



zerum.co.uk

Environmental Statement Volume 3: Non-Technical Summary

At Former Particular Baptist Chapel,
35 Rochdale Road, Manchester

On behalf of [City Point Residences Ltd](#)

February 2025

Contents

1.	Introduction	2
2.	The Site	5
3.	Alternatives and Design Evolution	7
4.	The Proposed Development.....	9
5.	Planning Policy	12
6.	Methodology	13
7.	Daylight and Sunlight	15
8.	Greenhouse Gas Emissions	16
9.	Built Heritage	17
10.	Socio-Economics.....	18
11.	Townscape and Visual Impact	19
12.	Wind Microclimate.....	21
13.	Air Quality.....	22

1. INTRODUCTION

1.1 This Environmental Statement (ES) has been prepared to accompany the application for full planning permission that is being submitted by Zerum to Manchester City Council ('the Council') on behalf of City Point Residences Ltd ('the applicant'), in support of a proposed development at the former Particular Baptist Chapel, 35 Rochdale Road, Manchester ('the site').

1.2 The proposed development is:

“Partial demolition of rear of existing building and erection of a 23 storey residential building comprising 133 units with ground floor commercial unit (Use Class E) and associated works”

1.3 The purpose 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”* (Paragraph 002 of NPPG).

1.4 The ES comprises the main document (Volume 1) together with the accompanying appendices (Volume 2) and the Non-Technical Summary (NTS) which form the ES for the proposed development.

1.5 The purpose of a NTS is to explain the environmental effects of the proposed development to the public in non-technical language. Further detail is available in Volume 1 of the ES.

1.6 Volume 1 of the ES is divided into 14 chapters:

- Chapter 1: Introduction, prepared by Zerum
- Chapter 2: The Site, prepared by Zerum
- Chapter 3: Alternatives and Design Evolution, prepared by Zerum
- Chapter 4: The Proposed Development, prepared by Zerum
- Chapter 5: Planning Policy, prepared by Zerum
- Chapter 6: Methodology, prepared by Zerum
- Chapter 7: Daylight/Sunlight, prepared by WSP
- Chapter 8: Greenhouse Gas Emissions, prepared by Buro Happold
- Chapter 9: Built Heritage, prepared by Stephen Levrant Heritage Architecture
- Chapter 10: Townscape and Visual Impact Assessment, prepared by RBMP
- Chapter 11: Socio-Economics, prepared by Buro Happold

- Chapter 12: Wind Microclimate, prepared by WSP
- Chapter 13: Air Quality prepared by Redmore Environmental
- Chapter 14: Summary of Impacts, prepared by Zerum

- 1.7 Also, a number of technical reports, information and diagrams on specific issues have been produced to support the planning application. These provide detailed information on surveys and research on which the assessment of the environmental effects has been based. These are included as Appendices (Volume 2) to the main document.
- 1.8 This NTS has been produced as a separate report, summarising the findings of the ES in non-technical language.
- 1.9 The consultants making up the EIA and Project Team are set out in the tables below.

Table 1.1: EIA Team

Discipline	Consultant
Architect	Hodder + Partners
EIA Coordinator Planning Consultant	Zerum
Daylight/Sunlight	WSP
Greenhouse Gas Emissions	Buro Happold
Built Heritage	SHLA
Socio-Economic	Buro Happold
Townscape and Visual Impacts	RBMP
Wind Microclimate	WSP
Air Quality	Redmore Environmental

Table 1.2: Project Team

Discipline	Consultant
Architect	Hodder + Partners
EIA Coordinator	Zerum
Planning	Zerum
Air Quality	Redmore Environmental
Archaeology	Orion Heritage
Consultation	Counter Context
Daylight/Sunlight	WSP
Ecology/Bats	Rachel Hacking

Fire	Jensen Hughes
Greenhouse Gas Emissions	Buro Happold
Highways	SK Transport
Heritage	SHLA
Noise	Jameson Acoustics
Socio-Economic	Buro Happold
Townscape and Visual Impacts	RBMP
TV and Radio Reception	GTech
Wind Microclimate	WSP
Sustainability	Futureserv

- 1.10 The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development, and summarise the outcomes of the EIA.

2. THE SITE

THE EXISTING SITE

- 2.1 The Site is circa 800sqm. It is located to the north-east of Manchester City Centre, approximately 188m from the city centre boundary. The site comprises the former Particular Baptist Church and its curtilage which includes a car park to the north-eastern side. The site is also known as 35 Rochdale Road.
- 2.2 The chapel is built of deep red brick with buff-colour terracotta detailing. It was constructed between 1907 and 1908 to replace an earlier chapel on the same site. It has been vacant for some time.

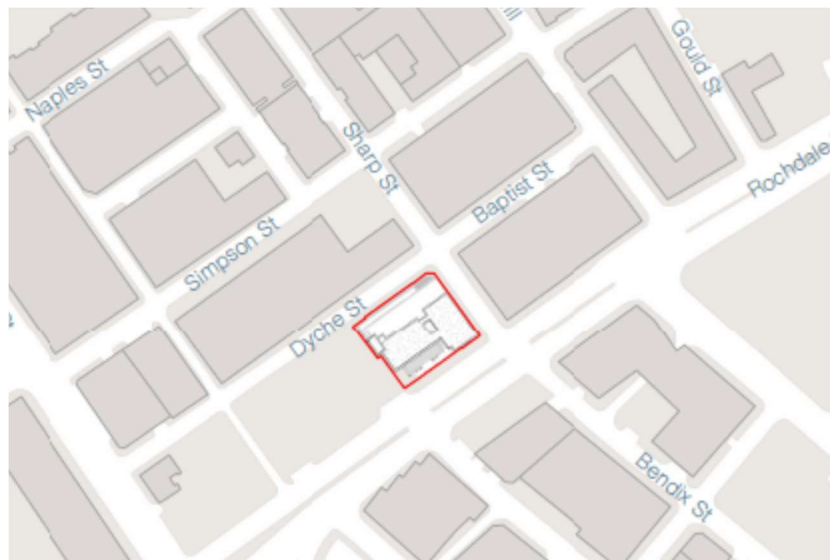


Figure 2.1: Site Location Plan

- 2.3 The site is located adjacent to identified areas of transition, including New Cross to the south-east and NOMA / Angel Meadows to the north-west. These locations have benefited from extensive regeneration and redevelopment.

THE SURROUNDING AREA

- 2.4 The Site is bound by Rochdale Road to the south-east; Sharp Street to the north-east and Dyche Street to the north-west. The area surrounding the site accommodates a range of uses including residential, hotel and commercial. Scales vary from the six storey residential apartments on Dyche Street to the 19 storey residential apartments opposite the site to the southern side of Rochdale Road.
- 2.5 There is a Co-op convenience foodstore 160m from the site. The site is less than 200m from the closest part of the city centre, which offers a range of employment, leisure, retail and services.
- 2.6 Bus stops on Rochdale Road and adjacent to the site, with services into the city centre and to Manchester Royal Infirmary, Bury Interchange, Middleton Bus Station

and North Manchester General Hospital. The site is 400m from Shudehill bus station and 800m from Manchester Victoria Railway station. It is extremely well connected by sustainable modes of transport.

DESIGNATIONS

- 2.7 There are no ecology or environmental designations covering the site and it predominantly consists of hardstanding. There are no trees on the site or on adjacent sites that could be affected by the development.
- 2.8 The site is located within the Air Quality Management Area (AQMA) that covers Manchester city centre. There is potential for the exposure of future occupants to poor air quality and for emissions generated by the site during operation to increase pollution levels in this sensitive area.
- 2.9 The site is located in Flood Risk Zone 1.
- 2.10 The site is not protected by any built heritage designations; it does not contain any statutorily listed buildings, nor does it lie within a Conservation Area. At the time of writing, the Council do not have a local list of heritage assets, however, the existing building is considered to be a non-designated heritage asset due to its local historic and architectural interest.

3. ALTERNATIVES AND DESIGN EVOLUTION

- 3.1 Environmental Statements are required by the EIA Regulations to detail the reasonable alternatives that are relevant to the Proposed Development and the likely effects if the development did not come forward, and the consideration of alternative forms of development on the Site.

NO DEVELOPMENT ALTERNATIVE

- 3.2 The 'no development alternative' is the option to leave the site in its current state. The site is currently a vacant building most recently used as a place of worship and constructed for that purpose. The 'do nothing' alternative therefore assumes the continuation of the current use of the site as a vacant former chapel with surface car parking.
- 3.3 However, considering the benefits that can be delivered by the Proposed Development including (but not limited to) the provision of new homes, new commercial floorspace and the contribution the site can make to the vision and objectives for urban regeneration in the areas close to the city centre, it is realistic to assume for the purposes of the ES that a 'no development' scenario is highly unlikely.

CONSIDERATION OF ALTERNATIVE LOCATIONS

- 3.4 The area is notably mixed in the nature of its uses. There are residential, commercial and hotel uses of varying scales including the 19 storey residential apartments close by on the southern side of Rochdale Road. The site is fully suitable for a development of this nature and scale.
- 3.5 On this basis, consideration of alternative sites is not considered necessary.

ALTERNATIVE USES

- 3.6 The site is located within the boundary of the Regional Centre. The Core Strategy encourages high density housing alongside commercial uses. It promotes the development of high quality, sustainable new homes in the Regional Centre, stating that this area should be the focus for high quality living, usually at higher densities and involving the diversification of housing types.
- 3.7 Policy recognises that new residential development will support regeneration and the drive for regional growth. Increasing the density of development is seen to deliver sustainable growth, long term economic competitiveness, vibrancy and the opportunity incorporate multiple uses. The appropriate density of urban development should therefore balance economic viability, urban density and policy objectives.
- 3.8 The Core Strategy seeks residential led mixed use schemes at density in this location, acknowledging the regeneration benefits that can be delivered.
- 3.9 For these reasons, alternative uses have been discounted.

DESIGN EVOLUTION

- 3.10 Issues raised in the pre-application discussions with the Council, public consultation and comments raised within the Scoping Opinion have been addressed.
- 3.11 A wide range of specialist consultants and other stakeholders have provided input into the evolving scheme which has informed the design process and served to reduce environmental effects, improve the design of the Proposed Development, and to ensure that the development is viable and responds to the client's brief.
- 3.12 The key constraints, principles and rationale for the design of the Proposed Development, and its evolution, is described in detail within the Design and Access Statement submitted as a standalone document.
- 3.13 The proposals have been through several iterations, with ongoing dialogue with the Council guiding the evolution of the scheme. Key principles were the inclusion of the non-designated heritage asset; a need to develop at scale given the constrained size of the site; and residential use alongside a ground floor commercial unit.
- 3.14 The pre-application process particularly focused on honing the external appearance of the building to deliver a scheme of the highest quality; achieving a suitable height; and ensuring that internal retention of the chapel space was maximised. At the same time, it was of paramount importance that the amenity of surrounding residents and uses was upheld and that a high quality living experience would be achieved for future residents. The relevant design concepts were explored, developed and refined to arrive at the submitted scheme.

CONCLUSION

- 3.15 The Proposed Development as outlined in the next chapter has been designed to respond to a range of comments by stakeholders, planning policies and guidance, local site characteristics and the result of public consultation.

4. THE PROPOSED DEVELOPMENT

- 4.1 It is proposed that full planning permission is sought for partial demolition of the existing chapel building and the erection of a residential-led block of 23 storeys with commercial unit to ground floor. There are extensive ancillary residents' facilities including co-working space, gym and outdoor terrace on the first and 20th floors. The proposals aim to deliver 133 residential units in total.

- 4.2 The description of development is:

“Partial demolition of rear of existing building and erection of a 23 storey residential building comprising 133 units with ground floor commercial unit (Use Class E) and associated works”.

- 4.3 Detailed development plans and a Design and Access Statement submitted in support of the detailed planning application will establish detailed information about the design of the Proposed Development.

CONSTRUCTION

- 4.4 The Proposed Development will be completed in three stages; demolition, enabling works and above ground works. The existing building on site will be partially demolished.
- 4.5 A Construction Environmental Management Plan (CEMP) has been produced to control potential impacts during the construction phase.
- 4.6 For the purposes of the EIA, the construction phase of the Proposed Development will take approximately 72 weeks. Works are planned to commence in July 2025 and scheme completion is programmed for December 2026.

THE PROPOSALS

- 4.7 The Proposed Development will deliver the following:
- 133 residential apartments;
 - 89sqm of commercial floorspace, proposed in a single unit on the ground floor;
 - Retention of façade and partial south-western wall of former chapel as well as its internal layout, balcony and sense of space; and
 - Two external amenity spaces in the form of terraces to first and twentieth floors and internal resident amenity space.
- 4.8 The proposed housing mix comprises 40 one-bedroom units (30%); and 93 two-bedroom apartments (70%).

- 4.9 The layout is principally driven by the retention of the chapel. The building's original entrance will be retained and provides access to all apartments via a foyer which will be designed to facilitate co-working. Ancillary spaces such as bin store, cycle storage and plant are placed to the rear of the plot. A separate commercial unit is adjacent to the church so as to facilitate access from the street.
- 4.10 The proposed building occupies the majority of the site. It retains the setback to the frontage and introduces a slight setback to the rear. The land that is currently given over to parking will be developed.
- 4.11 The proposed building will 23 storeys high. It steps in at first floor and at the 20th floor to incorporate terraces. Due to the relatively dense built form and the proximity of existing residential properties, potential issues of overlooking between the north-western facing apartments and on the adjacent site have been carefully considered.
- 4.12 Redundant access points will be reinstated and footways resurfaced. Tactile paving and dropped kerbs are already in place at the junctions in the immediate vicinity of the site (i.e. Sharp Street/Dyche Street and Sharp Street/Rochdale Road).
- 4.13 The building line has been set back to allow the footways to be widened on the principal frontages of the site and with the development will provide widths of 3.3m to 4.5m on Rochdale Road; and 2m to 2.2m on Dyche Street.
- 4.14 The development is proposed to be car-free given the site's excellent sustainability credentials. It will provide 50% cycle parking rather than the initial 100% due to the recognition that many residents will prefer to keep their bicycles in their own apartments rather than in communal storage, despite its secure credentials.



Figure 4.1: CGI of the Proposed Development

5. PLANNING POLICY

- 5.1 Chapter 5 of the ES sets out the relevant planning policy against which the Proposed Development is to be assessed.
- 5.2 The currently adopted development plan for Manchester comprises the Core Strategy (adopted July 2012) and the saved policies of the Manchester Unitary Development Plan (1995), alongside the Places for Everyone Joint Development Plan Document (2024).

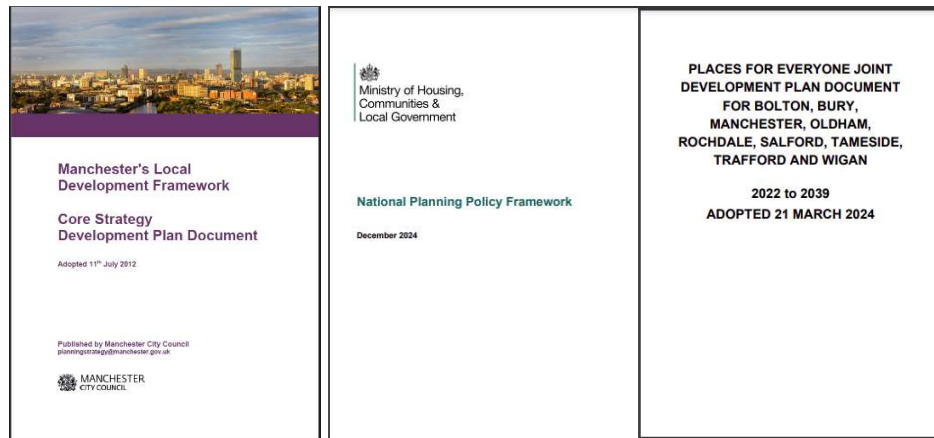


Figure 5.1: Relevant planning policy documents

MATERIAL CONSIDERATIONS

- 5.3 The National Planning Policy Framework (the Framework) was published in 2012 and most recently updated in December 2024. It is a material consideration in planning decisions.

Site Specific Policies

- 5.4 The site is not allocated for any specific use and is not located covered by a Strategic Regeneration Framework.

6. METHODOLOGY

- 6.1 Chapter 6 of the ES explains the methodology for the EIA. The ES has been prepared in accordance with the requirements set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 6.2 Details of the specific method used in assessing impacts in line with the EIA Regulations and best practice guidance were submitted to the Council at the start of the assessment process. The Scoping Request outlined the scope, content and methodology of the proposed EIA.
- 6.3 The Scoping Opinion concluded that the following topics associated with the Proposed Development should be considered within the ES:
- Daylight/Sunlight
 - Greenhouse Gas Emissions
 - Built Heritage
 - Townscape and Visual Impacts
 - Socio-Economic
 - Wind Microclimate
 - Air Quality

PRE-APPLICATION ENGAGEMENT WITH THE COUNCIL

- 6.4 Pre-application talks with the Council were held over the course of 2024, which has informed the design of the Proposed Development.

PUBLIC CONSULTATION

- 6.5 The public consultation for the application is in line with national level guidance, the regulations set out in the Town and Country Planning 1990 Act.
- 6.6 A flyer was sent to the closest 2,727 households and businesses, outlining the key aspects of the scheme, in addition to a CGI of the Proposed Development. The flyer signposted to a dedicated website which hosted information and a survey.
- 6.7 A press release was also issued.
- 6.8 The elected members for the Piccadilly ward, within which the site is situated, were notified of the development.
- 6.9 The comments received from public and stakeholders, and the response to these comments, have been summarised in the Statement of Community Consultation.



Figure 6.1: Consultation flyer

EIA ASSESSMENT METHODOLOGY

- 6.10 The EIA Regulations require that the ES should where possible, identify, describe and assess the likely impacts of the Proposed Development on the environment. In doing so, the ES should include the information reasonably required for reaching a conclusion of such likely significant effects, taking into account current knowledge and methods of assessment.
- 6.11 Each of the technical chapters assesses the impacts of the Proposed Development at both the construction and operational phase. This significance of both positive and negative impacts has been determined within each topic Chapter.
- 6.12 The cumulative impact of other developments around the site has been assessed in each topic chapter, in addition to the impact of the inter-relationship between the effects, and brought together in Chapter 14. This final chapter summarises the residual effects once mitigation measures have been incorporated into the Proposed Development.

7. DAYLIGHT AND SUNLIGHT

- 7.1 This Chapter of the ES was prepared by WSP and assesses the likely significant effects of the Proposed Development with respect to daylight and sunlight amenity.
- 7.2 The potential daylight and sunlight effects relating to the demolition and construction works will vary throughout the construction programme, and gradually increase until they are at the magnitude of the potential effects identified for the completed scheme. On this basis construction effects are not assessed.
- 7.3 The buildings identified in the vicinity of the site which may be affected by the Proposed Development are Northern Angel, 25 Rochdale Road, Hampton by Hilton, Ancoats Gardens, 10 Rochdale Road, Skyline Chambers, Corner Building and its courtyard, Grey Building, Krupa Building, 12 Rochdale Road, Halo Building, Sharp Street, Courtyard Building, 11 Dyche Street, the Cooperative Group building and the Angel Pub.
- 7.4 The effect of the Proposed Development on the daylight amenity within Ancoats Gardens, Skyline Chambers, Corner Building and the Grey Building is minor adverse and insignificant in all cases, except for Skyline Chambers where it is found to be significant. In the case of Northern Angel, Hampton by Hilton, 10 Rochdale Road, Krupa Building and 12 Rochdale Road, impacts are major adverse and significant, with the exception of 10 Rochdale Road where the impact is insignificant.
- 7.5 The effect of the Proposed Development on the sunlight amenity of Northern Angel, Hampton by Hilton and Krupa Building is major adverse. The impact on Skyline Chambers and Sharp Street is moderate adverse; and on Grey Building and Halo Buildings, minor adverse and insignificant. The effect on the other buildings is negligible.
- 7.6 All evaluated amenity areas meet the relevant criteria, indicating they are unaffected by the Proposed Development. The overshadowing impact is negligible in all four cases.
- 7.7 Although certain receptors such as Northern Angel, Hampton by Hilton and 12 Rochdale Road experience significant impacts due to their close proximity to the site and existing poor daylight conditions, most receptors remain unaffected. Potential mitigation is constrained by the site environment. The impacts of the scheme align with expectations for developments in similar urban environments.

8. GREENHOUSE GAS EMISSIONS

- 8.1 This chapter has been prepared by Buro Happold to assess the likely environmental effects of the Proposed Development with respect to greenhouse gas emissions and the impact on the global atmosphere.
- 8.2 The sensitivity of the global atmosphere is always considered to be high, based on the latest guidance.
- 8.3 Greenhouse gas emissions arising from demolition and construction, and operation of the Proposed Development are considered the key impacts on the atmosphere. The consequence of greenhouse gas emissions is that atmospheric conditions are pushed closer towards environmental thresholds, triggering subsequent effects on the global climate system.
- 8.4 During construction, the proposed development will have a minor adverse impact on the global atmosphere due to embodied carbon associated with the construction process. This is incorporating mitigation measures such as a Travel Plan for site staff; putting in place a commitment to review best practice construction industry benchmarks such as those set by RIBA and LETI. The use of internal finishes should also be reviewed (if not required for acoustics or fire protection). A whole life carbon assessment should be undertaken for each building to identify opportunities to reduce embodied carbon through design, material specification and construction processes.
- 8.5 During operation, the proposed development will have a minor adverse impact on the global atmosphere due to the embodied carbon associated with these stages of the development. This is the residual impact after mitigation, incorporating a commitment to review embodied carbon compared to the business-as-usual baseline. An appropriate baseline should be defined for the project, taking into consideration industry benchmarks, such as those set by LETI and RIBA. Electrical goods in the building should be energy efficient. Water meters should be used to measure water consumption, and the feasibility of rainwater harvesting should be explored. Landscaping that does not require irrigation should be specified to reduce water consumption.

9. BUILT HERITAGE

- 9.1 This chapter has been prepared by Stephen Levrant Heritage Architecture, to assess the likely significant effects of the Proposed Development on the built historic environment.
- 9.2 The site is occupied by an early-20th century former Baptist Chapel which has been identified by Manchester City Council as a non-designated heritage asset. The site is not located within a Conservation Area and does not contain any statutorily listed buildings. The receptors which may be affected by the scheme include designated listed buildings and the Shudehill Conservation Area.
- 9.3 14 viewpoints were used to inform the assessment of the potential visual impact the Proposed Development could have on the settings of these heritage assets.
- 9.4 The potential effects during construction are dust, noise, vibrations, increased traffic, visibility of cranes and construction equipment in long distance views. During construction, the Proposed Development would have a minor adverse impact on the Grade II Warehouse on West Corner of Junction with Simpson Street; Sharp Street Ragged School; the Co-operative Insurance Society (CIS) Building; and a moderate adverse impact on the Baptist Chapel (ie the site). Mitigation comprising a Construction Methodology and Programme will limit the impact that demolition and construction activities will have on the heritage assets in the area.
- 9.5 During operation, the assessment has demonstrated that the majority of indirect impacts of the Proposed Development upon designated heritage assets would range from neutral to minor adverse. These effects are not considered significant.
- 9.6 The minor-moderate adverse impact on the Baptist Chapel is mitigated by the design quality of the scheme; the retention and restoration of the most significant elements of the former Chapel building; and the public benefits which include the activation of the local streetscape and the pedestrian environment within the setting of surrounding heritage assets.
- 9.7 The minor adverse impacts on the settings of two historic buildings results from the introduction of a new, tall element within the established and consistent low-rise settings of these listed buildings. A minor adverse impact on the setting of the CIS Tower is identified as a result of the illustrated visual impact.
- 9.8 However, the local enhancement to the streetscape and pedestrian environment delivered through the Proposed Development is recognised and identified as being something which has the potential to improve this aspect of the heritage assets' setting, and this balances against the identified minor adverse impacts.

10. SOCIO-ECONOMICS

- 10.1 This chapter has been prepared by Buro Happold, and presents an assessment of the likely socio-economic effects of the Proposed Development on the existing socio-economic conditions within the local and wider area.
- 10.2 During construction, there will be a negligible effect on the Manchester economy through the creation of jobs. Up to 22 new additional demolition and construction jobs will be generated during the temporary construction phase and will indirectly contribute to creating 7 jobs.
- 10.3 During operation, the Proposed Development will directly create 29 jobs in the ground floor commercial Use Class E floorspace and the ancillary spaces (including co-working, gym, amenity spa/wellness, foyer and entrance lobby). Additional local spending comprising £11,237 per person per annum (gross direct expenditure) will be generated into the Manchester economy which will have a minor beneficial effect. The creation of 133 homes will have a moderate beneficial effect on meeting the target for new housing provision in Manchester.
- 10.4 There are no significant adverse socio-economic effects identified for the proposed development that require mitigation during the construction or operation phase.
- 10.5 The Proposed Development is assessed to have an overall beneficial effect on the local population, increasing economic activity through additional local spending and provision of new homes.

11. TOWNSCAPE AND VISUAL IMPACT

- 11.1 This chapter has been prepared by RBMP Ltd, to assess the Proposed Development's impact on the townscape and the visual impact of the scheme.
- 11.2 The Site is currently occupied by a 730sqm detached Baptist Church. The surrounding area has experienced significant development in recent years, including the construction of new residential and commercial buildings.
- 11.3 The methodology of the assessment to understand the impact of the proposed development on sensitive receptors in the area required the creation of a number of viewpoints. These viewpoints were selected to be representative of the visual sensitivities of the study area. A total of 14 views were taken from areas around the site agreed with the Council, and in summary these are grouped into the following:
- Views looking south along Rochdale Road
 - Views looking north along Shudehill
 - Views looking north along Rochdale Road
 - Views looking east along Sharp Street
 - Views looking east from Angel Meadow Park
 - Views from road network around Corporation Street
 - Distant views from north including Lowry Footbridge and Sand Hills
 - Distant views from Cheetham Hill at Chad's Street
 - Distant views from River Irwell looking across northern city edge development
 - Distant views from Great Ancoats Street looking north.
- 11.4 The receptors are road and pedestrian users of the local highways and users of public open spaces in the area, with users of public open spaces being more sensitive to change.
- 11.5 The impact on users of Rochdale Road and Shudehill looking south and north towards the site respectively, and for users of the recreational space and public right of way to the north of the site will be permanent beneficial. The remainder of the effects on users ranges from no change for users of the River Irwell footpath to indirect minor permanent adverse for users of Rochdale Road looking north and users of Sharp Street looking towards the site.

- 11.6 Due to the other sites under construction in the area, residents and visitors to the area are already experiencing ongoing construction works which this development will add to. When considered within this wider context, the level of impact is low.
- 11.7 Where views of the site are possible, the overall massing harmonises with existing developments on and around Rochdale Road and will eventually be further integrated as new developments emerge. While views of the Proposed Development from within the surrounding historic quarter, particularly Sharp Street, will introduce a taller element to the typically lower-level historic and infill buildings, it is important to note that views over the historic assets will be preserved.
- 11.8 Overall, it is considered that there is an opportunity to positively develop the site in townscape character terms with little adverse impact upon the potentially sensitive visual receptors in the area.

12. WIND MICROCLIMATE

- 12.1 This chapter of the ES has been prepared by WSP and assessed the effects of the Proposed Development on wind microclimate in relation to pedestrian comfort and safety.
- 12.2 A Computational Fluid Dynamics (CFD) based wind assessment was undertaken of the Proposed Development with both existing surroundings and the committed developments added.
- 12.3 The areas that have been identified include:
- Outdoor amenity and seating areas, 'sitting' during the summer season;
 - Building entrances, bus stops and drop off areas, 'standing' during all seasons;
 - Pedestrian circulation routes, 'leisure walking' during all seasons; and
 - Pedestrian thoroughfares (minor pedestrian routes), 'business walking' during all seasons.
- 12.4 New areas which need to be considered will be created in the Site, including:
- entrances to the Proposed Development targeted to be suitable for standing in winter;
 - the external terrace at Level 1 which should be suitable for sitting and standing in summer;
 - the external terrace at Level 20 which should be suitable for sitting and standing in summer; and
 - balconies on the south side to be suitable for sitting or standing.
- 12.5 On both existing and proposed areas, there are no wind safety risks due to strong winds, and wind conditions were suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, ground level amenity, proposed first floor terrace level amenity, proposed balconies and existing amenity spaces. The residents' terrace on level 20 shows small areas that exceed the safety threshold at the eastern end. This will require local mitigation in the form of a 1.5m solid balustrade at the perimeter of the terrace to provide the required wind protection.

13. AIR QUALITY

- 13.1 This chapter of the ES has been prepared by Redmore Environmental Ltd and assessed the effects of the Proposed Development in respect to air quality. This relates to the impacts arising from dust emissions during construction; road traffic exhaust emissions during construction and operation; and the potential exposure of future residents to existing air quality issues.
- 13.2 The site is located within the Greater Manchester Air Quality Management Area. As such, there is the potential for exposure of future residents to elevated pollution levels and vehicles travelling to and from the Site to increase pollution levels in this sensitive area. This has been considered throughout the assessment.
- 13.3 Overall, the proposed construction activities are deemed to be low risk. The air quality impacts associated with construction phase road traffic are found to be negligible. Site specific mitigation measures are to be applied during the construction phase. Typically, with these measures in place, the impact on air quality is negligible, and thereby not significant.
- 13.4 Vehicle movements associated with the operational phase will generate emissions on the local and regional road networks. Information provided by SK Transport Planning indicated the Proposed Development is predicted to generate 48 vehicle movements per day. On that basis, air quality impacts associated with traffic are found to be negligible. Mitigation is not required, however, a number of measures are included within a Travel Plan to encourage sustainable travel and thereby further reduce the overall pollutant burden in the local area.
- 13.5 In relation to potential future exposure of occupants of the building to elevated pollution levels, it was found unlikely that future occupants would be exposed to any exceedances of acceptable levels.
- 13.6 It is concluded that the air quality impacts of the Proposed Development will not be significant.