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VIADUX

PHASE 2

PLANIT

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1. Townscape Baseline and Receptor Sensitivity

Receptor	Baseline Sensitivity Assessment	Value	Susceptibility to Change	Overall Sensitivity of Receptor
Townscape Character - Petersfield	The Site is located within the Petersfield townscape character area which lies to the south within Manchester City Centre. It is bounded by Deansgate, Peter Street, Oxford Street and Whitworth Street West. Petersfield is characterised by a blend of historic listed buildings, modern architecture and high quality cultural and leisure facilities. The area is home to Manchester Central – the city's main conferencing venue, the Bridgewater Hall, the Great Northern Warehouse and some of the region's best hotels. Manchester Central is Grade II* listed, and forms an important city landmark in close proximity to the Site. Other notable listed buildings include the Great Northern Warehouse (Grade II*) and the Midland Hotel (Grade II*). On a smaller scale, the Peveril of the Peak (Grade II) and Briton's Protection (Grade II) are historic pubs which form well known destinations in the city, contrasting in scale and massing to more industrial and contemporary development in the area. Other listed heritage elements within the character area include infrastructure associated with the Rochdale Canal and the viaduct associated with the railway line. The northern extents of the townscape character area are partially covered by numerous conservation areas. The Site itself is not located within a conservation area. The Beetham Tower forms a major tall landmark building in the area, and until 2018 was the tallest building in Manchester. Deansgate Locks is located at the southern end of Petersfield. It is one of the most popular night ife destinations in Manchester. Notable new development in the area includes Viadux Phase 1, which along with Axis and the Beetham Tower starts to form a tall building cluster. There are also substantial regeneration plans for the Great Northern Warehouse, which are likely to add significant value to this part of the city. Plans include restoration and re-use of the Grade II* listed warehouse and Grade II listed Deansgate Terrace, and enhancement of the public open space to create a new urban quarter. New development will include 16, 27 and 34 storey residential towers, which will add to the number of tall, vertical building forms beginning to characterise the Petersfield area. The future baseline for the Petersfield character area, which forms the study area for this townscape assessment, includes; 70 Great Bridgewater Street, St Michaels (on the northern edge of the Petersfield character area, overlapping with the Central Business District), and 325-327 Deansgate. The future baseline development will consolidate the existing character of Petersfield by contributing additional contemporary development with some cultural and leisure uses.	Medium	Medium	**Moderate**
Urban Grain	The urban grain within the Petersfield character area is diverse, with the substantial floorplates of the Great Northern Warehouse and Manchester Central contrasting with the smaller building floorplates of buildings and often linear form of buildings sandwiched between the railway line and the Rochdale Canal. Elsewhere the grain is irregular and consists of typically medium floorplate buildings which reflect the location of the character area within the southern extents of the city centre. The site itself is now partially infilled by Viadux phase 1 development, but still remains largely as a 'gap' within the urban grain at a key gateway into the city. The Future Baseline development will create a minor positive addition to the urban grain by infilling an existing gap or by reinforcing the existing grain.	Medium	Medium	**Moderate**

Receptor	Baseline Sensitivity Assessment	Value	Susceptibility to Change	Overall Sensitivity of Receptor
Land Use	Historically, land uses within the Petersfield area were dominated by transport and infrastructure along with associated industrial land uses. Historic maps from the 1930s show the former Deansgate Goods Station (the Great Northern), the Cheshire Lines Goods Station and Central Station (Manchester Central) dominating the area, along with railway and canal. A tramway also historically ran along Whitworth Street West. Over time, as the Deansgate Goods Station (closed in 1954) and Central Station (closed in 1969) ceased to operate, land uses have changed within the character area with warehouses, yards and mills replaced by other uses. Historic maps also show a high number of theatres fronting onto Peter Street and Oxford Street. These land use associations with entertainment have persisted in the area, with Bridgewater Hall and conference centre. Land use within the Petersfield character area is currently dominated by a mix of commercial, retail and entertainment uses, supported by hotels and residential use. The mix of uses is set to change again, with the regeneration of the Great Northern with the addition of new office and residential development. Viadux phase 1 will also consist of residential use when fully completed in 2024. Transport will continue to make a considerable contribution to land uses in the Petersfied character area, with Deansgate-Castlefield metrolink station, Deansgate railway station and Oxford Road railway station forming key public transport gateways into the city centre. A section of the Rochdale Canal forms an additional land use in the area, however accessibility, overlooking and enjoyment of the canal is limited. The future baseline development will consolidate the existing land uses within Petersfield through the contribution of some additional cultural and leisure uses.	Medium	Medium	**Moderate**
Building Heights	Building heights vary within the Petersfield character area but are generally characterised by mid-rise development. The Midland Hotel forms a key local driver of building height at 9 storeys. Manchester Central and the Great Northern Warehouse are relatively low in height, at the equivalent of approximately 4 storeys (Manchester Central) and 5 storeys (Great Northern). The cluster of proposed buildings to the south of of the Site within the southern gateway, range in height and includes; First Street Plot 9A, Plot 10a, House of Social and Square Gardens. Ranging from 10 to up-to-44 storeys, this cluster of buildings creates a significant increase in the height datum to the south of Manchester, creating a positive entrance into the City. The Beetham Tower forms a significant 'step up' in height within close proximity to the Site, at 47 storeys. This Tower forms a landmark building, marking a key gateway entrance to the city for people arriving on the road network, and arriving via tram and train. The Axis building is 28-storeys in height and is adjacent to the site along the south-east corner. This building creates a landmark when heading into Manchester from the south at the cross roads between Lower Mosley Street, Whitworth Street West, Medlock Street and Whitworth Street. Viadux Phase 1 will be 14-to-40 storeys high and marks a gateway into the city centre, forming a tall building cluster with the Beetham tower and Axis. In the future baseline, St Michael's and 325 Deansgate are under construction within the study area, at up to 171.6AOD and 22 storeys respectively.	Medium	Medium	**Moderate**

Receptor	Baseline Sensitivity Assessment	Value	Susceptibility to Change	Overall Sensitivity of Receptor
Movement and Linkages	Sustrans National Cycle Network Route 6 runs on a roughly east-west axis along Great Bridgewater Street to the north of the site and runs along the eastern edge, down Lower Mosley Street / Medlock Street. This Cycle Network Route 6 travels in sections from London to the Lake District. The Bee Network cycle infrastructure is proposed along Whitworth Street West and Whitworth Street, to the south of the Site, and will facilitate cycle movement in the vicinity of the Site. Denasgate tram stop is located to the south-west of the site, within a 5-minute walking distance from the site. The tram-line runs along the south and eastern edges of the site, travelling into Manchester City Centre. At present, the pedestrian connectivity from and to this tram stop is restricted, due to the change in levels across the site and a lack of legibility to the north of the site. At present, the complex site levels contribute significantly to poor legibility and a poor pedestrian environment at lower levels. The Site does incorporate key pedestrian connections, however the quality of these routes is currently very poor due to the conflict between pedestrian and vehicular movement along Great Bridgewater Street, Lower Mosley Street and Medlock Street. Connectivity between the upper deck and lower level railway arches is also poor. The future baseline developments include public realm, access and landscape proposals which will form a very minor contribution to movement and linkages.	Medium	Medium	**Moderate**
Public Realm and Open Space	There are no formally defined areas of public open space within the Site, however there are important public spaces within the Petersfield study area surrounding the Site. Key public spaces in the vicinity of the Site include Great Northern Square, Bridgewater Place, St Peter's Square, Castlefield Urban Heritage Park and public realm in First Street, including: James Grigor Square and Tony Wilson Place. There is no existing public realm within the site. The future baseline developments include public realm, access and landscape proposals which will form a very minor contribution to movement and linkages.	Medium	Medium	**Moderate**
Site Character	The Site is currently underutilised and detracts from what is a key nodal point and major arrival point into the city. The Site largely forms a void in the urban grain, and is disconnected from the surrounding context due to lack of clear function, major highways infrastructure, ongoing construction works and complex level changes.	Low	Medium	**Low/ Moderate**

2. Residual Townscape Effects

Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Townscape Character - Petersfield - Moderate	**Construction Phase** - Minor effects primarily due to impacts of the construction works on a key arrival point into the city centre.	Site hoarding will be ineffective at visually screening construction works due to the proposed height of the development. However, construction works are not uncharacteristic within the townscape character area and the immediate vicinity of the Site. Adverse effects on townscape character will be temporary, throughout the construction phase.	Minor	District	ADV	ST/MT	D	T, R	Minor Adverse. Not Significant
	Operational Phase - The Proposed Development would contribute positively to townscape character with new buildings of a scale and massing to reflect the site's location on a prominent junction and major strategic route from the south. The Proposed Development would be in keeping with Petersfield existing and future baseline, which is characterised by a blend of historic listed buildings, and modern architecture.	The slender vertical form and glazing will allow the Proposed Development to form a well defined tall building cluster to mark a key gateway within Petersfield. The materiality and contemporary styling also provides a contrast to the warmer tones of historic buildings and structures which are intrinsic to the character of the neighbouring conservation areas, helping visually define the scheme as a landmark site within the Petersfield townscape character area.	Moderate	District	BEN	LT	D	P, IRR	Moderate Beneficial Significant

Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Urban Grain - **Moderate**	**Construction Phase** - The works will retain and protect the existing Grade II brick viaduct structure.	Retention of the original brick viaduct structure is embedded within the architectural proposals for the building and as such will be protected and used as a base for the podium level and building above. Construction works are adverse but will be temporary.	Minor	Local	ADV	ST/MT	D	T, R	Minor Adverse. Not Significant
	Operational Phase - The proposed urban grain will repair the broken grain of the area and reflect the wider character of the urban grain in Petersfield, including the future baseline.	The varied form, scale, massing and arrangement of the building reflects the wider context of the site, forming 'embedded' mitigation. The proposed scheme allows for a more legible pedestrian environment. The proposed urban grain infills a currently disjointed site, which has a limited urban grain at a key gateway. The urban grain of Phase 1, has already altered and improved the grain in this area within the Petersfield character area.	Moderate	District	BEN	LT	D	P, IRR	Moderate Beneficial Significant

Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Land Use - **Moderate**	**Construction Phase** - The site has limited existing land uses – currently functioning as Viadux Phase 1 and surface car parks, with access for service vehicles via ramped access from Lower Mosley Street to service yard level. Existing pedestrian access to the Metrolink is through the site to the north, to Watson Street, currently restricted by construction works.	The current land-uses of construction-works and surface car-parking creates an adverse effect. Further construction phases will be visually screened by site hoarding, adverse effects will be temporary, and therefore removed after the construction works of Plots 2A and 2B.	Negligible	Local	ADV	ST/MT	D	T, R	Negligible Adverse Not Significant
	Operational Phase - The provision of a new mix of land uses would respond to uses within the surrounding character area of Petersfield, both existing and within the future baseline, and the immediately adjacent tall building cluster.	The proposed hotel,residential and commercial land uses in Plots 2A and 2B respond to the character and mix of land-uses within the Petersfield character area and support and strengthen surrounding character areas. The proposed residential uses include the opportunity to develop in this strategic location and provide affordable housing.	Moderate	District	BEN	LT	D	P, IRR	Moderate Beneficial Significant

Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Building Heights - **Moderate**	**Construction Phase** - Building heights during construction phase will be appropriate to the scale of the existing site context. The construction phase of the Proposed Development will see the gradual emergence of a tall building cluster, in keeping with the surrounding city scape.	Site hoarding will be insufficient to screen the construction works, although adverse the works will be temporary. The construction works will be phased to avoid immediate impact. The effects of a tall building in this location will emerge throughout the construction period.	Negligible	Local	BEN	ST/MT	D	T, R	Negligible Adverse Not Significant
	Operational Phase - The proposed building heights range from 23 to 76 storeys, and are appropriate to the Site's existing context, in proximity to the Beetham Tower and Viadux Phase 1. The Proposed Development further strengthens this strategic site and its surroundings as a landmark and development cluster on the periphery of the city centre. Additional tall buildings which form part of the future baseline include St Michael's and 325 Deansgate.	The design of the three towers of different heights, with a landscaped central podium level, will result in a scheme of varied massing that achieves a good degree of separation within the scheme and with surrounding buildings. The varied massing, form, scale and arrangement, complement the height of the existing Beetham Tower and creates a stepped effect that both softens its appearance and makes for a more diverse skyline, within a growing cluster of buildings, which includes: Axis, Beetham Tower and Viadux Phase 1.	Moderate	District / City	BEN	LT	D	P, IRR	Moderate Beneficial Significant

Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Movement and Linkages - **Moderate**	**Construction Phase** - Construction works will impact the existing movement of pedestrian commuters through the site from Watson Street (to the north) towards Deansgate-Castlefield Metrolink and to Windmill Street north of Manchester Central Convention Complex. Construction works will also impact the vehicular connectivity along Great Bridgewater Street and access from Lower Mosley Street.	Viadux Phase 1 includes a new step and lift access to the Deansgate-Castlefield Station from Great Bridgewater Street. Construction works will be adverse but temporary..	Minor	Local	ADV	ST/MT	D	T, R	Minor Adverse Not Significant
	Operational Phase - The proposed development will retain and improve the existing movement hierarchy, activating the former railway arches and surrounding streets accordingly. The existing pedestrian route through the site will be hugely improved with a high-quality landscape setting of low-level planting and new trees. The hard surfacing will tie the development into the existing Metrolink landscape scheme to the south, creating a legible, de-cluttered pedestrian connection through to Great Bridgewater Street.	Existing street hierarchy is maintained and enhanced. Activation primarily occurs along Great Bridgewater Street through the creation of new pedestrian linkages to the north and south. The removal of a section of Great Bridgewater Bridge provides an open and visual linkage between the site and the road below, enhancing the street environment for pedestrians and cyclists (who are traveling along the National Cycle Route 6). Existing servicing access from Lower Mosley Street will be improved through overall street improvements around The Site.	Moderate	District	BEN	LT	D	P, IRR	Moderate Beneficial Significant

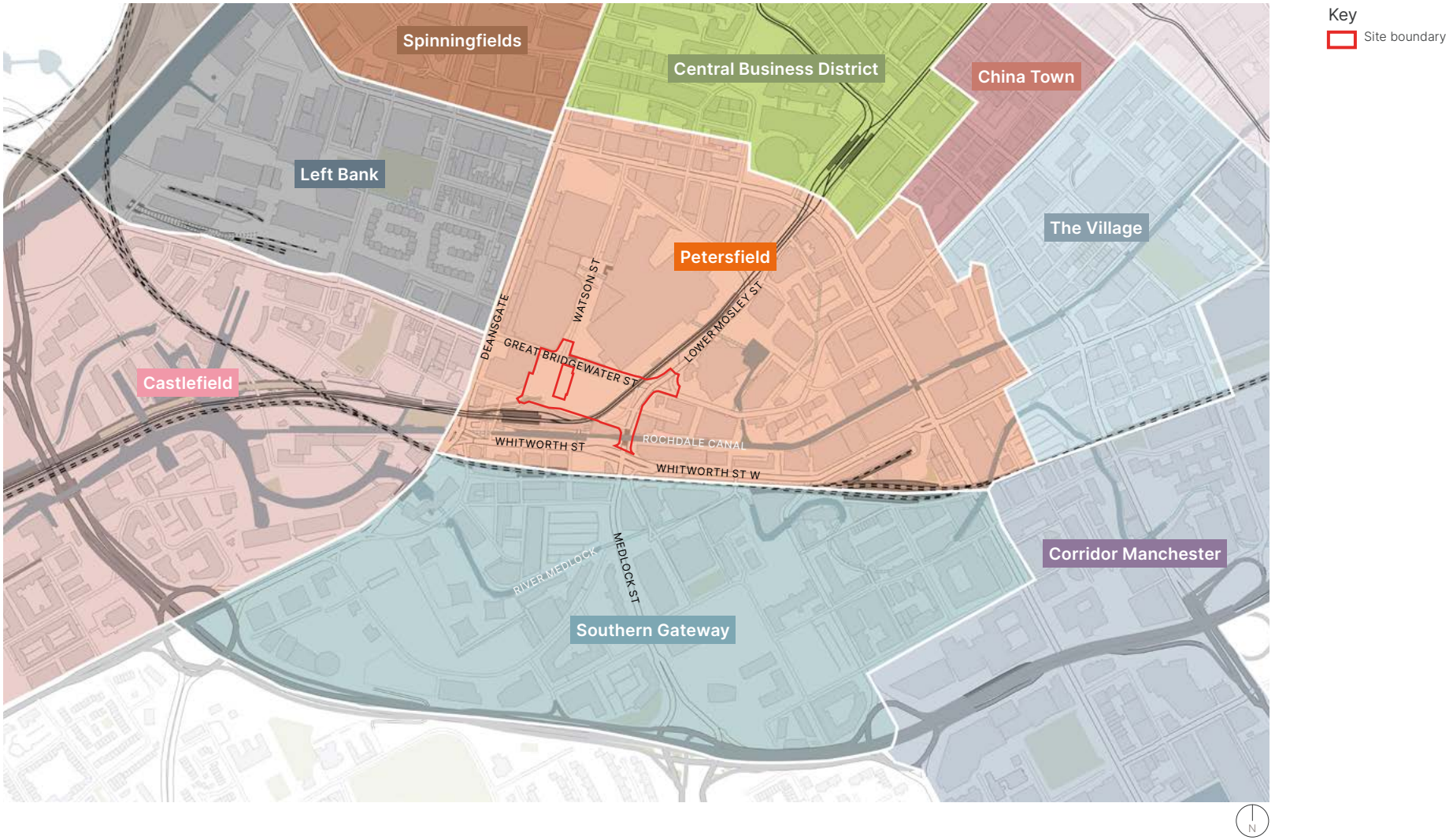
Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Public Realm and Open Space - **Moderate**	**Construction Phase** - There are no existing open spaces within the site although a number of city open spaces are located within the surrounding areas. The amenity of the small public space at Deansgate-Castlefield Metrolink Station may be affected by the presence of neighbouring construction works.	There would be no loss of public open space during the construction period.	Negligible	Local	ADV	ST/MT	D	T, R	Negligible Adverse Not Significant
	Operational Phase - Proposals will capitalise on the site's unique, elevated setting, expanding upon the enhanced green space at Deansgate Metrolink. The proposals will vastly improve the pedestrian environment and legibility between Deansgate Metrolink into the site. A new stepped and lift access linkage through the site to Great Bridgewater Street and Watson Street will activate these streets and the surrounding pedestrian environment leading up to Great Northern Warehouse and Manchester Central Plaza. Proposals also include an improved streetscene along Albion Street which will include a new entrance space for the hotel and restaurant, vehicle drop and include green features, trees and planting. The servicing route from Lower Mosley Street will be improved by the inclusion of trees. The Proposed Development, in between Phase 1 and Plot 2A, also includes a terrace for residents, with trees, planting and places to dwell.	New linkages into the existing city public realm network with activation of spaces at street level on Great Bridgewater Street and Watson Street. Material palettes will tie the landscaped pedestrian route into the adjacent Deansgate Metrolink public space, creating a high-quality large open area, and orientation point into the southern city core. Different material palettes will offer varying character to the landscape podium. A variety of uses are proposed for the landscape podium between the two towers, which will activate the space with seating areas and terraces.	Minor	Local	BEN	LT	D	P, IRR	Minor Beneficial Not Significant

Receptor(s) and Receptor Sensitivity	Description of Impact	Mitigation	Magnitude	Scale of Effect	Nature of Effect - Adverse (ADV), Beneficial (BEN), Neutral (NEUT)	Short-term (ST), Medium-term (MT), Long-term (LT)	Direct (D) Indirect (IND)	Permanent (P) Temporary (T) Reversible (R) Irreversible (IRR)	Effect and Significance
Site Character - **Low/ Moderate**	**Construction Phase** - The site currently lacks a well-defined character due to the due to the lack of existing use.	There would no substantial loss of existing land uses due to the current undeveloped and underused nature of the current site.	Negligible	Local	ADV	ST/MT	D	T, R	Negligible Adverse Not Signficant.
	Operational Phase - Development will create an entirely new character, transforming the site from one of no identity to a high quality scheme that ties into its context, bridges and adjacent spaces. This character will be defined by the physical form and scale of the new buildings, the mix of uses provided within the buildings, through the re-activation of the old railway arches at street level and creation of new public realm areas around them.	The development will strengthen the Beetham Tower and its environment as a landmark destination to the south of the city centre, creating a strong tall building cluster.	Major	District	BEN	LT	D	P, IRR	Major Beneficial Significant

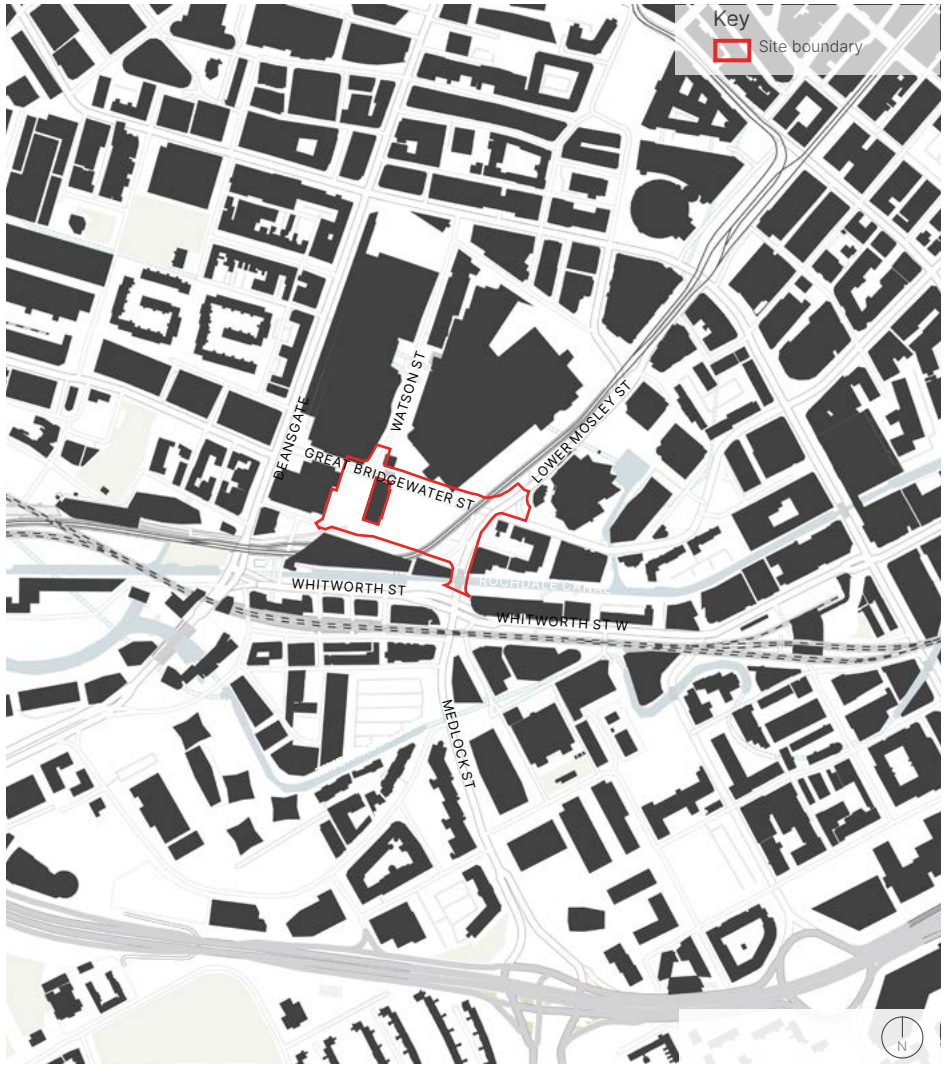
6.1 Site Location

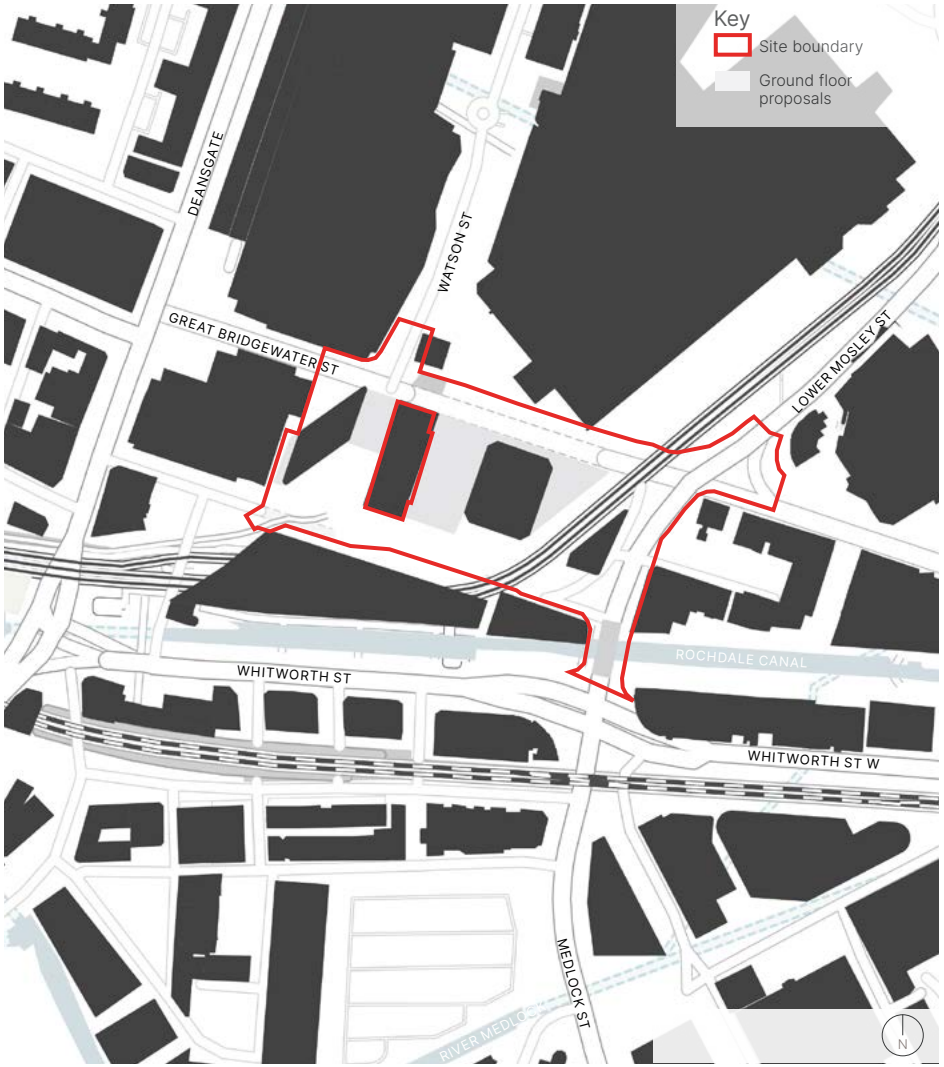


6.2 Townscape Character

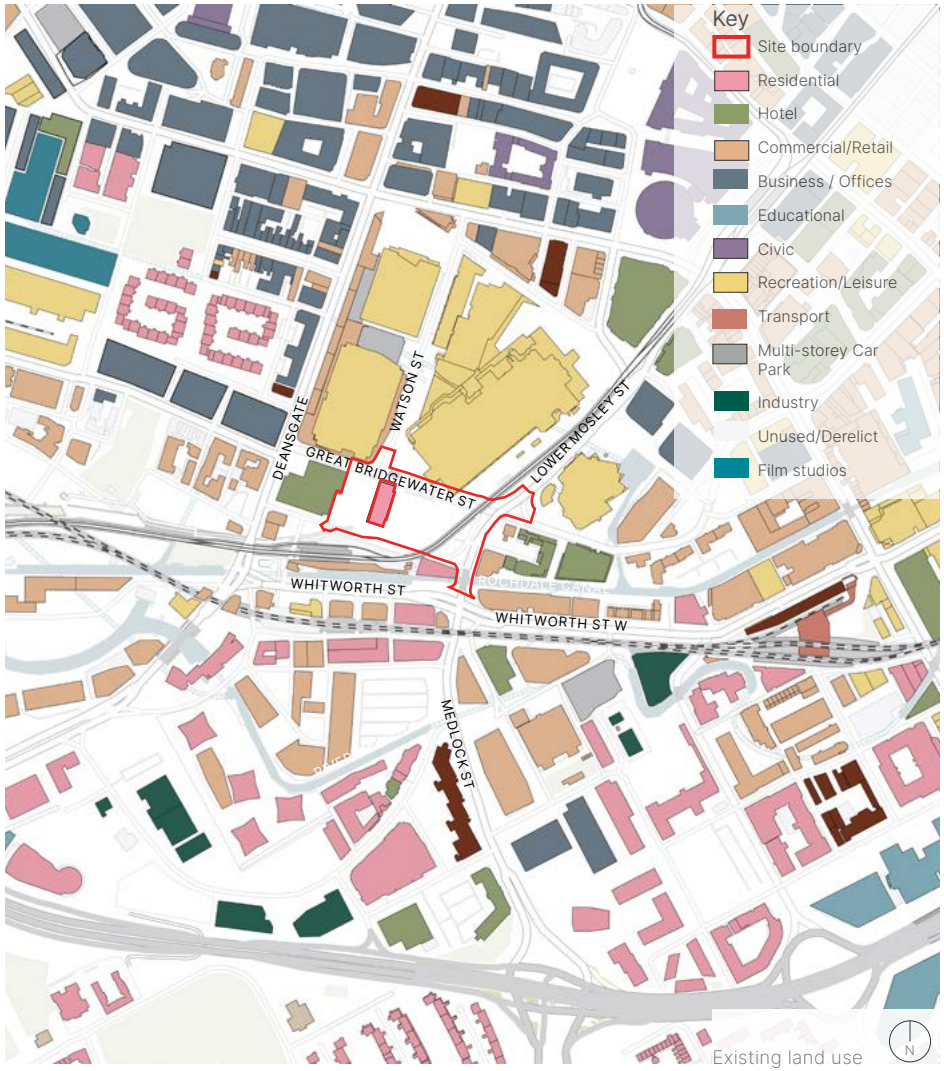


6.3 Urban Grain

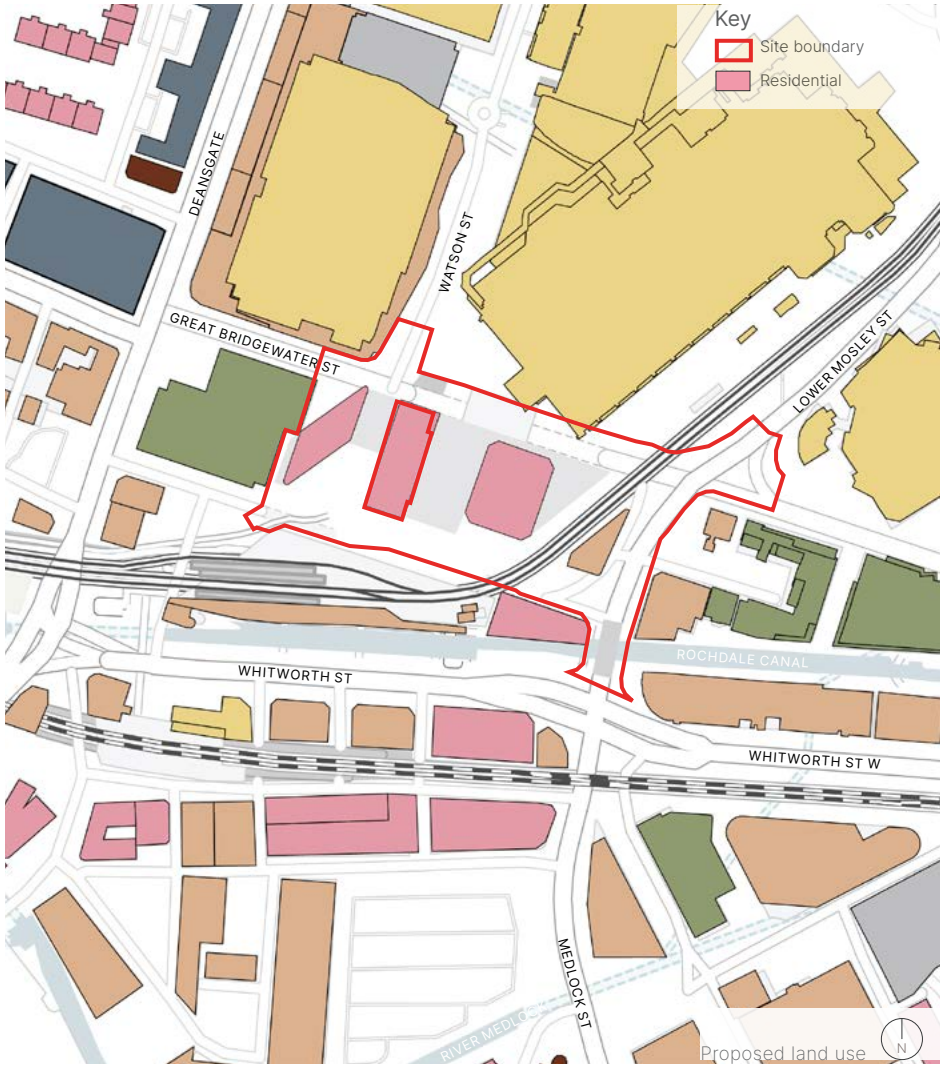




6.4 Land Use

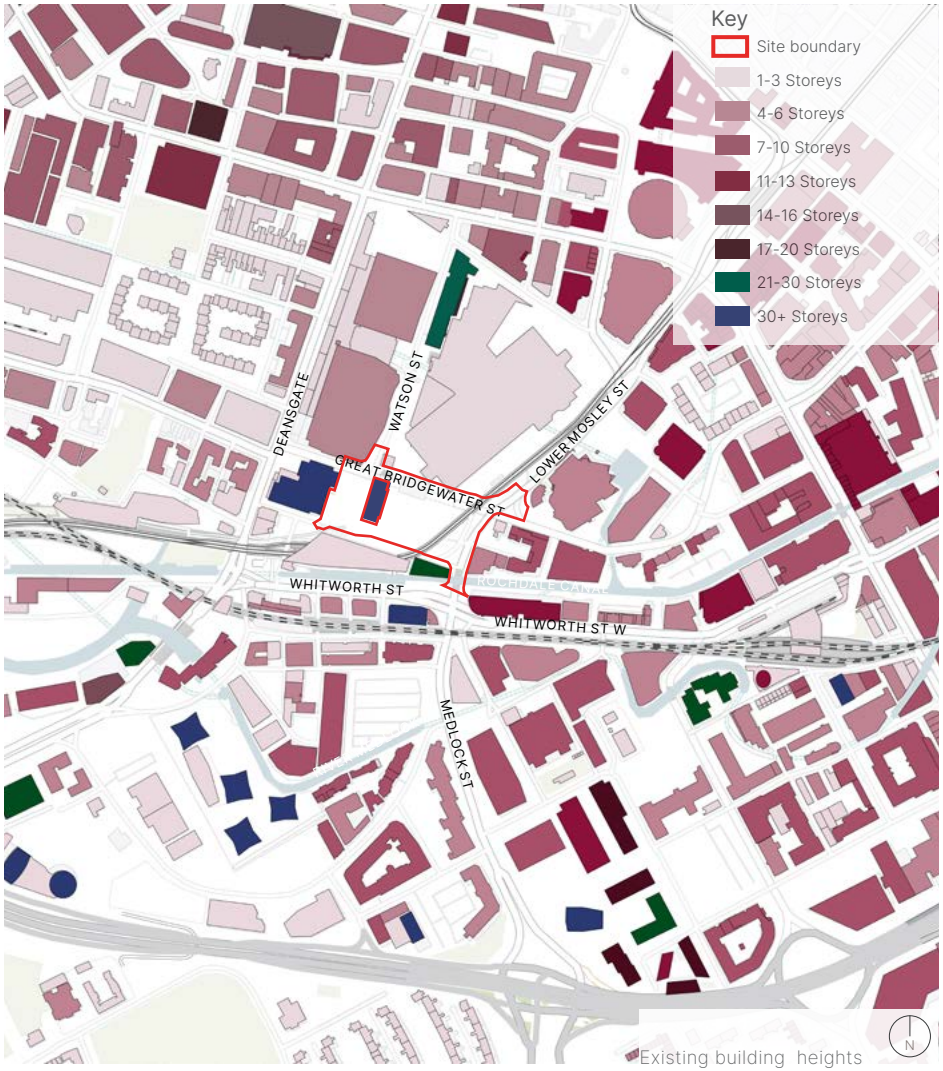


Existing land use

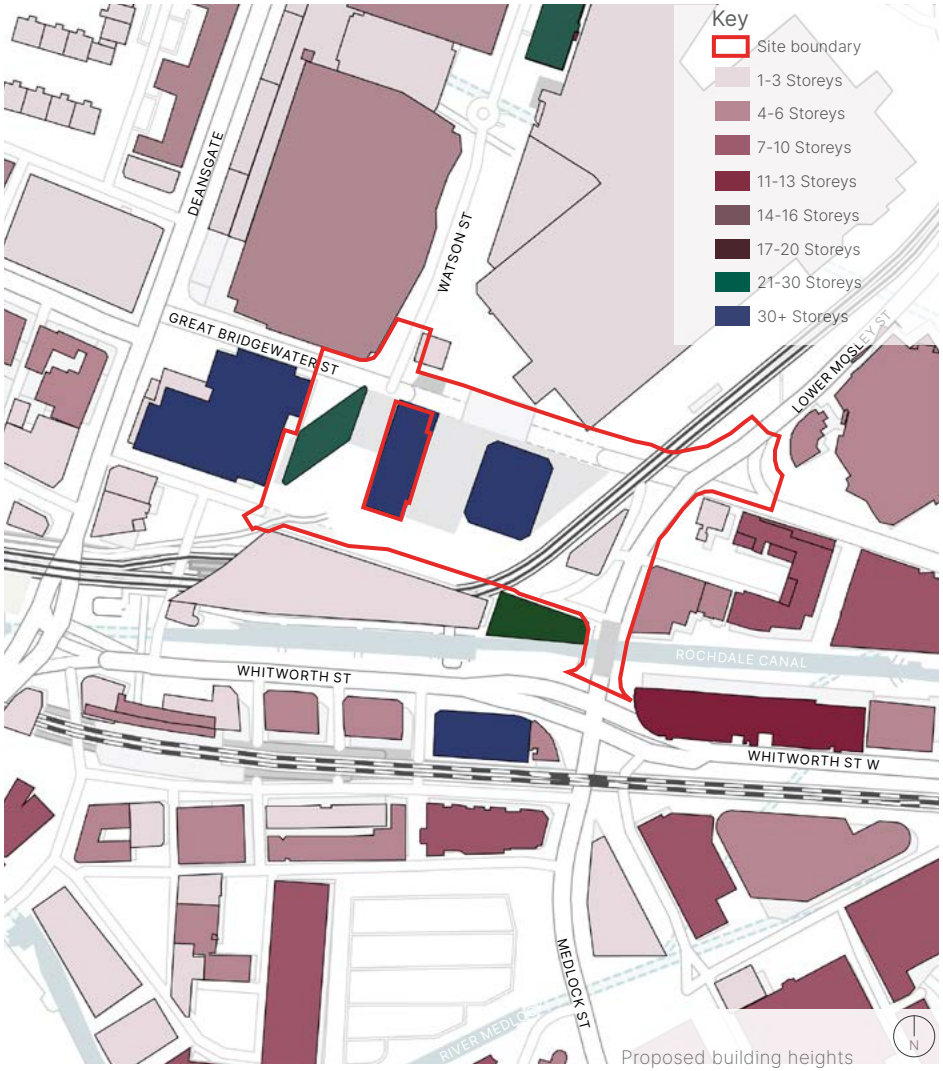


Proposed land use

6.5 Building Heights



Existing building heights



Proposed building heights

6.6 Movement and Linkages



Figure 9 - Existing land use

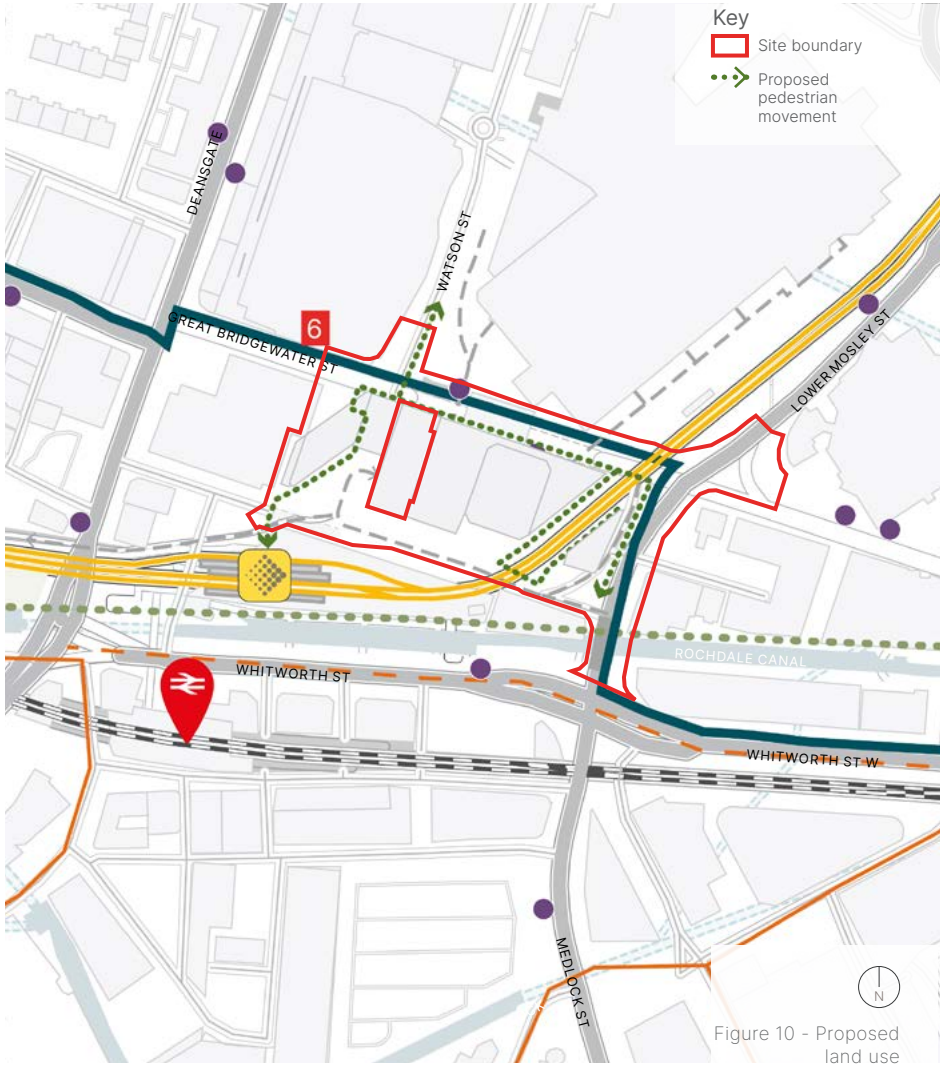
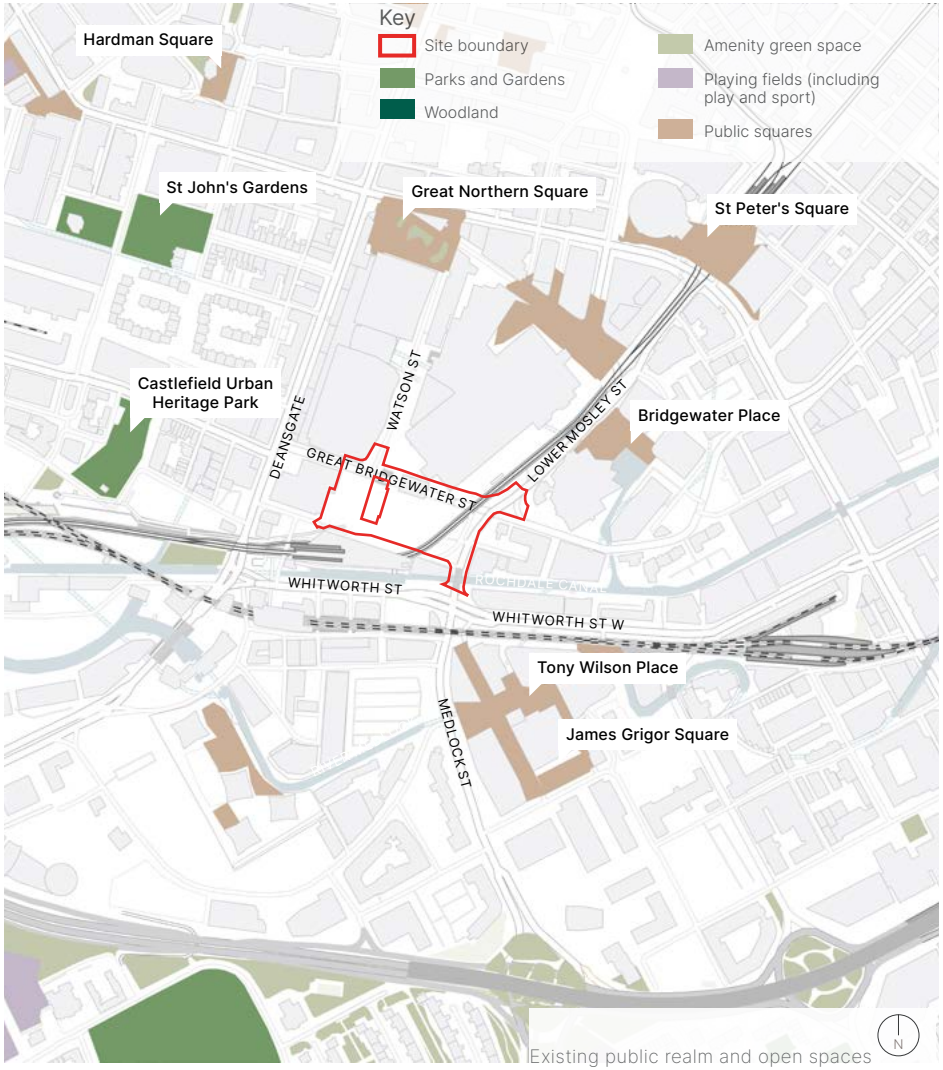
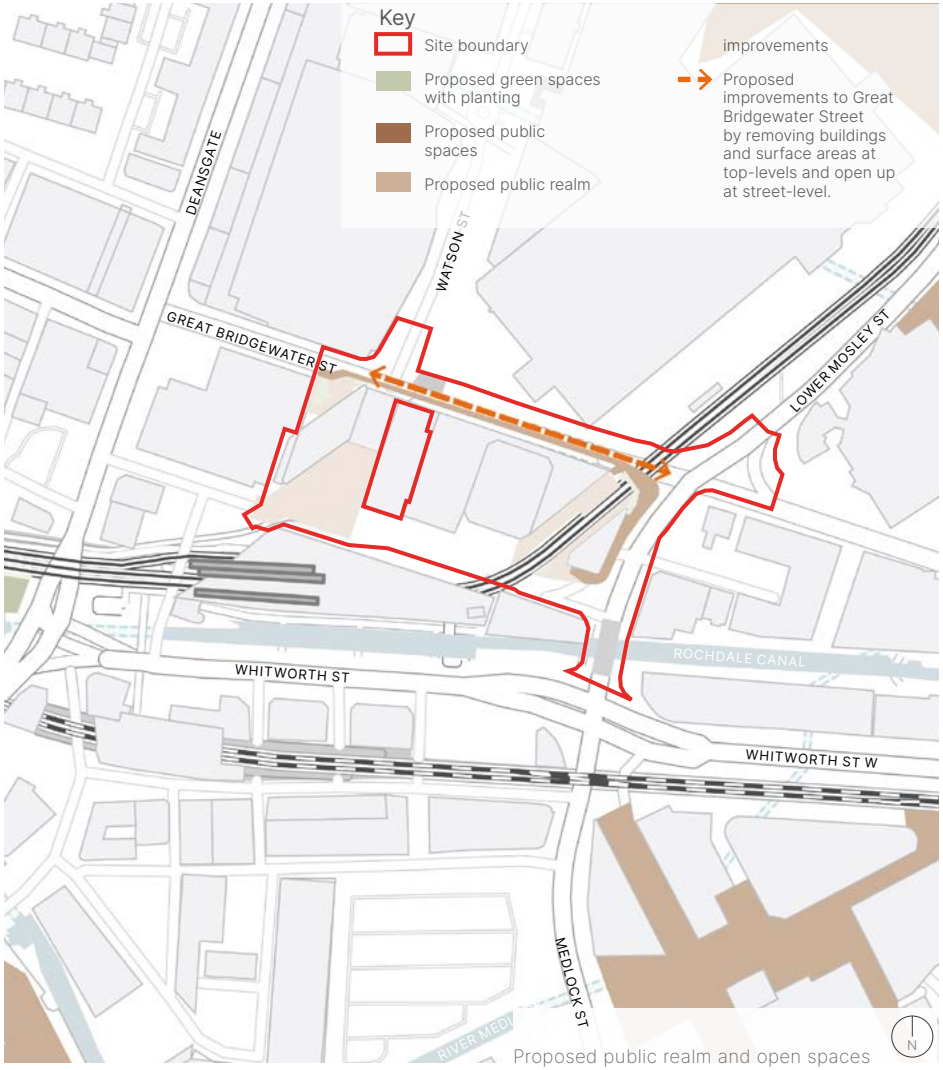


Figure 10 - Proposed land use

6.7 Public Realm and Open Space

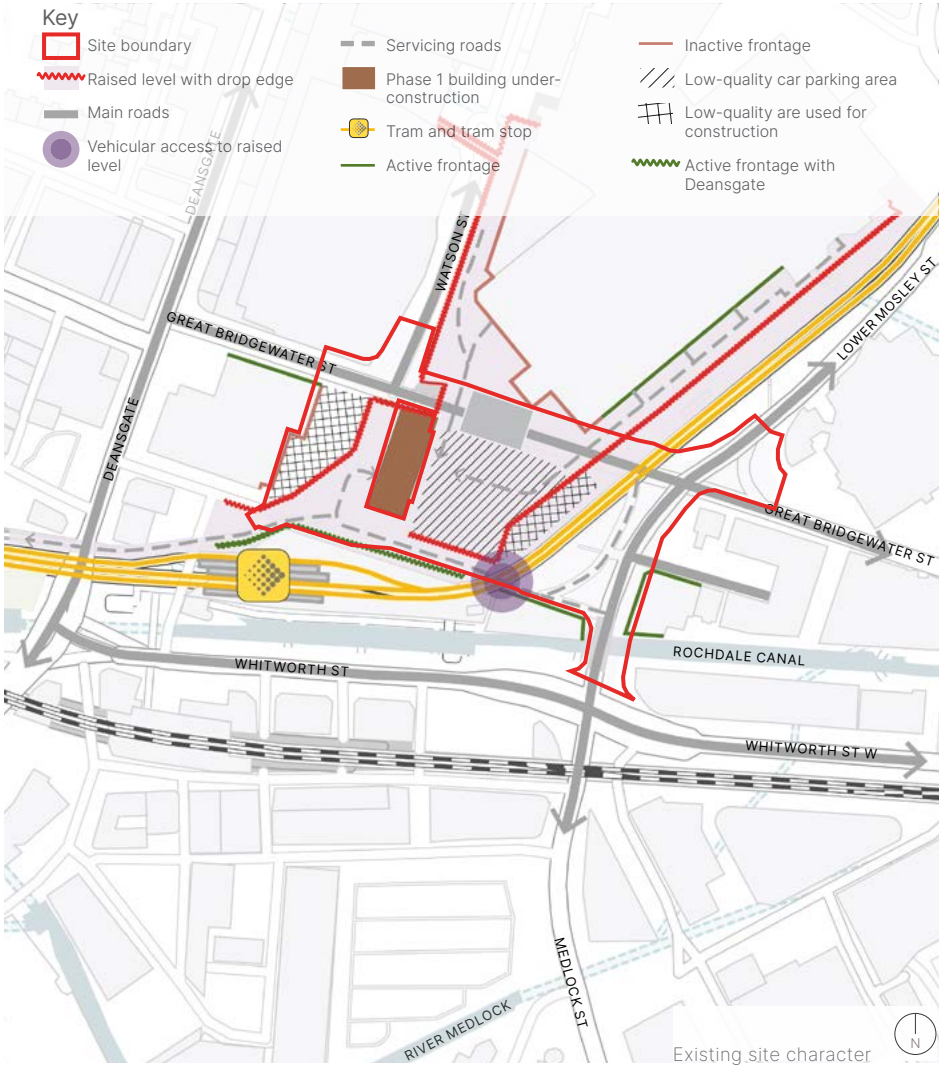


Existing public realm and open spaces

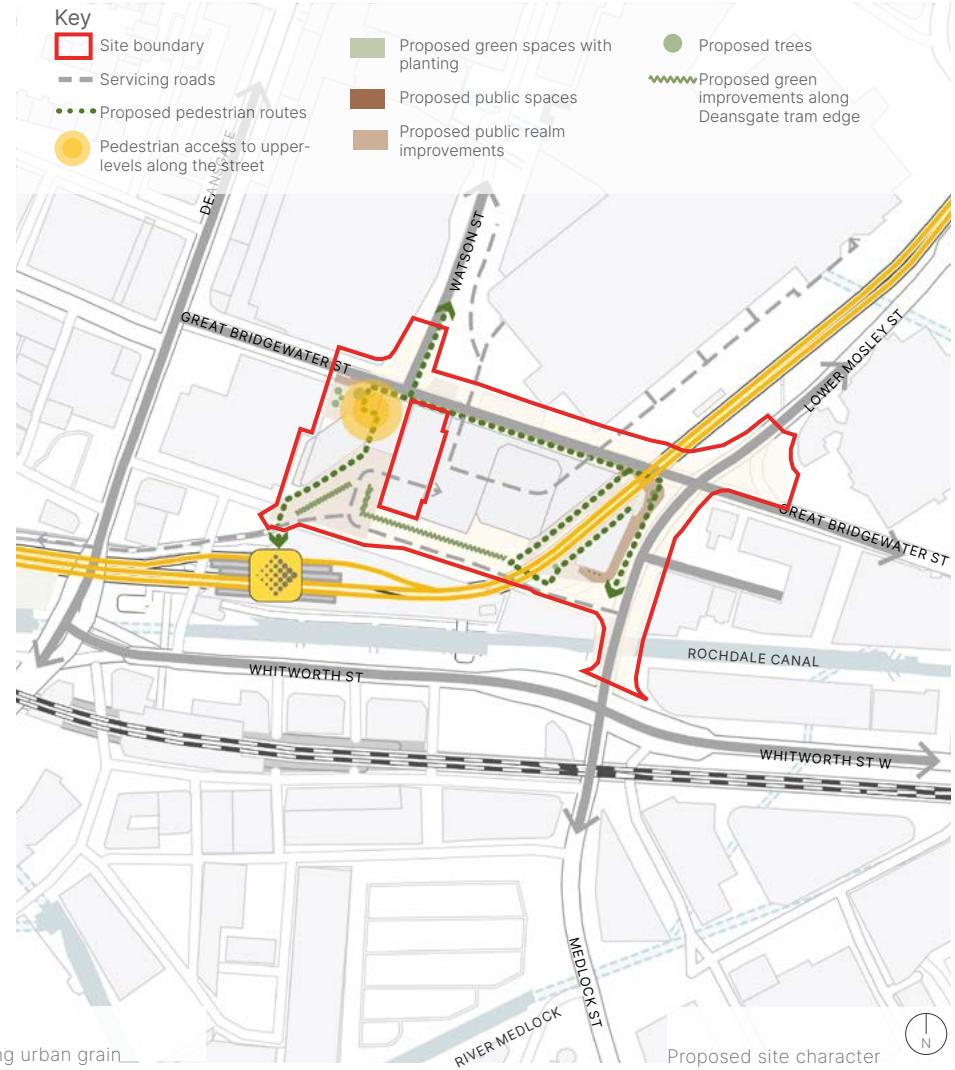


Proposed public realm and open spaces

6.8 Site Character



Existing site character



Existing urban grain

Proposed site character

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