2.5km of the Site, approximately half of which are accepting new NHS patients at present. There are also a number of pharmacists and opticians within 2.5 km of the Site.
- 9.10 There are no open spaces within the Site.

- 9.11 There are four public realm spaces within 800m of the Site: Parsonage Gardens is c. 60m south west of the Site, Cathedral Gardens is 300m north east of the Site, Great Northern Square is 500m south of the Site, Piccadilly Gardens is 800m southeast of the Site. These areas are limited in extent and options for use.
- 9.12 The potential effects of the Proposed Development have been assessed at the district (Manchester) and sub-regional (Greater Manchester) levels.
- 9.13 During the demolition and construction phase of the development it is estimated that there will be 420 total gross direct jobs created. The demolition and construction works will also lead to an increase in spending in the economy by contractors. Such multiplier effects are anticipated both in terms of the sourcing of supplies (indirect employment across wider supply chains) and spending by on the Site workers (induced employment) within and outside of their working hours. It is anticipated that there will be 714 total gross indirect and induced jobs generated during demolition and construction. This increase in jobs is anticipated to result in a **major beneficial** effect in the short-term at the district level which is **significant** and a **moderate beneficial** in the short-term at the sub-regional level which is **not significant**.
- 9.14 Based on the assumption that 60% of the full time equivalent (FTE) construction workers would spend £6 a day for 232³ days a year, a gross spend of circa £2,367,792 during the demolition and construction works is expected⁴. This is considered to be **major beneficial** in the short-term at the district level which is **significant** and **negligible** in the short-term at the sub-regional level which is **not significant**.
- 9.15 Due to the floorspace proposed (permanent retail space proposed for Food and Beverage use), it is anticipated that employment opportunities will be created by the completed development. The completed development is estimated to result in approximately 25 gross direct FTE jobs. This is considered to be **negligible** significance in the long-term at the district level which is **not significant**.
- 9.16 The new residential population within the completed development would result in increased household spending in the local area. Based on this analysis and the net addition of 300 households to the local area, it is estimated that the gross additional household expenditure generated by the new residential population at the Site would be around £138,540 per week and £7,204,080 per annum. The likely effects from an increase in household spend from the completed development are considered to be of **major beneficial** significance in long-term at the district level which is **significant**.
- 9.17 The Proposed Development will involve the provision of 300 residential units. The SRF seeks to deliver circa. 600 one-, two- and three-bedroom distinctive, high quality residential apartments. This is set in the context of the Manchester Residential Growth Strategy (2016) target to provide 25,000 new homes in a ten-year period between

³ The 232 working days was based on the assumption that a FTE employee works five days a week, with four weeks holiday and eight bank holidays off per year.

⁴ This is based on an anticipated construction period of 2.5 years.

2016 and 2025. The likely effects related to an increase in housing stock are considered to be of **major beneficial** significance in the long-term at the district level which is **significant**.

9.18 Based on a pupil product ratio calculation of 0.03 primary places per unit, it is estimated that there would be 26 children of primary school age generated by the completed development. This would have a **negligible** effect on the capacity of primary schools in the surrounding area which is **not significant**.

9.19 Based on a pupil product ratio calculation of 0.23 secondary places per unit, it is estimated that there would be 201 children of secondary school age generated by the completed development. This would have a **negligible** effect on the capacity of primary schools in the surrounding area which is **not significant**.

9.20 The completed development will lead to an increase in the number of patients in the local area. The Proposed Development is estimated to yield 872 individuals in total. The likely effects on primary healthcare facilities are considered to be of **negligible** significance in the long-term at the local level which is **not significant**.

9.21 There are approximately 14 dentist surgeries within 2.5km of the Site. At least half of these dental practices were found to be admitting NHS patients at the time of the assessment and, as such, it is considered that there is sufficient capacity within the existing infrastructure with respect of dental health provision to accommodate the proposed residents generated by the Proposed Development. The likely effects on such facilities are considered to be **negligible** in the long-term at the local level which is **not significant**.

10. Health

- 10.1 A health impact assessment has been undertaken to establish the potential direct and indirect impacts on the health and well-being of residential communities and other human receptor groups that may be affected during the operation and construction of the Proposed Development. The assessment has been written undertaken by Avison Young.
- 10.2 According to 2011 census data, the majority of households in Greater Manchester travel to work by car or van (62.5%). However, travel patterns associated with the Manchester City Centre area show much lower levels of car trip demand (18.3%) for journeys and a commensurate higher take up of sustainable travel modes (walk / cycle and public transport) when compared to the rest of the conurbation. Indeed, journeys to work from city centre home origins illustrate car use levels at less than a third of that for the remainder of the Greater Manchester conurbation.
- 10.3 The census data shows that 49.5% of journeys to work in the city centre are made on foot, this is higher than Greater Manchester as a whole in which on 11.4% of journeys are made on foot.
- 10.4 The location of the Site allows for practical cycle access to the majority of the built-up area surrounding the city centre reaching to Salford, Whalley Range, Longsight, Harphurhey and Crumpsall. There are several dedicated cycle facilities around the Site including on-road routes along Deansgate.
- 10.5 The Site provides excellent accessibility to bus, Metrolink (tram) and rail networks by virtue of its location.
- 10.6 Bus stops are located immediately adjacent to the Site on both Blackfriars Street (Stop NC) and Deansgate (Stop ND).
- 10.7 The closest railway station to the Site is Victoria Station which is situated approximately 360m to the northeast of the Site. Victoria Rail station facilitates east / west services across the region.
- 10.8 Transport for Greater Manchester (TfGM) provide a rating for a location's accessibility to public transport known as a Greater Manchester Accessibility Level (GMAL). Each area is graded between 1 and 8, where a score of 1 is very low access to public transport, and 8 is very high access to public transport. According to TfGM's GMAL dataset the Site has a GMAL of 8 indicating a very high level of accessibility.
- 10.9 In Manchester, 63.4% of the population are identified as 'Active' (150 minutes+ a week), 12.7% are 'Fairly Active' (30-149 minutes a week) and 23.6% are 'Inactive' (<30 minutes a week) (Sport England, 2020).
- 10.10 As noted in Section 3 above, the Site is located within the Greater Manchester Combined Authority AQMA as annual mean concentrations of NO₂ (Nitrogen Dioxide – a pollutant from road traffic) have been above the relevant Air Quality Objective (AQO). Pollutant concentrations at the Site have been predicted for current and

future conditions up to 2023 using DEFRA's 1km by 1km grid database. Predicted background NO₂, PM₁₀ and PM_{2.5} concentrations are below the relevant AQOs and Air Quality Target Values (AQTV) at the Site.

- 10.11 As noted in Section 9: Socio-economics above, there are 12 GP surgeries within 2.5km of the Site. The average patient per full-time equivalent (FTE) GP ratio is 1,183, lower than the national target of 1:1,800. This therefore indicates there is capacity within the local area for additional patients.
- 10.12 There are 14 dentist surgeries within 2.5km of the Site, approximately half of which are accepting new NHS patients at present.
- 10.13 As noted in Section 9: Socio-economics, there are 18 primary schools within 2.5km of the Site. Although existing information shows that four of the schools are over capacity, there are 528 spare places across the 18 schools. There are 19 secondary schools within 5km of the Site. Overall, there are 1,173 spare places across 13 of these schools.
- 10.14 During the demolition and construction phases of the Proposed Development a CEMP will be implemented which will seek to reduce the potential effects with regards to:
- Safety;
 - Connectivity;
 - Air quality; and,
 - Noise.
- 10.15 The majority of effects at the demolition and construction phase are anticipated to be **negligible** which is **not significant**. One **major beneficial** impact is anticipated with regards to job creation which is **significant**.
- 10.16 Measures will be implemented at the completed development stage to improve climate change resilience of the development which will reduce the potential for adverse effects on the new residents of the Proposed Development.
- 10.17 The developer has developed a Travel Plan to set out measures to encourage residents to travel by sustainable modes. Measures include:
- Encouraging Efficient Car Use;
 - Encouraging Increased Use of Public Transport;
 - Encouraging Increased Walking; and,
 - Encouraging Increased Use of Cycling.

10.18 At the completed development phase the majority of impacts are anticipated to be **negligible** to **minor beneficial** which is **not significant**. One **major beneficial** effect is anticipated with regards to the creation of new homes which is **significant**.

11. Climate Change

- 11.1 A climate change assessment has been undertaken by Wardell Armstrong. Three aspects of climate change assessment are considered in the ES:
- Assessment of Impacts: A conventional impact assessment that will focus on the potential impacts of the Proposed Development (i.e. greenhouse gas (GHG) emissions on the climate); This will include an overview of how the Proposed Development aids in the mitigation of climate change; and
 - Assessment of Climate Resilience: A review of the resilience of the Proposed Development to the potential effects arising from projected changes in future climate. This will include a qualitative discussion of the vulnerability and sensitivity of the Proposed Development to climate change effects, with an assessment of the magnitude of effects.
- 11.2 The baseline scenario does not consider a “do nothing scenario” in which no development is constructed. It assumes that there is a need for the development and will be constructed. In doing so, recognition must be paid to the fact that emissions will still be caused by the introduction of a new development and these will contribute to global warming. The baseline scenario in the climate change assessment is considered to be a ‘typical’ development, delivering the same outputs as the Proposed Development, but built to standard building regulations and using normal construction practices and therefore allows comparison of relative effect.
- 11.3 The assessment considers the operational CO₂ emissions over an 80-year period.
- 11.4 The ‘typical’ development emissions for the 80-year operational lifespan has been modelled as 35,401 tCO₂e.
- 11.5 Mitigation measures at the construction stage include using materials that have low embodied emissions and reducing the distance travelling to the Site. There are also numerous standards that a contractor is expected to commit to during the construction. Prior to construction commencing, a CEMP and Waste Management Plan can be secured by condition which brings together these standards with site specific prescriptions. This can reduce the impacts on the environment during the construction and operation processes and ensure the design allows capacity for effective waste management for residents.
- 11.6 It is anticipated that there will be a **minor beneficial** effect during the construction phase which is **not significant**.
- 11.7 A fabric first approach will be taken which recognises the most effective way of minimising carbon emissions is to reduce the demand for heat and power through a well-insulated, energy efficient building fabric and services.
- 11.8 The following measures implemented within the design of the residential building to reduce energy use and carbon emissions:

- Specification of thermal insulation and air permeability standards to exceed the minimum standards contained within Building Regulations Part L 2013;
 - Incorporating high efficiency lighting targeting 100% of all light fittings as LED;
 - Mechanical Heat Recovery Ventilation (MVHR);
 - Use of smart space heating controls including integrated programmer and thermostat; and,
 - Waste Water Heat Recovery (WWHR).
- 11.9 Air Source Heat Pumps (ASHPs) have been incorporated as part of the all-electric building services strategy to deliver a further saving in carbon emissions.
- 11.10 The development will support EV charging, the associated wiring and conduits will be built into structures such that 20% of parking spaces can be supported with EV charging stations, that is between 7 and 8 parking spaces out of the proposed 36.
- 11.11 The above mitigation measures are indicated to provide an average of 9.32% improvement in CO₂e emissions for the residential units.
- 11.12 It is also acknowledged that by pursuing an all-electric heating strategy within the residential element, the development will benefit from considerable additional emission reductions as the electricity grid continues to decarbonise to 2050, when it is required to be zero carbon.
- 11.13 Potential impacts at the construction stage are anticipated to be **minor beneficial** and **not significant**.
- 11.14 The predicted relative emissions per year, would result in a **major beneficial** and **significant** impact.
- 11.15 With regards to climate resilience, the Proposed Development will incorporate good design measures which will combat climate change effects such as:
- Soil Drying;
 - Heat waves and cold spells;
 - Higher relative humidity;
 - Increased precipitation;
 - Stronger gales;
 - Increased solar radiation; and
 - Variations in cloud cover.
- 11.16 The potential effects as a result of the above factors are anticipated to range from **negligible** to **minor adverse** which is **not significant**.

12. Cumulative Effects

12.1 In line with Schedule 4 Paragraph 5(e) of the EIA Regulations, an ES must provide a description of the likely significant effects of a project on the environment resulting from:

“...the culmination of effects with other existing and / or approved projects...”

12.2 Such effects are known as ‘cumulative effects’.

12.3 Given that existing development will be considered in the environmental baseline conditions relevant to the Site and the development, and a consideration of the likelihood of significant environmental effects of the development are judged against the relevant environmental baseline conditions, the potential for cumulative effects focuses as a minimum on those developments with:

- A resolution to grant planning permission.
- A valid planning permission and yet to start on-site.
- A valid planning permission and under construction.

12.4 These are referred hereafter as ‘Committed Developments’.

12.5 A review of MCC and SCC planning portals has confirmed that there are a number of Committed Developments which have the potential to interact with the Proposed Development and generate cumulative effects. Therefore, a cumulative assessment has been undertaken. The search area extended to a 0.5km radius from the Site boundary. It was considered a 0.5km radius was a suitable distance to identify the potential for any cumulative or synergistic effects that may arise, when considering the nature, location and scale of the Proposed Development. The cumulative developments are listed in Table 12.1 below.

Table 12.1: Committed Developments

Site Ref.	Application No.	Proposal	Approx. Distance and Direction
1	111777/FO/2016/C1	Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (178 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works.	390m northeast

Site Ref.	Application No.	Proposal	Approx. Distance and Direction
2	124995/FO/2019	Erection of a five storey educational building (18495 sqm) (Use Class D1) with associated access, servicing, landscaping, public realm and other associated works following removal of existing car park	430m north
3	118831/FO/2018	Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works	490m north
4	122280/FO/2019	Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 8 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 345 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building	330m north
5	19/74205/FULEIA	Erection of a mixed use development comprising a single building with two blocks (14 and 55 storeys) to include: 545 residential apartments, associated residents' facilities and basement parking; and 3 no. commercial units (use classes A1, A2, A3, B1 & D1) with associated landscaping and public realm works.	320m northwest
6	15/66806/FUL	Demolition of existing factory walls and river walk way to provide mixed use development comprising of 2 blocks ranging from 15 to 34 storeys in height total of 300 residential units with associated off street parking, together two commercial units comprising of 474sqm of floor space (A1, A2, A3 and B1) at ground floor level.	370m northwest
7	18/71330/FUL	Erection of three residential blocks, comprising of a total of 156 apartments, together with car parking and landscaping	480m northwest

Site Ref.	Application No.	Proposal	Approx. Distance and Direction
8	19/74465/HYBEIA	Hybrid planning application for demolition of existing buildings on the site and comprehensive redevelopment to create between 1,407 and 1,521 dwellings, comprising of: (a) Phase 1 (submitted in full with no matters reserved) for development of a 50-storey residential building; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new public park; highways and public realm improvements and other associated works; and, (b) Phases 2 and 3 (submitted in outline with all matters reserved) for the development of two residential buildings up to 42 storeys in height; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new highways; a public square; public realm improvements and other associated works. (EIA development, accompanied by Environmental Statement)	300m northwest
9	18/72242/FUL	Demolition of existing and former light industrial / commercial units, and the construction of a residential-led mixed-use development. Erection off a building ranging from 7-14 storey high comprising 104 residential apartments (C3 use) with ancillary communal spaces, a commercial unit (A1, A2, A3, B1, D1), together with associated parking and amenity space.	440m northwest
10	20/74637/FUL	Demolition of existing building and erection of a new building (ground plus 17 storeys) comprising 115 residential units (Use Class C3) with associated residents' facilities at ground floor and other ancillary functions; associated access, public realm and other associated works.	470m northwest
11	17/70626/FUL	Erection of one 18 storey residential building (Block A, Use Class C3); one 16 storey residential building (Block B, Use Class C3); one 18 storey building providing a mix of residential and serviced apartment accommodation and amenity facilities including lounge, swimming pool and gym (Block C, Use Class Sui Generis); 536sqm of commercial floorspace (Use Classes A1, A2, A3, A4); new access from Greengate; car and cycle parking; public realm and landscaping; and other associated works.	140m northwest
12	20/76134/FUL	Erection of 16-storey building plus plant comprising a hotel (Use Class C1) with ancillary bar and restaurant uses, access, servicing, landscaping and other associated	140m northwest

Site Ref.	Application No.	Proposal	Approx. Distance and Direction
		works	
13	126638/FO/2020	Erection of part 17 storey (plus roof top plant behind parapet), part 6 storey building and the conversion with single-storey rooftop extension of the existing building at 1 & 3 Back Turner Street to comprise office accommodation (Class B1(a)) with front of house and commercial floorspace at ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) and D2 (gym and cinema) use with associated landscaping and other works following demolition of existing buildings at 30 & 32 Shudehill and 1 & 3 Nicolas Croft	475m east
14	121375/FO/2018	Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.	490m east
15	111805/FO/2016/C1	Demolition of Brazennose House and associated structures and development of a new office building (Use Class B1), with ground floor retail uses (Use Classes A1, A2 and A3), basement car parking, servicing and cycle parking, highways works to Mulberry Street, new public realm and landscaping, and associated works.	420m south
16	110078/FO/2015/C1	Demolition of existing buildings on-site. Erection of basement plus ground plus 11 storey office building with flexible retail units (Use Class A1, A2, A3, A4) at ground floor level, access and landscaping and associated works.	380m south
17	16/67779/FULEIA	Demolition of existing buildings, erection of a 35 storey residential building (Use Class C3), consisting of 318 apartments and mezzanine floor, residential amenity areas and commercial unit (Use Classes A1, A2, A3, A4, B1, D2), (404sqm floor space), public realm and landscaping, access and servicing arrangements and associated works, and construction of new entrance to office building	408m west

Site Ref.	Application No.	Proposal	Approx. Distance and Direction
18	115200/FO/2017	Erection of an 8-storey building to form ground floor commercial (619 sqm) (Use Classes A1, A2, A3, A4 or A5) and upper offices (4055 sqm) (Use Class B1) with associated car parking, plant and other associated work	360m southwest
19	130446/FO/2021	Development comprising external alterations to the existing hotel building including new building entrance, creation of a rooftop bar and outdoor terrace, modifications to the conference suite mezzanine block, creation of a rooftop kitchen garden, modifications to the building facades, public art installations and other works.	On site
20	129251/FO/2021	Change of use of upper floors and erection of three storey rooftop extension, including plant level, to Kendal Milne building to provide offices on floors 1-9 (Use Class E), together with change of use of ground, lower ground and basement levels of Kendal Milne building to flexible commercial spaces (Use Class E, F2 and /or Sui Generis (Drinking Establishments) and associated elevational alterations and works; Demolition of adjacent Fraser Building and link bridges and erection of 14 storey office building (Use Class E), including plant level, together with associated amenity space and ground and basement floor flexible commercial units (Use Class E, F2 and / or Sui Generis (Drinking Establishments)) and basement areas for cycle storage and plant; Highways landscaping and public realm works, engineering and infrastructure works and other associated works.	200m southwest
21	126328/FO/2020	Erection of a 17 storey building comprising office use (Use Class B1a) and flexible ground floor commercial units (Use Classes A1 shop, A2 financial and professional services, A3 restaurant/cafe and A4 drinking establishment), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building.	30m southeast
22	130935/FO/2021	Refurbishment of retained structure comprising stripping building back to its core, external alterations including new facades and extension of floorplate on Deansgate elevation (circa 3m) to create new office space (Use Class E) (floors 1-3) with new ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace (Class E/ Sui Generis), amendments to existing servicing arrangements including new service yard entrance, new rooftop amenity space for use of occupiers of floors 1-3, new roof top plant, new public realm and landscaping and	On site

Site Ref.	Application No.	Proposal	Approx. Distance and Direction
		supporting infrastructure and ancillary facilities including gym, refuse store, plant areas cycle store and other ancillary facilities within lower ground floor.	

- 12.6 During the demolition and construction phase, the majority of effects are **negligible** which are **not significant**. **Minor to moderate adverse** effects are anticipated with regards to Townscape and Visual impacts which are also **not significant**.
- 12.7 As with the assessment of the Proposed Development, there are anticipated to be some **significant** adverse effects in relation to Townscape and Visual impacts. These are expected to be **moderate-major adverse**. Although effects on the townscape and visual during the demolition and construction phase would be significant, these effects would be temporary.
- 12.8 **Significant beneficial** effects are anticipated with regards to socio-economics and the job creation during the demolition and construction phase.
- 12.9 At the completed development phase, there are anticipated to be **significant beneficial** effects with regards to Townscape and Visual, Socio-economic and Health.
- 12.10 All other effects at the completed development phase are anticipated to be **not significant**.

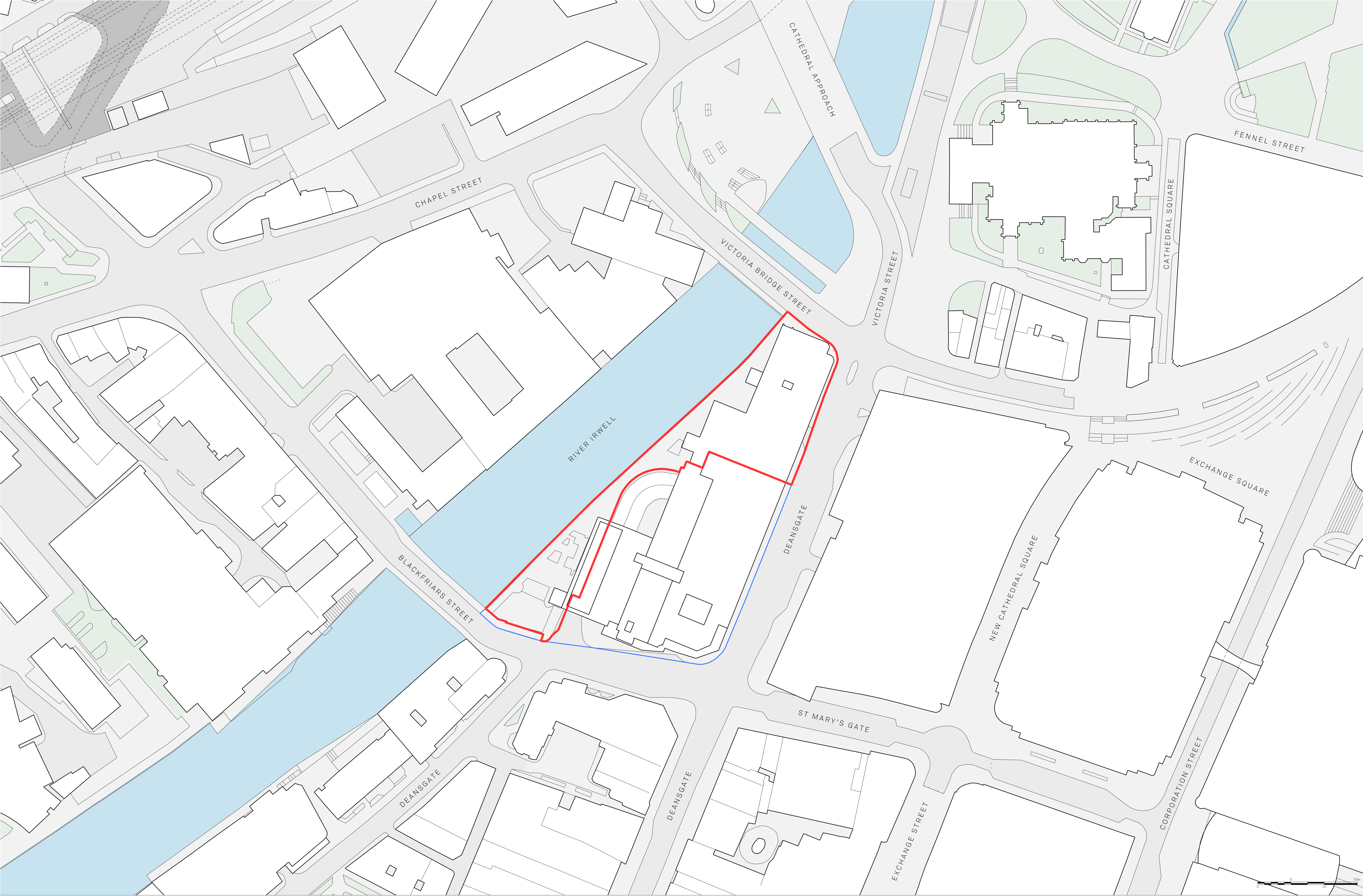
13. Summary and Conclusions

- 13.1 A comprehensive assessment of the potential effects of the construction and operational phases of the proposed development has been undertaken as part of this EIA to establish the environmental changes associated with the development.
- 13.2 The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures. Those effects associated with the construction activities will be controlled by a CEMP.
- 13.3 Effects during demolition and construction period are considered to be short term **negligible** for the majority of impacts which are **not significant**. Some **minor adverse** effects are anticipated with regards to the potential effects on heritage assets, but these are also deemed **not significant**. **Moderate adverse** effects are also anticipated with regards to townscape character, visual amenity and heritage assets though these are **not significant**. Some **major-moderate adverse** effects are anticipated with regards to townscape and visual amenity which are **significant**. These are anticipated to be short term and last the duration of the construction phase.
- 13.4 A **minor beneficial** effect is anticipated at the construction phase in relation to climate change which is **not significant**. **Major beneficial** effects are also anticipated during the construction phase with regards to the creation of construction jobs. This is a **significant** effect expected to last the duration of the construction phase.
- 13.5 A **minor beneficial** effect is anticipated at the construction phase in relation to climate change which is **not significant**. **Major beneficial** effects are also anticipated during the construction phase with regards to the creation of construction jobs. This is a **significant** effect expected to last the duration of the construction phase.
- 13.6 Potential environmental impacts of the completed development are predominantly **negligible** which are **not significant**. There are some **minor adverse impacts** identified at completed development stage relating to potential impact on the Cathedral Conservation Area and the resilience of the development to climate change, though these are deemed to be **not significant**. **Minor beneficial** effects (**not significant**) are anticipated with regards to wind and health. There are anticipated to be **moderate – major beneficial** effects on townscape and visual receptors which is **significant**. **Significant beneficial** health and socio-economic impacts are anticipated as a result of the permanent increase in housing stock.
- 13.7 The proposed development constitutes a sustainable, high quality development which accords with national and local planning policy. It will result in improvements to the townscape and visual amenity on Site and surrounding area and significant socio-economic and health benefits. Ultimately, the completed development will bring about

a sympathetically designed development that contributes to the economic, social and environmental aspirations of the Council.

Appendix I

Site Location Plan



Site Application Boundary
Site Ownership Boundary



Project Name: Renaissance		Title: Residential - Block 2 Existing Site Location Plan		Scale: 1:1250@ A3	
Drawn: DK	Checked: FM	Status: Planning	Project: 150	Drawing No: B2_00_1000	Rev: -
Details: - 22/10/21		Issued for Planning			

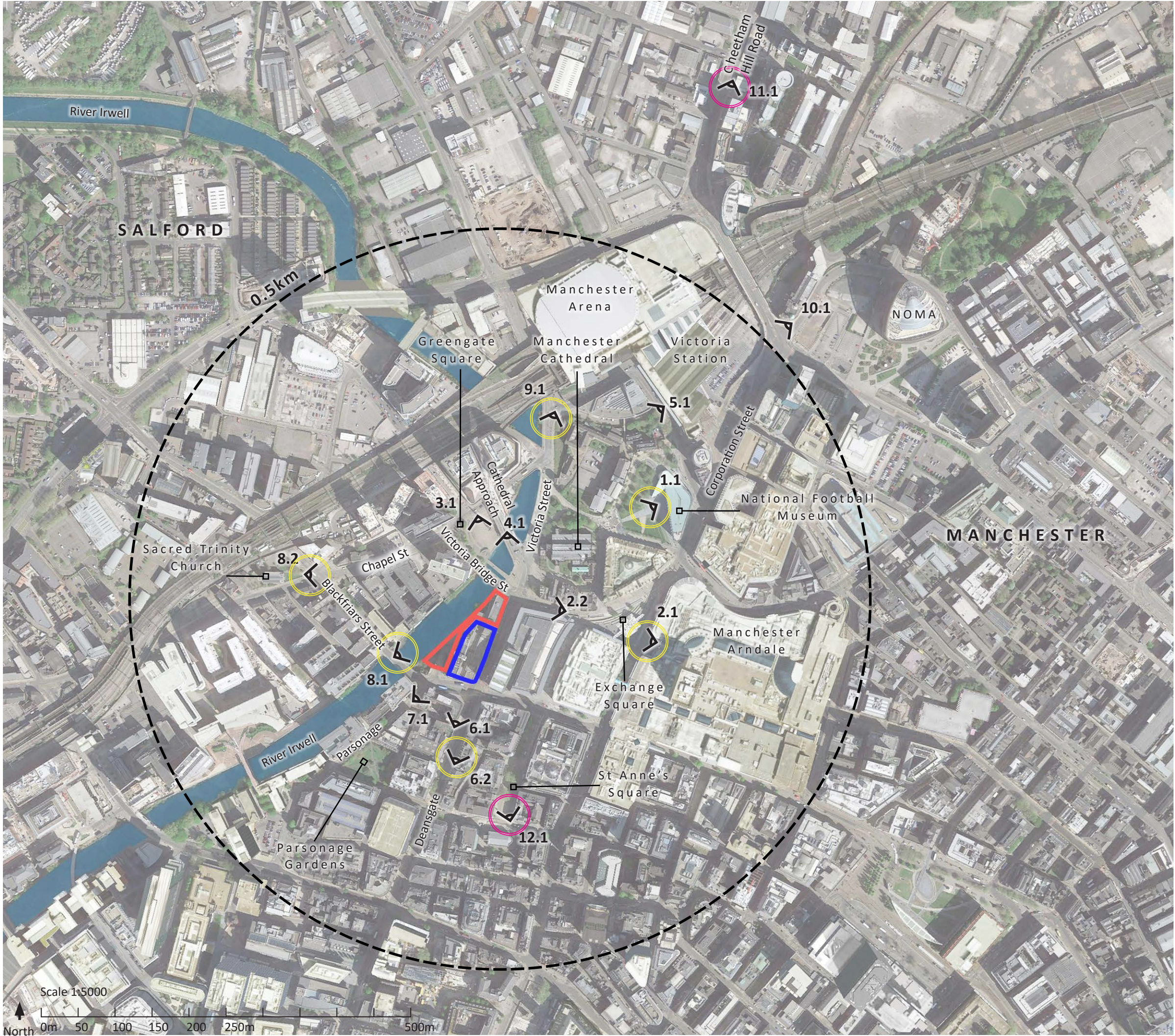
Jon Matthews Architects

4th Floor, Centurion House, 129 Deansgate, Manchester, M3 3WR 0161 974 3690

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Appendix II

Viewpoint Location Plan



LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING
MASTERPLANNING
URBAN DESIGN

**RANDALL
THORP**

Beehive Lofts, Beehive Mill, Jersey Street, Manchester M4 6JG
0161 228 7721 mail@randallthorp.co.uk www.randallthorp.co.uk

Key:

Site boundary

Adjacent land ownership

0.5km offset from the centre of the site

<X.X

Viewpoint photograph location

<

Potential verified photomontage location (fully rendered)

<

Potential verified photomontage location (wireframe)

Key views and visual receptors

1.1	Cathedral Gardens
2.1 - 2.2	Exchange Square
3.1	Greengate Square
4.1	Cathedral Approach
5.1	Victoria Station Arrival
6.1 - 6.2	Deansgate/ A56 (north bound)
7.1	Parsonage
8.1 - 8.2	Blackfriars Street
9.1	Victoria Road/ A56 (south bound)
10.1	Corporation Street
11.1	Cheetham Hill Road
12.1	St Anne's Square


ALLIANCE

**Renaissance Hotel,
Manchester**

Visual Receptors - Key views

Drwg No: 876A-11A
Drawn by: CAW
Rev by:
QM Status: Checked
Scale: 1: 5,000 @ A3

Date: 29.04.21
Checker: CAW
Rev checker:
Product Status:
Confidential Review

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