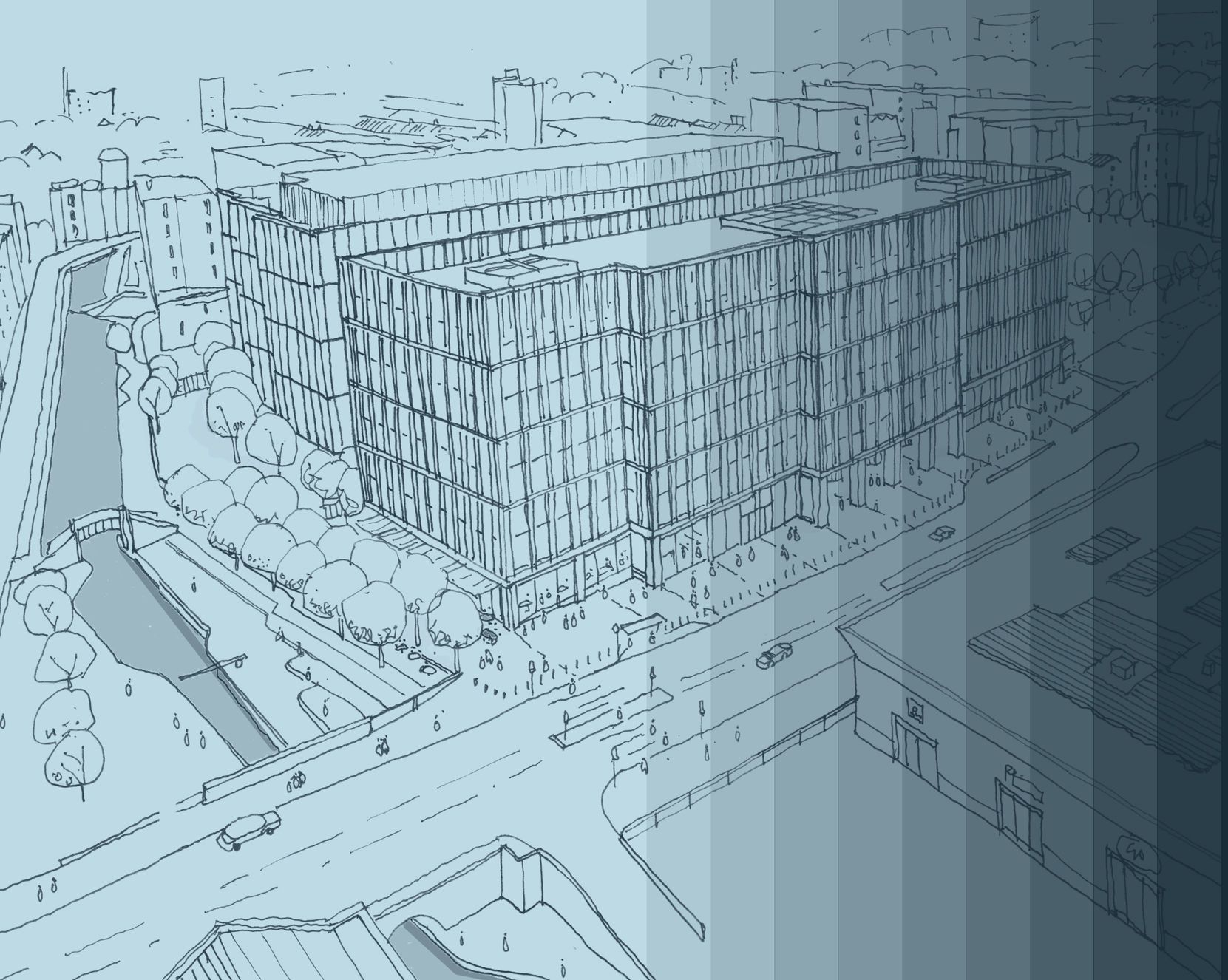


Government Property Agency

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MANCHESTER DIGITAL CAMPUS

Environmental Statement

Volume 3

Townscape and Visual Impact Assessment

NOVEMBER 2024

Manchester Digital Campus

Prepared for:

Government Property Agency

November 2024

Environmental Statement Volume 3: Townscape and Visual Impact Assessment

Manchester Digital Campus

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ES Volume 3: Townscape and Visual Impact Assessment – **November 2024**

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2. INTRODUCTION AND SITE CONTEXT

2.1 Purpose of this Report

i) This Townscape, and Visual Impact Assessment ('TVIA') forms Volume 3 of the Environmental Statement ('ES') prepared in support of the planning application related to the proposed redevelopment of the site which is currently known as the 'Former Central Retail Park ('FCRP') Part 1 (hereafter referred to as the 'Site') for the Government Property Agency ('GPA', alternatively referred to as the 'Applicant'). The Site comprises the north-western half of a plot of brownfield land formerly known as the 'Central Retail Park', situated on the east side of Great Ancoats Street to the east of Manchester city centre. Manchester City Council ('MCC') are the Local Planning Authority ('LPA').

ii) This TVIA has been prepared by Stephen Levrant Heritage Architecture Ltd. ('SLHA'), a practice of conservation architects, surveyor, planners, heritage and townscape consultants which specialises in the historic and built environment. It has been prepared on behalf of the GPA and forms an individual volume of the ES which comprises a number of relevant technical assessments. This report assesses the potential impact of the proposals (hereafter referred to as the 'Proposed Development') on townscape and visual receptors in the setting of the Site. The Proposed Development is to be known as the 'Manchester Digital Campus'.

iii) This report was prepared by SLHA for the benefit, use and information of the GPA only for the purposes of the Manchester Digital Campus project. SLHA assumes no liability or responsibility for any reliance placed on this report by any other third party or for any actions taken by any such other third party in reliance of the information contained herein. SLHA's responsibility regarding the contents of the report shall be limited to the purpose for which the report was produced and shall be subject to the express contract terms between SLHA and the GPA. The report shall not be construed as investment or financial advice. The findings of this report are based on the available information as set out in this report.

2.2 Summary of the Proposed Development

i) The proposals which form the basis of the planning application are summarised in the following terms:

Application for full planning consent for the erection of a new office campus in Manchester, consisting of two office buildings and associated public realm, landscape, and infrastructure.

iv) The design intention is to create a high quality and sustainable office development complemented by public realm which relates to the neighbouring site (comprising a public park and new built form) and meaningfully responds to the local townscape, including the canal and historic townscape to the west, Islington New Marina and Cotton Field Park to the north, and Great Ancoats Street to the south.

v) The Proposed Development is presented in drawings and associated design material, including a Design and Access Statement ('DAS'), prepared by AtkinsRéalis, the architects.

2.3 Overview of the Site

i) The Site comprises a brownfield plot which was formerly occupied by the former Central Retail Park, comprising 'big-box' style retail units which extended into the neighbouring site to the south-east and which was demolished in 2019. An aerial photograph of the Site and the surrounding townscape context is provided at **Figure 1.**



Figure 1: Aerial image showing indicative Site boundary outlined in red. Source: Google Maps.

ii) The Site lies to the east of Manchester city centre, situated within the area known as 'Ancoats'. The Site boundaries are formed by Great Ancoats Street to the south-west, the Rochdale Canal towpath and waterbody to the northwest, the Co-op Academy school and grounds and Cotton Field Park to the northeast, the eastern half of the former Central Retail Park to the southeast.

iii) The Site currently comprises a large, vacant area of hardstanding resulting from the demolition and clearing of the previous Central Retail Park buildings in 2018. The outline of the former building footprints is still legible, as is the former car parking area to the southern and western edges of the Site. Poor quality vegetation and a boundary fence edge the Site's interface to the north, south and west, where views into the Site from the public realm are obtained. The Site's current condition is illustrated in the photographs at **Figures 2 a**nd **3.**



Figure 2: Looking into the Site (and into the neighbouring brownfield site) from the area of public realm to the west on the Rochdale Canal tow path. The townscape in the background lies to the east of Old Mill Street.

iv) The townscape context in which the Site exists is highly varied. To the north-west lies the historic industrial area of Ancoats comprising well-preserved warehouse buildings fronting the canal and knitting together in a tight urban grain with a consistent scale and material palette, the significant industrial character of the area is recognised by its status as a designed Conservation Area. To the north of the Site lies New Islington Marina which utilises the former industrial waterbody to provide an area of landscaped public realm which gives way to contemporary residential development to the north and east and which takes different forms including large apartment blocks and fine grain terraces (designed by Urban Splash) reminiscent of Victorian workers' housing. This area is subject to continual change as further redevelopment and regeneration ensues. The townscape to the south is less consistent, comprising remnants of the former industrial townscape alongside modern commercial and residential buildings, as well as late 20th century industrial warehouses with open yards of hardstanding or car parking. The scale here is varied too, with medium and tall developments sitting alongside single and two storey buildings.

v) The character and experience of the townscape local to the Site is largely informed by Great Ancoats Street which comprises of six carriageways and is heavily trafficked; the road has a negative severing effect between the Site and the townscape to the south and creates a hostile pedestrian environment along the Site's southwestern boundary.



Figure 3: Looking south into and across the Site from Great Ancoats Street towards the residential development to the north of Islington New Marina. The overgrown and low quality of the Site is clearly evident.

vi) The Site does not contain any designated above-ground heritage assets, nor does it fall within the boundary of a Conservation Area. At the time of writing, MCC have not prepared and published a list of local heritage assets (buildings or structures considered to be of local heritage importance), however the Historic Environment Chapter prepared by AtkinsRéalis has identified a number of non-designated below-ground heritage assets within the Site boundary, comprising of archaeological sites identified from the Historic Environment Record and through a review of historic maps.

vii) There are a number of sensitive heritage assets within the immediacies of the Site, including the aforementioned Ancoats Conservation Area which meets the Site's north-western frontage to the Rochdale Canal, as well as a number of Grade II* and II listed buildings which face the Site from Redhill Street. The local and wider setting of the Site includes further designated heritage assets. The assessment of potential heritage impacts is considered in a separate ES chapter prepared by AtkinsRéalis.

2.4 General Methodology

i) This TVIA is the result of a process which synthesises literature and documentary research, and which relies on professional judgment. The documentary research was based upon primary and secondary sources, including maps, photographs, and any other supporting documentation. Surveys of the Site and its grounds were conducted in July 2023 and July 2024 by visual inspection in order to gain an understanding of the

principal townscape and visual considerations and the existing condition of the Site, and to consider the potential impact of the Proposed Development on relevant receptors.

2.5 Authorship

i) This report has been prepared by Stephen Levrant Heritage Architecture Ltd.

ii) Authors:

- Anna Manley [BA (Hons), MA] – Heritage and Townscape Consultant

3. POLICY CONTEXT: LEGISLATION, NATIONAL AND LOCAL PLANNING POLICY, AND GUIDANCE

3.1 Introduction

i) Although the scope of this TVIA is limited primarily to the consideration of townscape and visual receptors, the heritage context is necessary to consider as there are designated assets present in the local and wider townscape setting of the Site and they influence the character and appearance of townscape receptors as well as the amenity value of views. For this reason, relevant heritage policy has been presented below in order that the full planning context is considered in the appraisal of the Proposed Development.

3.2 Planning (Listed Building and Conservation Areas) Act 1990

i) The **Planning (Listed Buildings and Conservation Areas) Act 1990** provides the legislative framework which governs the specific protection for buildings and areas of special architectural or historical interest, over and above that provided by development management policies at a local level.

ii) As the Site is within the setting of a number of additional listed buildings and structures, **Section 66(1)** of the Act is applicable. This provision stipulates that the decision-maker should have *"have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"* when considering whether to grant planning permission.

iii) Whilst the Site is not situated within a Conservation Area, the Ancoats Conservation Area boundary runs adjacent to the western boundary of the Site and so its character, appearance, function, and setting are a consideration of this report. **Section 72** of the Act is therefore of relevance and stipulates that *"special attention should be paid to the desirability of preserving or enhancing the character or appearance of that [Conservation] area"*.

3.3 National Planning Policy Framework ('NPPF') (2023)

i) The revised NPPF was published in December 2023. The NPPF constitutes the Government's view of what sustainable development in England means in practice.

Design

ii) Chapter 12 (Design) of the NPPF establishes the Government's framework and approach towards design. The NPPF states at **Paragraph 131** that *"good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".*

iii) At **Paragraph 135**, the NPPF establishes a set of principles that Local Authorities should ensure are at the forefront when considering planning policies and development proposals. These principles stipulate that developments should: function well and contribute to the overall quality of the area; be visually attractive through the use of high quality architecture, successful layouts and effective landscaping; be sympathetic to local townscape character and history (including the built environment and landscape setting); reinforce and maintain sense of place through considered arrangement of streets, spaces, typologies and materiality; optimise the potential of sites and create a sustainable mix of developments; and create spaces that are safe, inclusive and accessible to all.

iv) **Paragraph 139** states that developments that are that not well designed should be refused by Local Authorities (including and especially where proposals fail to reflect local design policies and government design guidance). Conversely, the NPPF states in the same paragraph that *"significant weight"* should be given to schemes that reflect local policy requirements and government guidance on design, and those that reflect "*innovative designs which promote high levels of sustainability".*

v) Read together, **Paragraphs 134** and **139** demonstrate the Government's encouragement of Local Authorities to support schemes which embody high quality sustainable design.

vi) It will be clear from this Statement that the proposals for the Site seek to provide a sustainable use and a high-quality scheme which accords with the definition of sustainable development provided within the NPPF.

Heritage

vii) The NPPF identifies the protection and enhancement of the built and historic environment as a key component of one of three overarching objectives (an environmental objective) of the planning system required to achieve sustainable development (**Paragraph 8, point c**).

viii) Chapter 16 (Conserving and Enhancing the Historic Environment) sets out the Government's detailed approach and policies relative to the historic environment in a planning context, its conservation and enhancement.

ix) The focus of the Government's planning policy guidance is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation (**Paragraph 196, point a**).

x) **Paragraph 200** stipulates that Local Authorities should require applicants to describe the significance of any assets that have the potential to be affected by development proposals, including any contribution their setting makes to an appreciation of their significance. The NPPF determines that this description should be proportionate to the assets' significance and *"no more than is sufficient to understand the potential impact of the proposal on their significance".* This report fulfils this requirement by providing an appraisal of the significance and settings of key heritage assets in the environs of the Site.

xi) **Paragraphs 205-208** of the NPPF should be read together. In **Paragraph 205**, the NPPF stresses that *"great weight"* should be given to the conservation of designated heritage assets in the planning balance, defining that the *"more important the asset, the greater the weight should be."*

xii) **Paragraph 206** determines that *"any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification".*

xiii) **Paragraph 207** establishes that *"where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm".*

xiv) **Para 208** states that: "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".*

xv) The undertaking of the balancing exercises defined by the NPPF paragraphs described above (**Paragraphs 207** and **208**) provides the clear and convincing justification for harm that is required by **Paragraph 205**.

3.4 Planning Practice Guidance ('PPG') (2014 and as subsequently amended)

i) The PPG is an online document which is amended as required by the Government. It provides current advice to assist with the interpretation of the NPPF. The most recent amendment to the online guidance was published in July 2019. The section 'Conserving and Enhancing the Historic Environment' of the current iteration of the PPG has been reviewed and referenced in the course of producing this report.

3.5 Manchester City Council Core Strategy, 2012

i) Local planning policy maintains the same focus as the NPPF.

ii) The City Council's design and heritage related policies focus on the fundamental importance of "*preserving or, where possible, enhancing the historic environment".* The following policies from Manchester's Core Strategy are of relevance.

iii) **Policy CC9 (Design and Heritage)** states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled monuments. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

iv) **Policy EN1 (Design Principles and Strategic Character Areas)** states that new development will be expected to follow the key principles of urban design (character, continuity and enclosure, quality of public realm, ease of movement, legibility, adaptability, and diversity) and to contribute to the quality of the local and wider area.

v) **Policy EN2 (Tall Buildings)** states that Manchester City Council will encourage proposals which include tall buildings where it can be demonstrated that they:

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

vi) **Policy EN3 (Heritage)** states that Manchester City Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. Development options must be designed to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

3.6 Manchester City Council, Places For Everyone ('PfE') (2024)

i) PfE is the long-term plan of nine Greater Manchester districts for jobs, new homes and sustainable growth. The plan sets out a strategic policy framework for the nine boroughs and helps these areas to meet their local housing and employment needs by identifying land and infrastructure to support growth.

ii) **Objective 4** of the PfE seeks to: "*Enhance our cultural, heritage and educational assets; - Improve sustainable transport and active travel access to these locations; - Improve access for local people to jobs in these locations."*

iii) Relevant extracts from **Policy JP-1 1** addressing 'Sustainable Places', encourage developments which are/offer:

- *Distinctive, with a clear identity that:*
  - *A) Responds to the natural environment, landscape features, historic environment and local history and culture;*
  - B) *Enables* a clear understanding of how the place has developed; and
  - C) *Respects* and acknowledges the character and identify of the locality in terms of design,
  - D) siting, *size*, scale and materials used
- *Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design*
- *Socially inclusive:*
  - *A) Responding to the needs of all parts of society*
  - *B) Enabling everyone to participate equally and independently*
  - *C) Providing opportunities for social contact and support; and*
  - *D) Promoting a sense of community*
- *Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place*
- *Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest*
- *Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond*
- *Comfortable and inviting, with indoor and outdoor environments:*
  - *A) Offering a high level of amenity that minimises exposure to pollution; and*
  - *B) Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter*
- *Incorporating high quality and well managed green infrastructure and quality public realm, with:*
  - *A) Opportunities for recreation and outdoor play for children, and interaction between the generations;*
  - *B) Public and private spaces clearly distinguished;*
  - *C) Development clearly defining, and promoting activity within, public spaces*
  - *D) High quality landscaping with schemes*

17. Well-served by local shops, services and amenities, including education and health facilities.

E) **Policy JP-P 2** addressing 'Heritage', states:

Through this Plan we will proactively manage and work with partners to positively conserve, sustain and "enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for safeguarding and enhancing in the future, and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;

2. Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic Places for Everyone transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings and areas of identified archaeological, architectural, artistic and historic value.

Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

3.7 Historic England Guidance

i) Notwithstanding the fact that heritage is not the focus of this report, it is inextricably connected to the quality and character of townscape and views, and there is a related and interwoven discipline. This TVIA has been prepared in the context of an understanding of important policy and guidance pertaining to heritage, including that published by Historic England.

ii) In 2015 Historic England released three Good Practice Advice notes supporting the implementation of national policy and the related guidance provided within the PPG. *Good Practice Advice Note 2 - Managing Significance in Decision-Taking in the Historic Environment (*2015) ('GPA2') and *Good Practice Advice Note 3- The Setting of Heritage Assets* (amended December 2017) ('GPA3') are both relevant to the consideration of the historic built environment and the interaction with development proposals.

iii) This report takes account of the advice contained within the revised version of GPA3 on understanding what constitutes the setting of a listed building or other heritage asset. Furthermore, this TVIA has taken account of the guidance related to the identification of key views of a Proposed Development in a context which includes heritage assets and heritage sensitivities alongside other townscape and visual sensitivities.

iv) Additional Historic England advice notes utilised within this report include *Tall Buildings, Advice Note 4* (March 2022)**.** The note supersedes a previous version from 2015 and takes into account recent updates to planning policy and legislation and recent experience of the development of tall buildings within the historic environment.

v) The purpose of the guidance is *"to support Local Planning Authorities, developers, communities and other stakeholders in dealing with tall buildings proposals within the legislative and planning framework relevant to the historic environment".*

vi) The note provides support and guidance in the following key ways: in the initial plan-making process, in the identification of appropriate locations for tall buildings and the definition of 'design parameters' with regard to the historic environment, and in the assessment and determination of individual tall building proposals at the determination stage of the planning process.

vii) HE's note establishes a set of principles for the consideration of tall building development in the historic environment. The emphasis is on a plan-led approach to the consideration of such development, with appropriate locations determined through the Local Plan. This process, the note advises, should be informed and supported by an evidence base which explores different locations and considers heights which might be appropriate in any given area. The note stipulates that the identification of locations or the determination of proposals should be informed by an understanding of local place, character and historic significance. The guidance warns of the negative impacts tall buildings can have on the qualities of place valued by people who experience them if the siting, scale, or design is wrong and/or fails to demonstrate a consideration for the defining positive characteristics of a local area.

viii) The note demonstrates HE's acknowledgement of the capability of high-quality tall buildings to deliver sustainable development in tandem with the conservation and promotion of the historic environment. The note emphasises the importance of good design in ensuring that tall buildings respond positively to their local context, especially within the historic environment, and the opportunity high-quality proposals can embody in terms of place-making, particularly within the context of wider regeneration schemes. In summary, the note promotes a best-practice approach to the consideration of tall buildings to deliver high quality, sustainable schemes.

4. ASSESSMENT METHODOLOGY

4.1 Introduction

i) This section explains the methodologies employed for both assessment of the baseline conditions and the effects of the Proposed Development on townscape and visual receptors. This assessment has been carried out using desk-based data gathering and fieldwork.

Desktop Research Review

ii) Initial desktop studies were undertaken to establish the physical components of the Site and its surroundings and to identify townscape character and potential visual receptors/viewpoint locations, and also take into consideration relevant heritage sensitivities. Receptors were initially identified through a review of OS maps, aerial and street view photography, policy and guidance documents and online resources, including Historic England's National Heritage List for England ('NHLE') map and MCC's interactive planning map.

iii) The documentary research was based upon secondary sources of local history and architecture, including maps, drawings and reports. This TVIA has also drawn on the research findings resulting from desktop research including online articles and resources.

Area Surveying

iv) A survey of the surrounding areas was conducted in July 2023 and June 2024 by visual inspection to analyse the Site and identify the relevant areas of the local area that would be most affected by the Proposed Development.

v) A 500m study area was considered to be proportionate and robust for the purposes of analysing potential townscape effects related to the current planning application. Whilst most of the viewpoints also fall within this 500m study area, there a number located at a greater distance from the Site which pick up the potential for wider visual impacts.

vi) The study area has been informed by the preparation of a Zone of Theoretical Visibility ('ZTV') which highlights where the Proposed Development is likely to be visible from within the setting of the Site. The ZTV has also informed the selection of a series of key views in the local and wider townscape setting of the Site.

vii) The ZTV is presented at **Figure 4** on the following page.

4.2 Townscape and Visual Impact Assessment: Methodology

The Landscape Institute Guidance

i) The methodology for assessing townscape, landscape and visual effects is broadly based on the principles set out in the third (2013) edition of '*Guidelines for Landscape and Visual Impact Assessment*' ('GLVIA3'), produced jointly by the Landscape Institute and the Institute of Environmental Management and Assessment. These principles are designed to assess natural landscapes however they can be applied to the assessment of urban townscapes and this approach is followed in this TVIA. A document entitled *'Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment'* (GLVIA 3) was published in 2024 and has been reviewed alongside the principal document.

ii) The GLVIA3 states that assessment work needs to respond to the particular context in which it takes place. It expresses townscape as being:

> *"…areas where the built environment is dominant… townscape means the landscape within the built-up area, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces."* (Para. 2.7).

iii) As such, the term 'landscape' in the GVLIA3 guidance can be justifiably used to apply to urban areas, and the term 'townscape' shall be used instead of 'landscape' in this assessment.

iv) The two components of TVIA are:

1. Assessment of townscape effects: assessing effects on the townscape as a resource in its own right; and
2. Assessment of visual effects: assessing effects on specific views and on the general visual amenity experienced by people.

v) Whilst the assessment has been informed by a series of criteria which is set out in the tables that follow, it is important to note that these criteria are intended as a guide to inform professional judgement.

vi) The impacts on townscape and visual receptors by the Proposed Development are defined as either direct – i.e. intervention to the fabric of the receptor (not applicable to a view) or indirect i.e. not materially affecting the receptor but a visible or perceivable impact (all visual impacts are indirect).

Townscape Character Appraisal

vii) An appraisal has been made of the Site and its surroundings in their existing state in **Section 4**. This analyses the physical features and characteristics of the townscape and considers the current status of the Site. The objective of identifying the existing context is to provide an understanding of the townscape in the area that may be affected by the Proposed Development – with principal focus around its constituent elements, overall character, condition, how it is experienced, the value attached to it and its sensitivity. This process is referred to as 'townscape character appraisal'.

viii) Townscape character is assessed through the identification of a number of geographical areas which have readily identifiable characteristics in common. The physical characteristics of townscape may include: topography; patterns of land use and open space; development patterns and scale, including architectural styles and periods, density, massing, building types and materials; heritage assets including listed buildings, conservation areas and registered parks and gardens; vegetation patterns, including types of green space and their relationship to build form; permeability and linkages; public realm; and transport routes, including roads, railways, footpaths and waterways.

ix) Consideration of these townscape elements were used to identify Townscape Character Areas (TCAs), defined as areas with broadly homogenous characteristics. The TCAs are based upon a combination of desk-based research, studying historic maps, OS maps and aerial images. This desktop analysis was supplemented by site visits undertaken by Heritage Architecture Ltd in July 2023 and July 2024 to finalise an appraisal of the existing townscape character. The study area of 500m for the baseline townscape character appraisal was determined by the visual envelope of the Site and where the Proposed Development was considered to potentially influence local townscape character and local views.

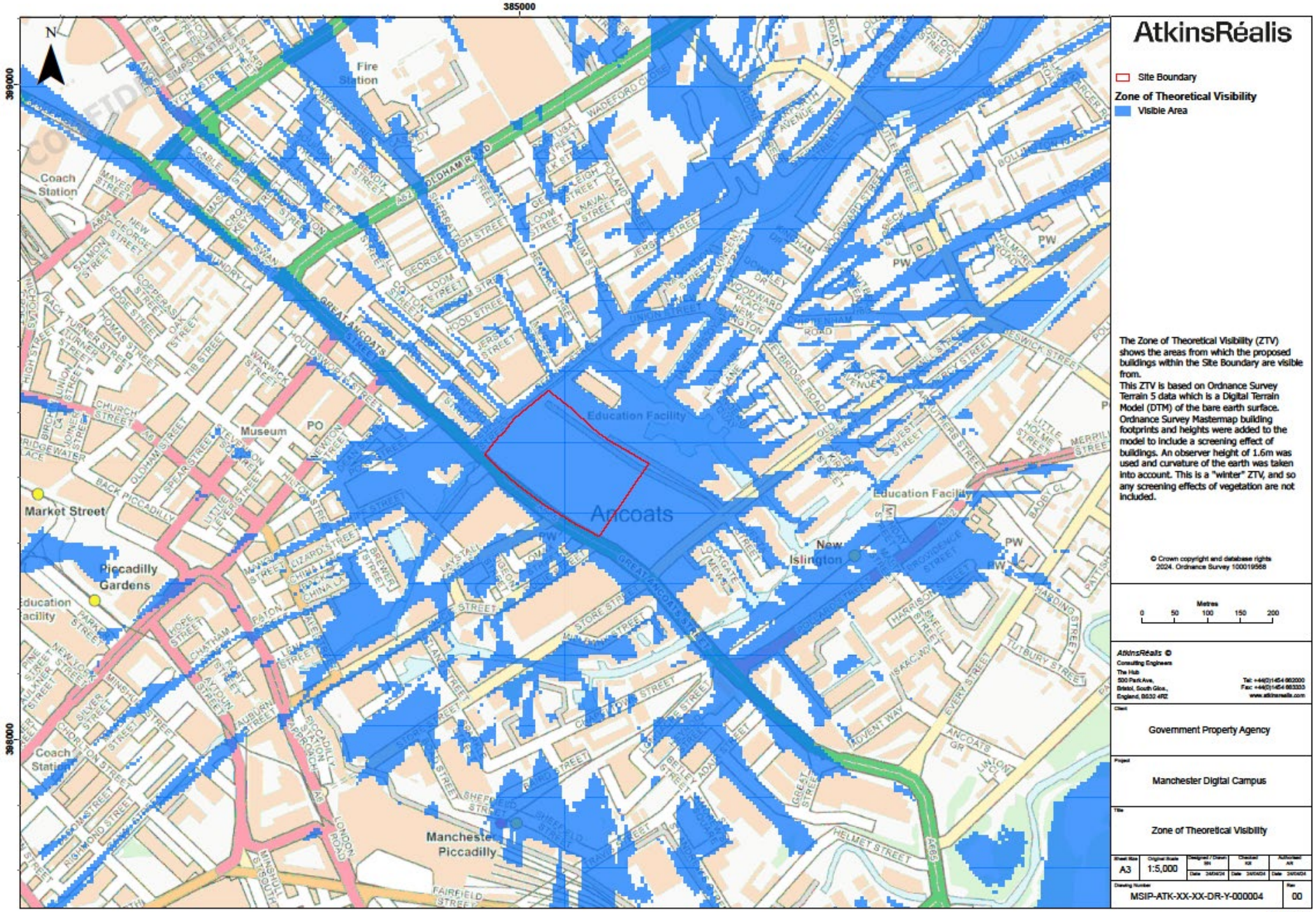


Figure 4: ZTV, prepared by AtkinsRéalis.

x) The TCAs have been mapped with boundaries and their key characteristics described within the baseline appraisal (**Section 4** of this report).

xi) The GLVIA3 uses the term 'receptor' to mean both elements of the physical townscape, and people who will see the development. 'Viewers' are taken to be the general public affected by development, considering the differing interests and expectations likely to be found in residents, visitors or people who work in a place. The assessment recognises that people are generally more sensitive to change in the area where they live than elsewhere, and that they are generally more sensitive to change which affects recreational environments such as parks and open spaces rather than streets, whether designated or non-designated.

xii) The TCA assessment includes identifying the value of each area. The consideration of value is initially based on, and takes into account, whether it is covered by a townscape designation at a national, regional or local level. TCAs can also be defined by a range in values, e.g. Low-Medium, which reflects the fact that some areas within the TCA are of a higher quality than others or that they can be defined by the qualities in both the 'Low' and 'Medium' value definitions. This is also informed by the presence of heritage assets. An assessment of the value of each townscape character area is informed by the criteria set out in **Table 1.**

Table 1: Value of Townscape Character

Value	Description
High	Sites, features or areas of national importance with settings of high quality such as World Heritage Sites, AONB, National Parks, Grade I and Grade II* Listed Buildings and Registered Parks and Gardens. A high value townscape comprises well-designed/well-proportioned buildings with a strong sense of place. Buildings relate well to streets, spaces and landscape elements. Few detracting elements.
Medium	Sites, features or areas of local or regional importance with intact character such as Grade II* and Grade II listed buildings, Registered Parks and Gardens, Conservation Areas, Scheduled Monuments, local nature sites and long-distance recreational route. Tree Preservation Orders (TPO) and local designations that exhibit wider geographic, cultural or townscape significance. A medium value may equate to locally valued townscape, conservation areas that contribute significantly to its historic character, some listed buildings or locally listed buildings which are well represented in the townscape.
Low	Areas or features of local importance such as Tree Preservation Orders (TPO), Public Rights of Way (PROW) and locally listed buildings. A low value townscape character may include some positive features and buildings worthy of conservation at a local level. Lacking a sense of place and identity with detracting features. Possibly including some areas that are identified for improvement.
Very Low	Townscape which is in decline, with poor quality buildings, degraded urban structure, and poor public realm or complete lack of it. Features frequent detracting features, low quality uses, or is heavily trafficked / affected by negative environmental effects such as noise, smell, or pollution.

xiii) The TCA appraisal also considers each area's susceptibility to change which is assessed as being **high**, **medium** or **low** (**Table 2**). The less likely that the townscape receptor can accommodate the Proposed Development without undue consequences to the baseline condition, the higher its susceptibility to change.

xiv) The value and susceptibility to change is then combined to judge the sensitivity (**Table 3**) of each TCA, i.e. the higher the value and susceptibility of a receptor, the more sensitive it is likely to be The assessment of sensitivity takes into account the heritage assets and their settings, including listed buildings, conservation areas, World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens, non- designated heritage assets, locally listed buildings and townscape landmarks.

xv) **Table 2** outlines the general criteria to inform judgements on townscape sensitivity through considering the susceptibility of TCAs to a Proposed Development:

Table 2: Susceptibility of TCA

Susceptibility	Description
High	Townscape with distinctive components and characteristics, often including designated townscapes and/or important designated heritage assets; susceptible to small changes of the type of development proposed.
Medium	Townscape with local value, of relatively common components and characteristics and may include heritage assets such as conservation areas and locally listed buildings; reasonably tolerant of changes of the type of development proposed.
Low	Townscape of limited value and relatively inconsequential components and characteristics, including few or no designated and/or non-designated heritage assets; the nature of which is potentially tolerant of substantial change of the type proposed.

xvi) The assessment of the sensitivity of the receptor under consideration may be moderated to take into account a judgement about its quality, relative importance and significance and is, ultimately, a subjective judgement of the professional undertaking the assessment. For example: a World Heritage Site or a listed building may have a good or a poor setting, and a good quality setting is more sensitive to change than a poor-quality setting. Similarly, a listed building or a part of a conservation area may be a prominent aspect of a view, or it may be present in the view but only incidentally. Conservation areas include within them areas of greater and lesser quality; and so on. Thus, there is not necessarily a direct link between the different categories of heritage assets and their relative importance, and the assessment of sensitivity as **high, medium** or **low** (or a range of these). The assessment of sensitivity is formulated in the assessment stage of the impact assessment (rather than defined at baseline stage) because it is bespoke to the nature of the Proposed Development, i.e. the type of uses proposed, the scale of buildings etc. The baseline value of the TCA and its susceptibility to the Proposed Development is calibrated using the matrix provided in **Table 3** below.

Table 3: Sensitivity of TCA			
TCA Value	Susceptibility of TCA to Change		
	Low	Medium	High
Very Low	Low	Low	Low/Medium
Low	Low	Low/Medium	Medium
Medium	Low/Medium	Medium	Medium/High
High	Medium	Medium/High	High

xvii) The magnitude of a townscape effect is assessed in terms of its size or scale, the geographical extent of the area influenced by that effect, its duration and degree of reversibility and the impact these are likely to have on the baseline character of the townscape element. Impact of the Proposed Development upon the townscape character may be described as beneficial, neutral or adverse.

xviii) The magnitude of change in the townscape takes into consideration the following factors:

- The extent/proportion of townscape elements lost or added;
- The contribution of that element to townscape character and the degree to which aesthetic/perceptual aspects are altered; and
- Whether the effect is likely to change the key characteristics of the townscape, which are critical to its distinctive character.

xix) The criteria used to assess magnitude of townscape effects are described in **Table 4**, below. It is emphasised that the overall effect is informed by professional judgment and subjectivity.

Table 4: Magnitude of Townscape Impact	
Category	Criteria
Major adverse townscape impact	The proposals will result in a total change in the key characteristics of townscape character; will introduce elements totally uncharacteristic to the attributes of the receiving townscape; and/or will result in a substantial or total loss, alteration or addition of key elements/features/characteristics.
Moderate adverse townscape impact	The proposals will result in a partial change in the key characteristics of townscape character; will introduce elements partially uncharacteristic to the attributes of the receiving townscape; and/or will result in partial loss, alteration or addition of key elements/features/characteristics.
Minor adverse townscape impact	The proposals will result in a small change in the key characteristics of townscape character; will introduce elements that are not uncharacteristic to the attributes of the receiving townscape; and/or will result in a minor loss, alteration or addition of elements/features/characteristics.
Negligible townscape impact	The proposals will result in a just discernible change to townscape character/elements/features/characteristics.
No change	The proposals will not result in any change to townscape character/elements/features/characteristics, Resulting in a neutral effect.
Minor beneficial townscape impact	The proposals will achieve a degree of fit with the townscape character/elements/features/characteristics and go some way towards improving the condition or character of the townscape.
Moderate beneficial townscape impact	The proposals will achieve a good fit with the townscape character/elements/features/characteristics, or would noticeably improve the condition or character of the townscape
Major beneficial townscape impact	The proposals will totally accord with the townscape character/elements/features/characteristics, or would restore, recreate or permanently benefit the condition or character of the townscape

4.1 Visual Impact Assessment

i) The visual impact assessment ('VIA') considers how views will change as a result of the Proposed Development and how this will affect people and visual amenity at different places. This assessment is limited to publicly accessible viewpoints and does not comprise a residential amenity assessment, which considers private viewpoints from residential properties (refer to GLVIA3, paragraph 6.17)

ii) It is acknowledged that the proposals may be visible from some locations beyond those that have been selected, however, it is considered that the selected representative viewpoints cover an appropriately broad area of visibility and will provide the most significant views as well as an idea of the likely potential impact of the Proposed Development beyond these locations.

Receptor Sensitivity

iii) The term 'receptor' means both elements of the physical townscape, and people whose views and experience may be impacted by the Proposed Development. Visual receptors relate to people but are defined according to use e.g. residential, business, road, footpath etc, rather than townscape features. The GLVIA3 defines the following visual receptors as being likely to be the most susceptible to change: residents; people engaged in outdoor recreation including users of public rights of way or whose attention is likely to be focused on particular views; and visitors to heritage assets or key attractions, particularly where views of the surroundings are important to the experience.

iv) The sensitivity of the view as existing is assessed as **high, medium** or **low.**

v) The sensitivity of a view is dependent on:

- its importance (i.e. to local residents);
- the value and quality of the view; and
- the nature and expectation of the viewer.

vi) The importance of the viewpoint is determined by any recognition that the viewpoint may have and by its amenity value (i.e. the degree to which it provides enjoyment, excitement, interest etc.). In terms of views, recognition includes viewpoints visited by large numbers of people, or view that are identified as being important to preserve by the Local Planning Authority through the statutory development plan. Locations such as parks and riverside walkways which are used for leisure purposes, as well as residential areas, are considered to be more sensitive in visual terms than everyday streetscapes with no heritage designations.

vii) Like TCAs, views can also be defined by a range in values, e.g. Low-Medium, which reflects the fact that they can be defined by the qualities in both the 'Low' and 'Medium' value definitions, such as including both high- and low-quality buildings.

viii) The value and quality of the view is a reflection of its visual interest, its character and coherence and any attractive or notable pictorial or compositional qualities. The value of a view or townscape character area is likely to be higher if it overlooks a designated area such as a conservation area.

ix) The assessment of sensitivity takes into account the following heritage assets and their settings, in decreasing order of importance (but this is only a general guide and again is subject to professional judgement and subjectivity):

- World Heritage Sites, Grade I Listed Buildings, Scheduled Monuments;
- Grade II* or Grade II Listed Buildings, conservation areas and registered parks and gardens; and
- Locally listed buildings

Visual Impact Assessment

x) The baseline visual assessment considers the value of each view. This is informed by the criteria in **Table 5**:

Table 5: Value of a View

Value	Description
High	Statutory development plan identified views and/or views of national or regional importance, or particular local importance. The view is likely to be a nationally or regionally important view (e.g. views in the London View Management Framework (LVMF), a view identified in a World Heritage Site management plan or designed views within Grade I or II* historic parks or gardens) and/or contain heritage assets such as World Heritage Sites, Grade I or II* listed buildings, scheduled monuments, Grade I or II* historic parks or gardens or historic battlefields whose heritage significance is well represented in the view, and which benefit from being seen in combination with each other. The view is associated with a designated heritage asset of a high Grade whose settings has not been compromised, or across high quality/valued townscape. The view might be referred to in several guidebooks or on tourist maps and/or referenced in art/literature.
Medium	Supplementary planning documents identified views including conservation area appraisals, and/or views of regional or local importance. The view is likely to be of importance at the county, borough or district level (e.g. Metropolitan Views defined by London boroughs or designed views within Grade II historic parks or gardens) and/or contain heritage assets such as Grade II listed buildings, Grade II historic parks or gardens, conservation areas, locally listed buildings or other locally identified heritage resources whose heritage significance is well represented in the view and which benefit from being seen in combination with each other. It may also be a view that contains heritage assets such as World Heritage Sites, Grade I or II* listed buildings, scheduled monuments, Grade I or II* historic parks or gardens, or historic battlefields whose heritage significance is clearly readable, but not best represented, in this particular view. Views of relatively common elements of townscape, likely to be of local visual amenity importance. It may comprise public rights of way through townscapes of moderate value or settings of heritage assets that have already been compromised.
Low	The view is not associated with designated heritage assets or important townscape. It might be across ordinary or poor-quality townscape with detracting or common elements. The view is unlikely to be referred to in guidebooks or on tourist maps and/or referenced in art and literature. It is likely to be of little visual amenity importance. The view may be a locally valued view and contain heritage assets whose heritage significance is clearly readable, but not best represented, in this particular view.

xi) The assessment also considers each view's susceptibility to change which is assessed as being **high, medium** or **low**. The less likely that the receptor can accommodate the Proposed Development without undue consequences to the baseline condition, the higher its susceptibility to change.

xii) The susceptibility to change within a view is judged by taking account of the occupation or activity of the people experiencing the view and the extent to which their attention or interest is focused on the view; this is assessed as being **high, medium** or **low**.

xiii) The higher the importance of the visual receptor and the more open the view of the Proposed Development is, the higher its susceptibility to change. The criteria for the susceptibility of change are presented in **Table 6**, below.

Table 6: View's Susceptibility to Change

Sensitivity	Description
High	Specific interest or appreciation of the view, including residents, people engaged in outdoor recreation or using public rights of way, whose attention is focused on the townscape/view; and/or a view of national value (e.g. designated/protected views or important views within conservation areas). A low ability to accommodate the specific proposed change.
Medium	General interest or appreciation of the view, including people engaged in outdoor recreation that does not focus on an appreciation of the townscape; and/or a view of local or limited value of (e.g. suburban residential areas or areas outside of conservation areas). A medium ability to accommodate the specific proposed change.

Low	Interest, appreciation or period of exposure to the view is limited, including people at work or motorists travelling through the area; and/or a view of limited value (e.g. industrial areas or derelict land). A high ability to accommodate the specific proposed change.

xiv) The value and susceptibility to change is then combined to judge the sensitivity of each view. The assessment of sensitivity takes into account aspects such as heritage assets and their settings, and the quality of the townscape or landscape landmarks. The matrix for the calibration of a view's sensitivity is provided at **Table 7** below.

Table 7: Sensitivity of a View

View Value	Susceptibility of View to Change		
	Low	Medium	High
Very Low	Low	Low	Low/Medium
Low	Low	Low/Medium	Medium
Medium	Low/Medium	Medium	Medium/High
High	Medium	Medium/High	High

xv) The magnitude of impact assesses the impact the Proposed Development will have on a view. **Table 8** outlines the criteria against which an assessment of the magnitude of effect in each view has been informed. This incorporates magnitude of effect on the view including the townscape character and any heritage assets. Impact has been determined through a consideration of the size, scale and intensity of the proposed change, the geographical extent of the area influenced, the type of development and the level of integration of new features with existing elements.

xvi) Where the Proposed Development is at considerable variance with the scale, landform and pattern of the townscape and/or is considerably detrimental to quality or characteristic features.

xvii) To determine the overall effect, the magnitude of impact is assessed against the sensitivity score using the criteria in **Table 8** below.

Table 8: Magnitude of Impact

Magnitude of Impact	Description
High beneficial	The development considerably enhances the view or the ability to appreciate its amenity value. The Proposed Development responds very well to the scale, landform and existing pattern of the townscape or landscape and will result in considerable enhancements. The Development would create a significant improvement in views.
Medium beneficial	The development enhances to a clearly discernible extent the view or the ability to appreciate its amenity value. The Proposed Development is characteristic of the scale, landform and existing pattern of the townscape, and maintains and/or enhances the existing quality or characteristic features. The Proposed Development would create a noticeable and improved change to the existing view.
Low beneficial	The development enhances to a minor extent the view or the ability to appreciate its amenity value. The Proposed Development complements the scale, landform and pattern of the townscape and maintains the existing character The Proposed Development results in minor improvements to the existing view.
Imperceptible/None /Neutral	The development does not affect the the view or the ability to appreciate its amenity value. This does **not necessarily mean that there will be no physical or visual change**, rather that the resultant difference will be imperceptible or appropriately balanced. The Proposed Development results in limited or barely perceptible changes to the existing view.
Low adverse	The development erodes to a minor extent the quality of the view or the ability to appreciate its amenity value. The Proposed Development does not complement the scale, landform and pattern of the townscape and/or detracts from its existing quality or characteristic features. The Proposed Development causes minor deterioration or visual intrusion to the existing view.
Medium adverse	The development erodes to a clearly discernible extent the quality of the view or the ability to appreciate its amenity value. The Proposed Development is not characteristic of the scale, landform and pattern of the townscape, and/or damages its existing quality or characteristic features. It includes elements that are prominent but may not be substantially uncharacteristic of the existing townscape. The Proposed Development causes noticeable deterioration or visual intrusion to the existing view.
High adverse	Where the Proposed Development is at considerable variance with the scale, landform and pattern of the townscape and/or is considerably detrimental to quality or characteristic features. It includes the introduction of elements that are prominent and uncharacteristic of the townscape. Where the Proposed Development causes major deterioration or visual intrusion to the existing view.

Table 9: Overall Effect			
	High Sensitivity	**Medium Sensitivity**	**Low Sensitivity**
With high magnitude of impact	Major effect	Major effect	Moderate effect
With medium magnitude of impact	Major effect	Moderate effect	Minor effect
With low magnitude of impact	Moderate effect	Minor effect	Negligible effect
Negligible / neutral impact	Negligible effect	Negligible effect	Negligible effect

xviii) To determine the overall effect on a view, the magnitude of impact is assessed against the sensitivity score using the criteria in **Table 9** above.

xix) The scale of the overall effect is then applied to a nature of effect, i.e. **Beneficial** or **Adverse,** or, where appropriate, is identified as **Neutral.** It is emphasised that the overall effect is informed by professional judgment and subjectivity.

Cumulative Assessment

xx) There are two approaches set out in GLVIA3 to the assessment of cumulative effects of the Proposed Development in tandem with other development schemes.

xxi) The first approach is to focus:

> *Primarily on the additional effects of the main project under consideration…on top of the cumulative baseline*

xxii) The second approach is to focus:

> *on the combined effects of all the past, present and future proposals together with the new project.*

xxiii) This TVIA utilises the first approach, considering the additional impact of the Proposed Development (if any) on top of the cumulative baseline i.e. schemes which are already in the planning process. This approach is considered best practice for those schemes being assessed in an urban environment. For the purposes of this assessment, schemes which are currently under construction are considered as part of the baseline situation, as there is a certainty that they are coming forward.

Limitations and Assumptions

xxiv) In considering the effects of the Proposed Development upon built townscape character and representative viewpoints, the assessment is based on the material that accompanies the planning application, including the Accurate Visual Representations (AVRs) and design material prepared by AtkinsRéalis.

xxv) The visual analysis is based on views from external spaces within the public domain and not from inside buildings or private spaces. The GLVIA3 outlines that public views are generally attributed greater value than views from private property due to the number of visual receptors being greater.

xxvi) The experience of the Site and the Proposed Development can only be demonstrated in the TVIA through the use of photographs, AVRs, plans and maps. The AVRs do not cover every possible view of the Proposed Development but are a selection of representative viewpoints from publicly accessible places where there are particular townscape or heritage sensitivities.

xxvii) The AVRs are presented in AVR formats 1 (wireline), 2 (block massing) and 4 (fully rendered). They form an indication of the true three-dimensional visual experience of the Proposed Development. They do not capture transient significant effects arising from noise or traffic or other sensory effects. A visit to the viewpoint locations is encouraged to better appreciate and understand the potential visual impact.

5. TOWNSCAPE AND VISUAL BASELINE

5.1 Introduction

i) This section provides an appraisal of the existing townscape and visual baseline relative to the Site and Proposed Development. Understanding the character and nature of townscape and visual receptors in the setting of the Site provides a basis for accurately interpreting how the proposed development might affect them. This section first addresses the townscape baseline.

ii) The methodology for the appraisal of townscape baseline and the selection of candidate viewpoints is set out in detail in **Section 3.0** of this report.

5.2 Townscape Character Area Appraisal

i) The following discussion provides an appraisal of the existing townscape character of the Site and its surroundings. It provides an analysis of the physical characteristics of the townscape within a 500m study area of the Site's boundary. The appraisal analyses the quality of the townscape, its form, grain, scale, character, materiality of its built form, level and quality of public and/or green space, and the relationship between buildings and open spaces. The prevailing characteristics and uses of each area are defined, including the primary audiences that these areas are experienced by e.g. residents or people taking part in leisure activities.

ii) The appraisal of the townscape character within the 500m study area has been informed by desk-based analysis, including a review of maps (historical and recent), and on-site analysis, which was conducted in June 2024.

iii) The baseline appraisal has identified nine broad character areas including the Site and within 500m of its boundary. These Townscape Character Areas ('TCAs') are defined as follows:

- TCA 1: Great Ancoats Street
- TCA 2: Historic Ancoats
- TCA 3: New Islington Marina
- TCA 4: High Density Residential
- TCA 5: Canal-side Development
- TCA 6: Industrial Townscape
- TCA 7: Lower Density Residential
- TCA 8: Northern Quarter
- TCA 9: Industrial/Townscape Gaps

iv) The broad boundaries defining the TCAs are illustrated on the map at **Figure 5.**

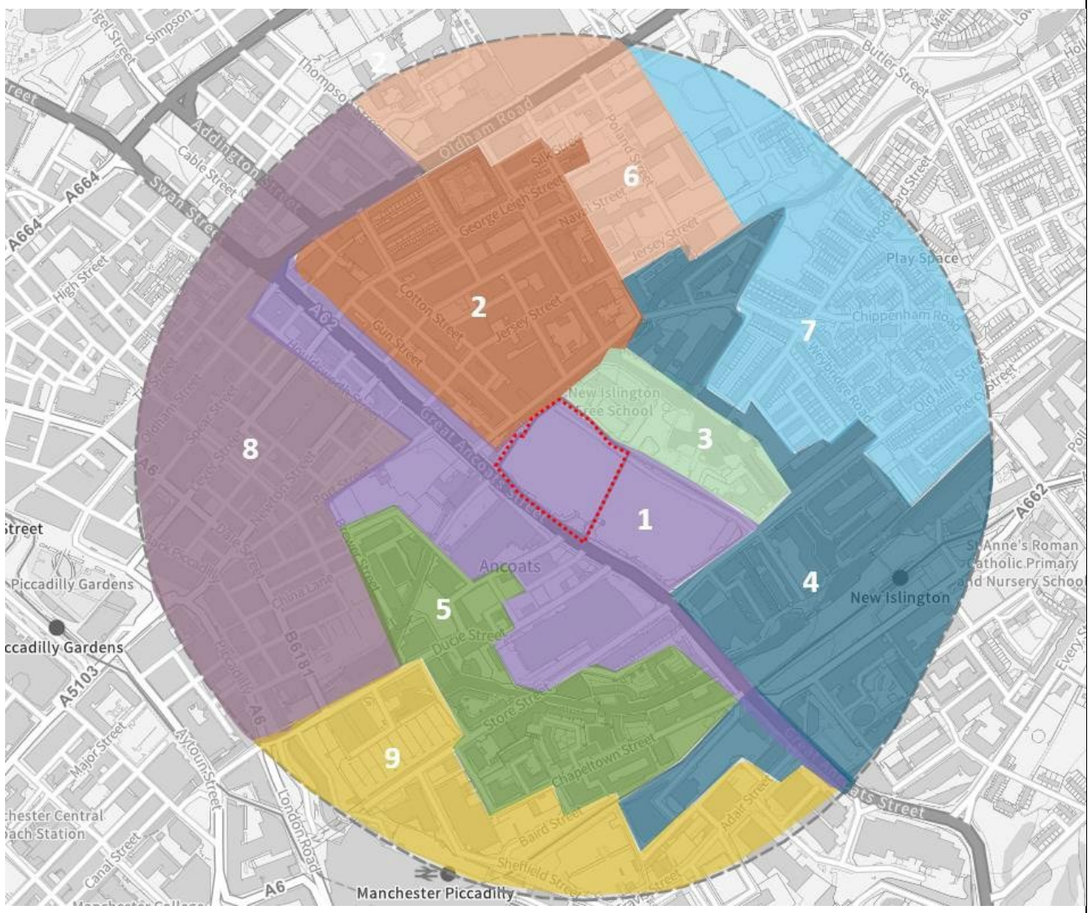


Figure 5: Townscape Character Areas within 500m study area. Indicative Site boundary in red.

5.3 TCA 1: Great Ancoats Street

i) TCA 1 is centred on Great Ancoats Street, which runs through the centre of the study area along a north-west to south-east axis. Great Ancoats Street is a primary road corridor, comprising four lanes of traffic and is consequently characterised by a continual sense of movement and activity. Cycle lanes and pedestrian movement contribute to this townscape character and reinforce the function of the TCA as a transportation corridor.

ii) The street forms the north-eastern boundary of Manchester City Centre, separating the historic industrial area of Ancoats from the main body of the city to the south and west. The TCA boundary has been broadly drawn to include the frontages or entire plots of those sites which front this primary street. In the south-eastern part of the TCA especially, there is no particular sense of consistency or cohesion in the built form, with large modern commercial units (such as the Urban Exchange shopping complex situated opposite the site) sitting adjacent to historic industrial buildings (i.e. the Grade II* listed Brownfield Mill) and contemporary residential apartment blocks, with the most recent addition being the Port Street residential complex (c.33 storeys). The diversity of the townscape is reflected in the varying urban grain (primarily quite coarse although with some finer building plots such as the buildings on the corner with Ducie Street), scale (ranging from two to c.30 storeys), materiality (brick, render, cladding, glass), overarching character, and use. At the south-eastern end of the street in particular there is no consistency in terms of how buildings address the street, with some set back beyond hardstanding car parks and others flush to the pavement line. The individual components of this townscape share only their relationship to Great Ancoats Street, and the fact that they are experienced in the context of the noise and activity generated by this principal road through/out of the city centre.

iii) The north-western part of the TCA, and the northern streetscape in particular, has a more regular character, with a consistent scale and massing, and shared building characteristics between plots; this regularity – and subsequently the elevated character and appearance – of the townscape is reflected in its inclusion in the boundary of the Ancoats Conservation Area, which extends to the north-east.

iv) The Site falls within TCA 1, sitting on the northern side of Great Ancoats Street and alongside the adjacent brownfield site with which it previously formed the Central Retail Park. Both sites are characterised by their current lack of built form, with deteriorating hardstanding and low-quality vegetation and hoardings defining their plot boundaries. In the present condition, users of Great Ancoats Street have the ability to look across the Site towards the consistent historic streetscape of Redhill Street, although the Rochdale Canal itself is not readily perceived. Across the TCA, there is a distinctive lack of greenery or soft landscaping that would help to off-set the urban environment which has a poor environmental quality. Uses comprise residential, commercial, retail and leisure.

v) The TCA is primarily experienced by road users, mainly vehicles, but also by cyclists and pedestrians passing through. The townscape is also experienced by local residents, shoppers, and those making their way towards Ancoats.

vi) The appearance of the TCA is reflected in the photographs at **Figures 8-15.**

vii) Overall the value of TCA 1 is judged to be **Low,** notwithstanding its inclusion of and proximity to a number of highly graded listed buildings and the Ancoats Conservation Area.

viii) Its susceptibility is judged to be **Low**, resulting in **Low** sensitivity.



Figure 6: View east along Great Ancoats Street towards the western corner of the Site.



Figure 7: View west along Great Ancoats Street towards large scale buildings in the background.



Figure 8: View along the frontage of the Site (left) towards the tall buildings at the eastern end of Great Ancoats Street.



Figure 9: View east along Great Ancoats Street towards large scale buildings in the background.



Figure 10: Grade II listed Brownfield Mill on Great Ancoats Street adjacent to building site.*



Figure 11: Overgrown vegetation along the southern boundary of the Site.



Figure 12: View into the Site from Rochdale Canal tow path.



Figure 13: View into the Site from Rochdale Canal tow path.



Figure 14: Traffic and development sites around the corner of Great Ancoats Street and Old Mill Street.



Figure 15: Ad hoc development on the south side of Great Ancoats Street.

5.4 TCA 2: Historic Ancoats

ix) TCA 2 comprises a relatively well-defined area of townscape to the north-west of the Site. Ancoats comprises a former industrial townscape which was developed on a relatively consistent street plan from the late 18th century onwards during Manchester's rapid expansion as the centre for textile manufacture in the north-west of the country. The area's boundary to the south-east and to the Site is defined by the Rochdale Canal, to the south-west it is defined by Great Ancoats Street, to the north by Oldham Road, whilst to the east the boundaries between different areas of townscape is looser and less defined.

x) TCA 2 is characterised by its gridded street pattern, prevailing building height of up to eight or nine storeys, and the consistency of buildings forms, including their arrangements and materiality, comprising primarily of red brick. The townscape is fairly tightly knit; coarser plots are located towards the southern part of the TCA whilst to the north, finer grain plots reflect the prevailing residential character of this part of the townscape (i.e. Anita Street, George Leigh Street). The coarser plots reflect the former industrial townscape, the legibility of which is still clearly readable owing to the survival of a number of warehouses and mills, historically situated to take advantage of the transportation offered by the Rochdale Canal. The Ancoats Conservation Area encompasses this well-preserved historic townscape. A number of the most sensitive heritage assets within this TCA are located on Redhill Street (Royal Mill and Decker Mill, both Grade II*, and Sedgwick Mill, Grade II), and therefore are situated adjacent to the Site but for the separation afforded by the Rochdale Canal. Elements of the infrastructure associated with the Rochdale Canal in the immediacies of the Site and within TCA 2 are also listed.

xi) TCA 2 is made up of residential and commercial/retail units. Historically industrial, then suffering a period of neglect and decline in the 20th century, Ancoats has had a recent resurgence which has seen a great deal of investment and injection of new restaurants, bars, and residences. The area is activated by the high number of residents that live in the TCA, as well as the activity generated by the number of restaurants and bars at street level. The core of the TCA, Cutting Room Square, is pedestrianised, limiting through-traffic across the TCA/Conservation Area. In keeping with the character of the industrial townscape, soft landscaping and greenery is altogether listed, albeit trees and planting in the central square do soften the hardness of the urban environment. The tower of the former St Peter's Church (Grade II listed) provides a local visual landmark and wayfinding point, forming the focal point of Cutting Room Square, which has become a social hub of restaurants and residential units

xii) The appearance of the TCA is reflected in the photographs at **Figures 16-25.**

xiii) Overall the value of TCA 2 is judged to be **High**.

xiv) Its susceptibility is judged to be **Medium**, resulting in **Medium-High** sensitivity.



Figure 16: Royal Mill (Grade II) and Sedgwick Mill (Grade II) on Redhill Street to the north of the Rochdale Canal and the tow path bridge.*



Figure 17: Rochdale Canal tow path adjacent to the Site's western boundary (left).



Figure 18: Rochdale Canal and Site's western boundary.



Figure 19: Rochdale Canal and listed mills on Redhill Street, looking north.



Figure 20: Looking west along Henry Street.



Figure 21: Looking south into Cotton Street.



Figure 22: Looking south along Murray Street towards the New Islington Academy.



Figure 23: Looking east along Jersey Street along the façade of the Grade II listed New Mill.*



Figure 24: Looking towards the Grade II listed former Church of St Peter from the corner of Murray Street and Hood Street.



Figure 25: Public realm at Cutting Room Square.

5.5 TCA 3: New Islington Marina

i) TCA 3 comprises a small area of townscape directly to the north of the Site comprising the New Islington Marina, Cotton Field Park, and the New Islington Academy as its three core elements. The arrangement of the townscape has centred on the former industrial marina, which is now integrated into the public realm of both the promenade to the north and the park to the south. The TCA provides a rare area of open, landscaped, leisure space in the city centre and therefore is of value to local residents and visitors to this part of Manchester.

ii) The TCA is bounded by the Site to the south, the Rochdale Canal to the west, Old Mill Street to the east and the continually emerging residential area of New Islington to the north, defined by a number of modern residential developments. The TCA is characterised by the fact it is pedestrianised, activated by canal boats mooring in the central marina area.

iii) Built form includes the New Islington Academy which sits within a defined plot, turning its shoulder on the surrounding local townscape. To the eastern edge of the TCA is a medical centre. Both buildings are indistinct in their architectural form. The main character of the area is derived from the waterfront and the greenery of Cotton Field Park. The TCA is primarily experienced by pedestrians – local residents and visitors – and boat-users.

iv) The TCA is immediately north of the Site, which at present, fails to meaningfully contribute to the neighbouring TCA and providing a townscape gap/block which restricts pedestrian movement towards TCA 3.

v) The appearance of the TCA is reflected in the photographs at **Figures 26-29.**

vi) Overall the value of TCA 3 is judged to be **Medium.**

vii) Its susceptibility is judged to be **Medium**, resulting in **Medium** sensitivity.



Figure 26: Islington New Marina.



Figure 27: Islington New Marina.



Figure 28: Islington New Marina.



Figure 29: Islington New Marina.

5.6 TCA 4: High Density Residential

i) TCA 4 is characterised by large and tall residential buildings located to the north, east and south of the Site, spanning both sides of Great Ancoats Street. This TCA has broad, fluid boundaries but attempts to identify primarily residential buildings of greater scale and massing, many of which form part of recently completed redevelopment schemes. The main body of the TCA lies to the east of the Site, comprising the New Islington Area. Many of the buildings are arranged around historic industrial waterways including the New Islington Marina, the Ashton Canal and Lampwick Quay. As with much of this part of the city, there is a lack of soft landscaping and planting, although some public realm is provided in pedestrian areas around the waterbodies.

ii) The primarily residential blocks are upwards of three storeys to c. 20 storeys, creating an undulating skyline albeit of relative hight and scale in comparison to the lower residential townscape to the north. The buildings generally take the form of linear blocks. Repeated materials include panelling and glazing, and most of the buildings have a contemporary residential character.

iii) Included within this TCA albeit of a slightly different character is the residential estate that has grown up around Vulcan Mill (Grade II listed, former Cooperative Warehouse), to the east of the Ashton Canal and New Islington Green. This is located approximately 230m from the Site and intervisibility is impeded by the residential development to the east of the Ashton Canal.

iv) The TCA is primarily experienced by local residents.

v) Overall the value of TCA 4 is judged to be **Medium.**

vi) Its susceptibility is judged to be **Low,** resulting in **Low** sensitivity overall.

5.7 TCA 5: Canal-side Development

i) TCA 5 encompasses a small area of primarily residential townscape in the setting of the Site that has grown up around the canal and waterways in the city centre. This TCA shares similar characteristics to TCA 4 although the scale of the residential developments within TCA 5 is lower and there is more greenery. TCA 5 extends south from Great Ancoats Street, following the line of the Ashton Canal. The residential townscape is formed of a number of cohesive estates which share the scale (mostly at c.5 storeys although up to c.10 in the north), grain, materiality (red brick) and relationship to the water. Whilst much of the residential townscape is inward-looking (i.e. looking into the estate or across the former industrial waterbodies), there is a street frontage to Great Ancoats Street which is subsequently affected to a greater degree by the movement and activity along this thoroughfare. The townscape is relatively low density, and areas between buildings either provide car parking or are landscaped for residential amenity. Pedestrian routes through the residential estate up link with the Ashton Canal Tow Path, encouraging pedestrian movement through the area.

ii) The scale and grain of the urban environment in TCA 5 increases to the north beyond Ducie Street at the confluence of the Ashton and Rochdale canals. The increase in scale reflects the proximity to the city centre and the increasing commercial character of the townscape. The area around Piccadilly Marina encompasses the Grade II* listed Former Rochdale Canal Warehouse (converted to residential apartment block), with modern buildings around the marina having mirrored its form and enclosing effect on the waterbody. This area of the TCA is less cohesive and encompasses low quality areas of hardstanding (i.e. the plot at the corner of Peak Street and Ducie Street, currently used as car parking) and with a greater variety of uses, including leisure and commercial.

iii) TCA 5 is primarily experienced by local residents, but also by others moving across the townscape, particularly those heading towards Manchester Piccadilly Station.

iv) The appearance of the TCA is reflected in the photographs at **Figures 30-35.**

v) Overall the value of TCA 5 is judged to be **Low-Medium,** the range reflecting the quality across different parts of the TCA.

vi) Its susceptibility is judged to be **Low,** resulting in **Low** sensitivity.



Figure 30: Residential development to the north of New Islington Marina.



Figure 31: Looking south along Keeper's Quay with tall residential block to the west and lower residential development in TCA 7 to the east.



Figure 32: Looking south-east from Old Mill Street towards the Ashton Canal and enclosing tall residential buildings.



Figure 33: Residential development on Old Mill Street and beyond on Great Ancoats Street.



Figure 34: Residential development arranged around outlet from Ashton Canal.



Figure 35: Tall residential development east of the junction of Pollard Street and Great Ancoats Street.

5.8 TCA 6: Industrial Townscape

i) TCA 6 encompasses an *ad hoc* area of townscape to the north of the Site comprising low density warehouses and small-scale light industrial sites, including large areas of hardstanding/yard space used for parking and storage. To the north of Oldham Road are two buildings with very large footprints, comprising an Asian supermarket and a shipping and postal warehouse. The area transitions to the north-east into green space which supports low density residential development in the hinterland of the city centre.

ii) The character of TCA 6 is generally disparate and poor, comprising low-quality built form and poorly maintained external areas. There are, however, new developments coming forward within this TCA and so it is likely that its character and appearance will undergo a period of transition. This is an area that is not frequented by pedestrian movement or visitors to the city and therefore it is primarily expired by residents in the periphery of TCA 6 and by people who work in the area.

iii) Overall the value of TCA 6 is judged to be **Low**.

iv) Its susceptibility is judged to be **Low**, resulting in **Low** sensitivity.

5.9 TCA 7: Lower Density Residential

i) TCA 7 encompasses an area of low-density residential development to the north of the Site and Manchester City Centre. This TCA begins just beyond the northern edge of the New Islington Marina with fine grain residential terraces and extends north into the suburban hinterland of the city. The townscape is characterised primarily by fine grain terraces, semi-detached buildings and low apartment blocks. Whilst the scale of most of the townscape is between two and three storeys, there are three larger apartment blocks of 13 storeys of typical design.

ii) The townscape is higher density in the south with the grain becoming looser to the north, with a greater level of greenery and play space provided for residential amenity. The residential townscape is of a planned nature, and so there are consistent street arrangements, with buildings arranged in cul-de-sacs and courtyards, often centred on a central green space or car park.

iii) There is a range of materials and architectural styles which reflect the different phases of development, with the built form closest to the Site being the most contemporary in design and employing a more varied material palette including brick, cladding, glazing and having a greater aesthetic range, included projecting windows, flat roofs, and Dutch gables.

iv) It is primarily experienced by residents.

v) The appearance of the TCA is reflected in the photographs at **Figures 36-37**

vi) Overall the value of TCA 7 is judged to be **Low-Medium**.

vii) Its susceptibility is judged to be **Low-Medium**, resulting in **Low-Medium** sensitivity.



Figure 36: Low scale residential development to the north of the New Islington Marina.



Figure 37: Eclectically designed low scale terraces on New Islington Street.

5.10 TCA 8: Northern Quarter

i) TCA 8 embodies the area of Manchester city centre known as the Northern Quarter, developed from the mid-late 18th century. The townscape is arranged in a gridded street formation, with the key route of Oldham Street travelling through the area from the south-east to the north-west.

ii) The built form has a relatively regular grain, comprising primarily late 19th and early 20th century commercial buildings with later 20th century and modern infill developments. The grain is finer for much of Oldham Street, reflecting the relative age of this route. Smaller, secondary streets interconnect from the main axes through the area. The townscape grain is coarser between Newton Street and Spear Street, with large buildings including Griffin House (Lever Street), 41-57 Lever Street and the Sorting House (Newton Street) increasing the density and enclosure of the urban environment. The scale of built form is also taller around this area, extending up to c.7 storeys as opposed to the 3-4 which is predominant across the TCA.

iii) The character and materiality of the buildings across the TCA is relatively varied, reflecting the piecemeal development and regeneration of the Northern Quarter over time. However, there is some architectural consistency across the commercial warehouses and offices of the late 19th and early 20th centuries, with red bricks, recessed window bays, strong cornices and corner entrances.

iv) The Northern Quarter lacks soft landscaping and is heavily trafficked both by road users and pedestrians, contributing to a continuous sense of activity and business. This is reinforced by the predominant uses in the Northern Quarter, which include bars, pubs, restaurants, cafes, shops, offices and homes. Stevenson Square (the central point of the Stevenson Square Conservation Area) provides an *ad hoc* area of public realm/pedestrianisation, activated by outdoor seating.

v) It is primarily experienced by local residents, employees of and visitors to local businesses, and people passing through the area on foot or via vehicles.

vi) Overall the value of TCA 8 is judged to be **Medium**, reflecting the diversity of the townscape and areas within the Northern Quarter and in recognition of its embodiment of a number of heritage assets.

vii) Its susceptibility to the Proposed Development is judged to be **Low** owing to interposing built form, resulting in **Low-Medium** sensitivity.

5.11 TCA 9: Townscape Gaps and Light Industrial

i) TCA 9 encompasses a low-quality area of townscape to the north of Piccadilly Station, comprising a series of multi-storey and street level parking, as well as light industrial units and a distribution centre. The built form across this TCA is low density, with large areas of hardstanding between them. The area lacks any cohesion and has an *ad hoc* character.

ii) It is primarily experienced by visitors to Manchester using the car parking facilities or people who work in

iii) Overall the value of TCA 9 is judged to be **Low.**

iv) Its susceptibility is judged to be **Low,** resulting in **Low** sensitivity.

5.12 Summary of Townscape Character Areas

i) The findings of the appraisal above are summarised in **Table 10**.

Table 10: Summary of Townscape Value and Sensitivity of TCAs

Townscape Character Area	Townscape Value	Susceptibility	Sensitivity
TCA 1	Low	Low	Low
TCA 2	High	Medium	Medium-High
TCA 3	Medium	Medium	Medium
TCA 4	Medium	Low	Low
TCA 5	Low-Medium	Low	Low
TCA 6	Low	Low	Low
TCA 7	Low-Medium	Low-Medium	Low-Medium
TCA 8	Medium	Low	Low-Medium
TCA 9	Low	Low	Low

5.13 Visual Baseline

i) In order to inform the assessment of the Proposed Development on townscape and visual receptors, a series of viewpoints have been identified in the local area which intend to illustrate how the proposals will appear in its local context. A total of 13 views have been identified for this purpose. The location of the viewpoints presents a geographical spread around across the area surrounding the Site and takes into consideration townscape and visual sensitivities, including the presence of heritage assets such as listed buildings and Conservation Areas. The location of the viewpoints was subject to discussion and agreement with the LPA during the pre-application process.

ii) The viewpoint locations selected for this TVIA are illustrated on the map at **Figure 38** and listed in **Table 11**. The views have been photographed and prepared by AtkinsRéalis and are presented in the subsequent Visual impact Assessment at **Section 7** of this report. The views will be presented in the following format:

iii) The views are presented in the following format:

- **Baseline** – existing scenario (including schemes under construction at the time of this application submission shown in wireline).
- **Proposed** – existing scenario plus the Proposed Development.
- **Cumulative** – existing scenario plus the Proposed Development plus additional cumulative schemes with consent or that will be under construction or operational at the same time as the Proposed Development.

viii) When presented in AVR Type 1, the Proposed Development will be indicated by a **red** wireline. Schemes under construction in the baseline scenario are shown in a **green** wireline. Additional cumulative schemes shown alongside the Proposed Development in the 'cumulative scenario' are shown in a **yellow** wireline.

ix) The schemes under construction currently (shown in **green** wirelines) are:

- Application reference: 126669_FO_2020 – Land bound by Old Mill Street and Great Ancoats Street
- Application reference: 132489_FO_2021 – Port Street

x) The schemes shown in the cumulative content in yellow wirelines are:

- Application reference: 120149_FO_2018 – Car Park between 57 and 59 Ducie Street
- Application reference: 135675_FO_2022 – Tariff Street
- Application reference: 133769_FO_2022 – 66 Jersey Street
- Application reference: 135662_FO_2022 – Laystall Street/Great Ancoats Street

Table 11: Viewpoint Locations

Viewpoint Number	Description of Viewpoint Location	AVR Type
1	Looking south-east towards the Site from the junction of Jersey Street and Murray Street.	Block Massing (AVR2)
2	Looking south-west along Redhill Street at its junction with Bengal Street, taking in the historic street elevations.	Render (AVR3)
3	Looking south-east directly into the Site from the junction of Henry Street and Redhill Street.	Render (AVR3)
4	Looking north-east toward the Site from the Rochdale Canal towpath, taking in the side elevation of Brownsfield Mill.	Block Massing (AVR2)
5	Looking south-west towards the Site from open area of public realm in Cotton Field Park.	Block Massing (AVR2)
6	Looking south-west towards the Site from public realm at New Islington Marina.	Render (AVR3)
7	Looking north-west across the Site from the south-east corner along Great Ancoats Street.	Render (AVR3)
8	Looking north-east towards the Site at the junction of Tariff Street and Brewer Street.	Render (AVR3)
9	Looking south-east towards the Site from the south pavement of Great Ancoats Street near junction with Higher Oswald Street.	Wireline (AVR1)
10	Looking south-west towards the Site from junction of Lower Vickers Street and Butler Street.	Wireline (AVR1)
11	Looking south-west towards the Site from junction of Ridgeway Street and Layton Street.	Wireline (AVR1)
12	Looking east into the Site from the south pavement of Great Ancoats Street, adjacent to entry to Binns Place.	Render (AVR3)
13	Looking north-west into Site from junction of Great Ancoats Street and Old Mill Street.	Wireline (AVR1)



Figure 38: Viewpoint Location Plan. Site boundary in red.

6. DESCRIPTION OF PROPOSED DEVELOPMENT

6.1 Introduction

i) The full planning application seeks to gain permission for the establishment of a new office campus in Manchester city centre, comprising two office buildings and associated public realm, landscape and infrastructure. The Proposed Development, referred to as the 'Manchester Digital Campus' has been developed by AtkinsRéalis in conjunction with the GPA. This section and the subsequent assessment sections should be read in conjunction with the DAS and planning drawings prepared by AtkinsRéalis.

6.2 Summary Description of the Proposed Development

i) The Site which is the subject of this application forms the first phase in the redevelopment of the Former Central Retail Park site to the north of Manchester's city centre, including forming new ground levels for the future park development being bought brought forward by MCC under a separate concurrent application directly to the east. The proposals formally comprise:

1. a package of enabling works including the establishment of new site levels (including for the future Park development being brought forward by MCC under a concurrent separate application) and permanent boundaries, removal of services, highways alterations and other associated works; and,
2. the development of a new civil service office campus including:
   - North Building comprising basement, ground plus sevenfloors of offices, plus enclosed and exposed rooftop plant up to 92.950 AOD;
   - South Building comprising basement, ground floor commercial uses, cycle parking, and occupiable office floorspace, plus sixfloors of offices plus enclosed and exposed rooftop plant up to Level 90.100 AOD;
   - Basement level accessible car parking of 50 spaces with access via Great AncoatsStreet (plus 5 spaces associated with facilities management and operations);
   - The creation of new areas of public realm, including improved frontage to Great AncoatsStreet, a Canal Plaza adjacent to the Rochdale Canal, and a new boulevard between the two buildings.
   - An area of private landscaping adjacent to the North Building enclosed by a boundary wall and a private garden adjacent to the east elevation of the South Building; and
   - Associated servicing and access arrangements.

ii) The Site (and the neighbouring plot) are the subject of a Strategic Regeneration Framework ('SRF') designated by MCC in collaboration with the GPA, and so the redevelopment of the Site is anticipated.

iii) The proposed arrangement of the Site is illustrated in the plan at **Figure 3.**

iv) The Proposed Development has been informed by a number of key opportunities embodied by the Site, including creation of new connections across/through the Site, activation of Great Ancoats Street frontage, creation of high-quality, canal-side public realm, provision of retail, food and beverage offers, utilisation of Site levels, off-set from neighbouring plots, and creation of new green space/park.

v) **Figure 41** illustrates how the proposed mix of uses will be accommodated within the Site, with a focus on the provision of retail at street level of the South Building fronting Great Ancoats Street and the Site's corner interface with the canal, with GPA office accommodation provided in the upper levels and within the North Building.

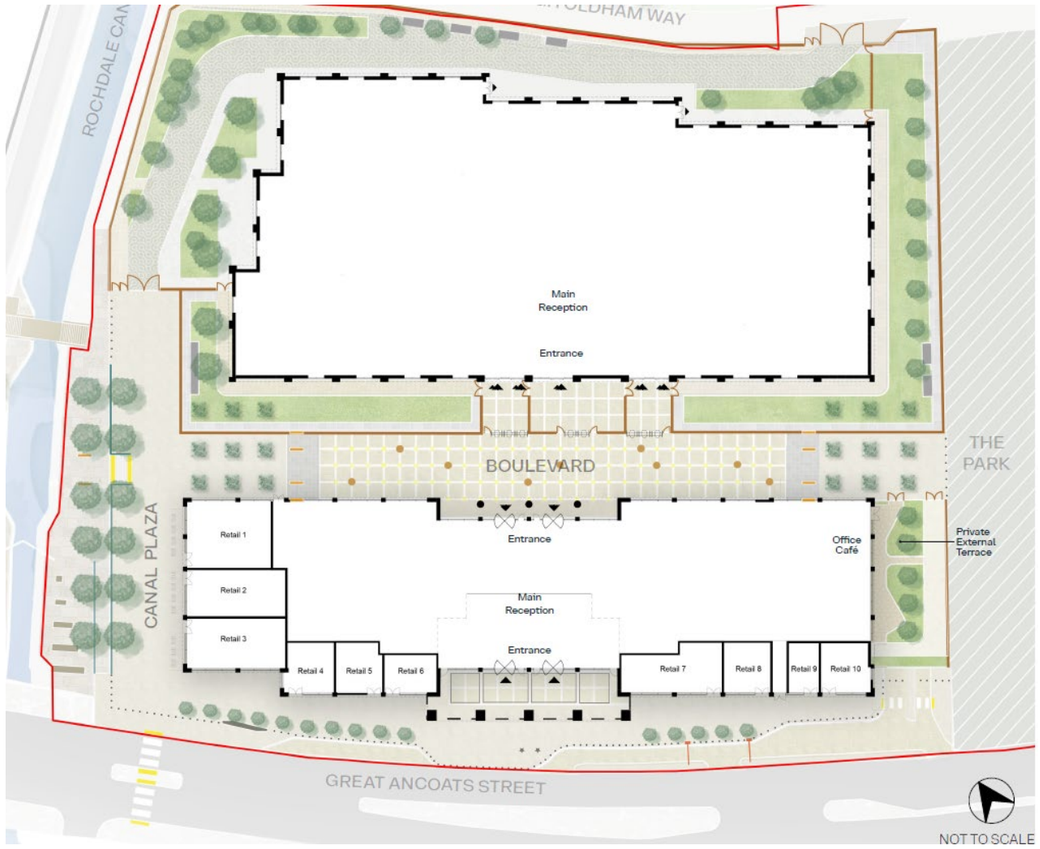


Figure 39: Proposed arrangement of and uses within the Site and landscaping scheme. Source: AtkinsRéalis.

vi) The approach to the massing and articulation of the buildings is defined in the DAS in the following terms:

The massing of both buildings is simple and calm, reflecting the Ancoats Warehouses and lower lying residential buildings that surround the New Islington Marina.

The first principle speaks to the articulation of both buildings' mass. The buildings' calm massing is split horizontally into three classical elements of building form, Base, Middle & Upper sections. Each element includes a vertically orientated double floor bay and subtly reflects the internal uses.

The ground floor facade differs between the two buildings due to the nature of the function they perform. The North building is solid in nature, and the South building much more open and welcoming, to reflect its public use/ retail function. The middle floors allow a level of directed transparency, and the upper element are seen as a consistent crown that envelops various setback roof elements across both buildings.

Dividing the massing in a simple way allows the form to be read easily, reflecting the buildings' civic nature.

vii) The gridded envelopes of both the North and South Buildings are illustrated at **Figures 40, 41** and **42**.



Figure 40: South Building – south elevation, i.e. fronting Great Ancoats Street. Source: AtkinsRéalis.

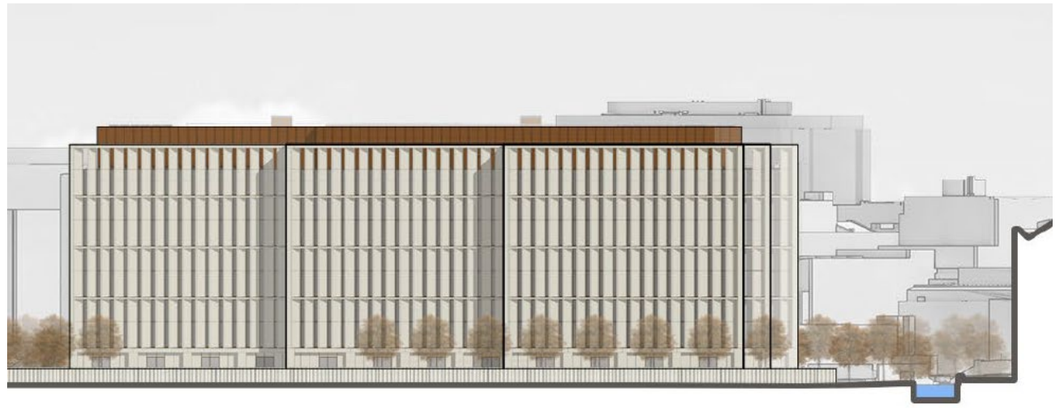


Figure 41: North Building – north elevation, i.e. fronting Islington Marina. Source: AtkinsRéalis.



Figure 42: Both buildings – west elevation, i.e. fronting the Rochdale Canal with Redhill Street beyond. Source: AtkinsRéalis.

viii) The Proposed Development is 10 storeys at its maximum height, each building incorporating a double-height ground floor where the topography within the Site steps down to the south-east. The arrangement of massing and scale across the Site is also illustrated in the elevation drawings above and set within its emerging context by the map at **Figure 43** which shows schemes in development in the setting of the Site. The landscape masterplan is illustrated at **Figure 39**, including the connection that will be made to the existing Cotton Field Park to the north of the Site.



Figure 43: Emerging context of the Site includes numerous sites which are subject to redevelopment proposals. Including schemes of considerable height and massing. The Site boundary is indicatively shown in blue. Source: AtkinsRéalis.

7. TOWNSCAPE IMPACT ASSESSMENT

7.1 Introduction and Scope of Assessment

i) This section assesses the potential effect of the Proposed Development in both the construction and operational phases on the character, appearance and function of the TCAs identified in **Section 5** of this report.

ii) Of these TCAs, there are a number where it is considered that in both the construction and operational phases, the Proposed Development will have no material effect on their character, appearance and function. For this reason, **TCA 6** and **TCA 9** are scoped out of the assessment at this stage.

iii) The impacts relative to each of the scoped in TCAs are discussed below.

7.2 Townscape Impact Assessment – Construction Phase

i) The works to facilitate the Proposed Development will trigger various construction impacts which in turn may impact townscape receptors through temporary impacts such as dust, noise, vibration, increase in construction traffic and changes to access routes around the Site. In particular, **TCAs 1, 2, 3 and 4,** have the potential to be adversely impacted during this phase of the Proposed Development.

ii) Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development.

iii) The potential indirect construction effects of the Proposed Development on townscape receptors are summarised in **Table 12** below.

Table 12: Townscape Impact Assessment – Construction Phase

TCA	Value	Susceptibility	Sensitivity	Magnitude of Impact	Overall Effect (direct/indirect)	Cumulative Effect (direct/indirect)
1	Low	Low	Low	Medium – High	**Minor-Moderate Adverse Direct and Indirect**	**Moderate Adverse Direct and Indirect**
2	High	Medium	Medium-High	Low-Medium	**Minor Adverse Indirect**	**Minor-Moderate Adverse Indirect**
3	Medium	Medium	Medium	Medium	**Minor-Moderate Adverse Indirect**	**Minor-Moderate Adverse Indirect**
4	Medium	Low	Low	Low-Medium	**Minor Adverse Indirect**	**Minor-Moderate Adverse Indirect**
5	Low-Medium	Low	Low	Low	**Negligible Adverse Indirect**	**Minor-Moderate Adverse Indirect**
7	Low-Medium	Low-Medium	Low-Medium	Low	**Negligible Adverse Indirect**	**Minor Adverse Indirect**
8	Low-Medium	Medium	Low	Low	**Negligible Adverse Indirect**	**Minor Adverse Indirect**

iv) All of the impacts on TCAs during the Construction Phase are temporary, and all are indirect with exception of the impact identified upon TCA 1 within which the Site is located. The effects from the construction phase relate to the environmental impact of the works during this phase, including noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic on the Site and moving through the local area.

v) The cumulative effect of the construction activities of the Proposed Development in conjunction with other schemes in the local area is factored into the cumulative assessment above and is considered to be likely to intensify the impact on a number of TCAs through the increased levels of noise, dust, vibrations, construction traffic and the visual intrusion of machinery, hoardings and scaffolding. These impacts are temporary and of short-medium term duration in nature. The adverse effects identified will temporarily affect the character, appearance and functionality of a number of TCAs in the study area, with the most significant effect experienced within TCA 1.

vi) It is understood that these works are predicted to be short-medium term duration and are therefore temporary in their nature. In addition, adherence to the Construction Environmental Management Plan ('CEMP') will help to mitigate the short-medium term impacts identified.

7.3 Townscape Impact Assessment – Operational Phase

i) The conclusions of the Townscape Impact Assessment of the Proposed Development in the operational phase are summarised in **Table 13** below.

Table 13: Townscape Impact Assessment – Operational Phase

TCA	Value	Susceptibility	Sensitivity	Magnitude of Impact	Overall Effect (direct/indirect)	Cumulative Effect (direct/indirect)
1	Low	Low	Low	High	**Moderate-Major Beneficial** **Direct and Indirect**	**Moderate-Major Beneficial** **Direct and Indirect**

Reasoning:

The range of effect reflects the variation of the direct and indirect impact of the Proposed Development on the Site and the wider townscape of TCA 1. The Proposed Development will have a transformative effect on the character, appearance and function of the Site, bringing an unutilised and low-quality plot on a key thoroughfare back into active use and aiding the repair of a significant gap in the local townscape.

The Proposed Development demonstrably increases the prominence of the Site within the TCA and its locality through the introduction of two buildings of scale (up to 10 storeys). The arrangement of built form on the Site has been informed by the ambition to activate the Site's Great Ancoats Street frontage and to increase permeability and connectivity through the Site with both north-south and east-west connections. The built edge to the west of the Site is set back from the Rochdale Canal by an area of public realm, which has the effect of bringing the historic piece of infrastructure into the Site and making it a feature of this landscaped edge, and also stepping the new buildings as far away as possible from the historic mills which line Redhill Street to the west. The area of public realm is mirrored to the eastern edge of the Site where a pedestrian route connects into Cotton Field Park to the north of the Site, encouraging movement through the Site. The east-west break between the North and South Buildings and a route along both the northern and southern edges of the Site connect these pedestrian links, enhancing the permeability of the Site.

The stepping of the North Building's elevations to the north and west visually breaks down the massing of these facades and reduces the horizontal emphasis of the long elevations, introducing vertical elements which again break down the building's visual massing. The articulation of the façades of both buildings also employs a balance between horizontal and vertical elements, utilising a grid which adds an element of detail and refinement which breaks down each face of the buildings. The lightweight materiality of each building and the high proportion of glazing also aids the visual appearance of each building and provides an architectural contrast to traditional buildings in the Site's setting, characterised by red brick and their robust, solid appearance.

Each of the buildings has a clear architectural hierarchy; the ground floor level is emphasised by a double ceiling height and a more open frame which reveals large panels of glazing. The activation of the ground level with retail, food and beverage uses will be clearly legible within the locality of the Site due to this architectural treatment, creating a sense of permeability and vitality that will draw people towards the Site. The high quality, active frontage along Great Ancoats Street will considerably improve the localised pedestrian environment of the Site.

The Proposed Development represents the first stage in mending the considerable townscape gap created by the demolition of the Central Retail Park in 2019. The Proposed Development will activate this part of Great Ancoats Street, connect with and contribute to the cohesiveness of the streetscape, provide active uses and high-quality public realm (and aid interaction with the canal and Cotton Field Park to the north), and also facilitate the regeneration of the neighbouring site to the east.

Cumulative:

It is not considered that the cumulative impact of other schemes in tandem with the Proposed Development will change the **Moderate-Major Beneficial** effect identified on TCA 1.

2	High	Medium	Medium-High	Low-Medium	**Minor-Moderate Beneficial** **Indirect**	**Minor Beneficial** **Indirect**

Reasoning:

A series of views illustrate the relationship between TCA 2 and the Proposed Development: Views 1, 2, 3, 4 and 12. The Proposed Development will clearly have a considerable impact on the closest parts of TCA 2, being located just to the east of the Rochdale Canal. However, the scale of TCA 2 and the fact that it is characterised by a tight urban grain with an insular focus and lack of long views towards the Site, means that for large parts of TCA 2, the Proposed Development will be wholly peripheral and its impact on the character and appearance of the townscape will be limited. This is the reason for the range in the 'overall effect' of the Proposed Development on the character, appearance and function of TCA 2.

Views which show the relationship between TCA 2 and the Proposed Development illustrate that the scheme will make the Site a much more prominent feature of the local environs. View 2 looks south along Redhill Street; the scale and massing of the scheme mirrors the form of the opposing listed mill buildings, creating a more defined streetscape along the axis of Redhill Street and the Rochdale Canal. The view demonstrates that the stepped massing of both buildings within the Site is visually recessive, and the materiality light in colour to provide a clear contrast to the red brick mills. The scheme will clearly communicate the regeneration of the Site, and the repair of the urban grain within the setting of the neighbouring TCA.

The scale of the Proposed Development in relation to the historic buildings on Redhill Street from the south, i.e. View 12, appears greater, most likely because of a change in the topography. However, there is a break between the two frontages (i.e. east frontage of TCA 2 and west frontage of the Site) which provides a sense of breathing space and demonstrates that the scheme will not overbear upon the historic townscape. View 1 illustrates how that, from other parts of TCA 2, the Proposed Development will be experienced through glimpsed views between buildings, the distinction from the red-brick historic streetscapes aided by the light colour material palette of the scheme.

The creation of new public realm along the western edge of the Site will directly contribute to the improvement of the outlook from and general environment of this nearest part of TCA 2. The activation of this space with pedestrian footfall will naturally enliven the local townscape and provide opportunity to look back towards TCA 2 and appreciate its distinctive historical architectural character. Planting within the new area of public realm with also filter the ground-level interface of the building, whilst active frontages comprising retail, food and beverage outlets will contribute to the local vitality and activity levels.

Cumulative:

It is considered that when analysed alongside cumulative schemes in the local townscape, the effect attributed to the Proposed Development in isolation will be scaled down to a **Minor Beneficial** impact. This reflects a balance of the positive aspects of the Proposed Development (primarily its improvements to localised public realm) and the cumulative schemes and the general uplift in scale and mass in the locality of TCA 2 (i.e. through schemes including Tariff Street and Laystall Street/Great Ancoats Street) through the introduction of a number of tall buildings which challenges the historical architectural hierarchy of the former industrial buildings in TCA 2.

3	Medium	Medium	Medium	Low-Medium	**Minor-Moderate Beneficial** **Indirect**	**Minor-Moderate Beneficial** **Indirect**

Reasoning:

The Proposed Development will be a conspicuous addition to the local townscape as experienced from TCA 3, introducing a new level of enclosure and scale to the south of New Islington Marina and Cotton Field Park. The relationship between the Proposed Development and the Site is illustrated in Views 5 and 6 which are presented in Section 8.

The Proposed Development will define the southern edge of the park and provide a new landscaped route which links the park with Great Ancoats Street to the south. This will encourage pedestrian movement between the Site (TCA 1) and TCA 3, creating a more direct connection between Cotton Field Park and New Islington Marina and the key thoroughfare which is Great Ancoats Street. The connection will enhance the permeability of this part of the townscape and will contribute to local activation from pedestrian footfall.

Views 5 and 6 illustrate how the massing of the Proposed Development will be experienced from both the park and the waterside public realm of the marina. The North Building is more prominent, obscuring the body of the South Building, albeit their shared architectural language and the east-west break providing breathing space between the blocks will be legible.

The framing of the external envelope of the buildings serves to reduce the impression of their overall mass as experienced from TCA 3, with each horizontal band encompassing two floor levels within it. The vertical bands of the gridded elevations and the small step in the South Building's southern space aids the breaking down of its visual massing. The plant level is set back from the building line to the north and not readily noticeable from TCA 3.

Overwhelmingly, the Proposed Development will signal the regeneration of the Site, drawing movement towards it through TCA 3. The provision of retail, food and beverage outlets will also reinforce the local destination quality of the Site and encourage movement between the TCAs. The Proposed Development will not materially affect an appreciation

of or the relationship between the historic townscape of Ancoats (TCA 2) and the well-used public realm and amenity space embodied by TCA 3.

Cumulative:

It is not considered that the cumulative impact of other schemes in tandem with the Proposed Development will change the **Minor-Moderate Beneficial** effect identified on TCA 3.

4	Medium	Low	Low	Low	**Minor Beneficial Indirect**	**Minor Beneficial Indirect**

Reasoning:

When experienced from Great Ancoats Street, the Proposed Development will provide a transition down in scale from the tall residential development of TCA 4 to the historic townscape encapsulated within TCA 2 to the north-west of the Site and aid the repair of the townscape gap which currently characterises this part of the city centre. The contemporary architectural form and massing of the Proposed Development reflects the character of built form within TCA 4 and mirrors its coarse urban grain. The gridded elevational detail of the Proposed Development is complementary to the articulation and envelope design of a number of the residential developments in TCA 4 and will contribute to the creation of a cohesive and well-designed area of townscape.

The provision of retail, food and leisure units and high-quality public realm will improve the amenity quality of TCA 4's localised setting and give the Site a destination quality that simultaneously occupies the Digital Campus and its local environs. The new link from Great Ancoats Street to Cotton Field Park will also benefit the residential population of TCA 4, improving connectivity through the townscape and the permeability of the Site.

Cumulative:

It is not considered that the cumulative impact of other schemes in tandem with the Proposed Development will change the **Minor Beneficial** effect identified on TCA 4.

5	Low-Medium	Low	Low	Low	**Negligible Beneficial Indirect**	**Minor Beneficial Indirect**

Reasoning:

The Proposed Development will generally be peripheral to an experience of TCA 5, seen in glimpsed views across interposing buildings and through townscape gaps. Where perceived, the activated frontage and consistent streetscape delivered by the Proposed Development will be clearly legible and appreciated and will signal the regeneration of this street and the improving character of Great Ancoats Street. The proposals will signal the presence of a new Site identity with uses which contribute to the diversity and richness of the local townscape.

The scale and character of the built form within the Site will serve to integrate the Proposed Development into its existing and emerging context in those cross-townscape views experienced from TCA 5.

Cumulative:

In the cumulative context, it is considered that the Proposed Development, in tandem with cumulative schemes, will have a **Minor Beneficial** impact on TCA 5 owing to the enlivening of its localised setting through new schemes on Tariff Street and Laystall Street which will encourage greater levels of pedestrian movement through the TCA and, in the case if the Tariff Street scheme, will activate a currently underutilized and poor quality site on its boundary.

7	Low-Medium	Low- Medium	Low-Medium	Low	**Neutral Indirect**	**Neutral Indirect**

Reasoning:

The Proposed Development will be experienced in glimpsed and fleeting views from the low-density residential townscape to the north-east of the Site (see Views 10 and 11 at Section 8). It is not considered that the Proposed Development, which will be a distant and background feature of views from TCA 7, will affect the experience of the local townscape, other than reinforcing the presence of the city centre to the south-west.

Cumulative:

It is not considered that the cumulative impact of other schemes in tandem with the Proposed Development will change the overarching **Neutral** effect identified on TCA 7.

8	Low-Medium	Medium	Low	Low-Medium	**Negligible Beneficial Indirect**	**Negligible-Minor Beneficial Indirect**

Reasoning:

The Proposed Development will be peripheral to an experience of TCA 8, seen in glimpsed views across interposing buildings and through townscape gaps. Where perceived, the activated frontage and consistent streetscape delivered by the Proposed Development will be clearly legible and appreciated and will signal the regeneration of this street and the improving character of Great Ancoats Street. The scale and character of the built form within the Site will serve to integrate the Proposed Development into its existing and emerging context in those cross-townscape views experienced from TCA 8.

Cumulative:

In the cumulative context, it is considered that the Proposed Development, in tandem with cumulative schemes, will have a **Negligible-Minor Beneficial** impact on TCA 8 owing to the enlivening of its localised setting through the Tariff Street scheme which will activate a currently underutilized and poor quality site on the TCA's boundary.

8. VISUAL IMPACT ASSESSMENT

8.1 Introduction

i) The following section considers the potential impact of the Proposed Development on visual receptors through the assessment of a series of views in the local and wider setting of the Site. The methodology for this assessment is set out in **Section 3** of this report. The views have been agreed in consultation with MCC.

ii) The views below are presented as Accurate Visual Representations ('AVRs') in the form of wirelines (AVR Type 1) and detailed renders (AVR Type 4) in 'Existing', 'Proposed', and 'Cumulative' scenarios.

iii) The schemes presently under construction and those future cumulative schemes are labelled in the views and identified above in **Section 6.**

iv) The views map is reproduced at **Figure 44.**



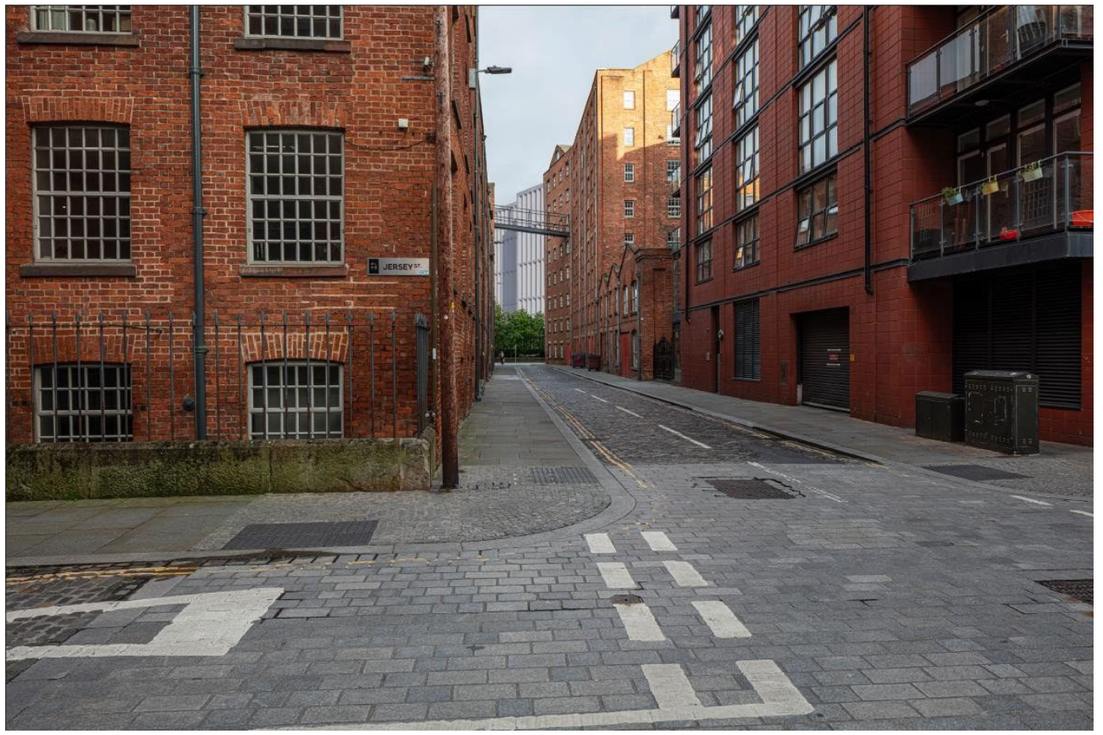
Figure 44: Viewpoint Location Plan. Source: AtkinsRéalis.

8.2 Viewpoint 1

Existing



Proposed



Viewpoint 1 is located on Murray Street, looking south towards the northern corner of the Site. The viewpoint is located within the Ancoats Conservation Area and looks along the axis of Murry Street which lies between the Grade II listed Former Warehouse and Offices of Old Mill, Decker Mill and New Mill and Grade II* listed Decker Mill/Old Mill (seen obliquely) to the east (left) and the Grade II listed Sedgwick Mill to the west (right). The building occupying the foreground to the left is the Grade II* listed New Mill. The view is enclosed by the mill buildings and complementary contemporary building which sits at the corner of Murray Street and Jersey Street, and the tight urban grain that characterises this historic part of the townscape. The dark red materiality of both the historic and modern buildings emphasises the sense of intimacy and enclosure within the view. The street level of the buildings is inactivated with blank or obscured openings, and the nature of the road means this is not a heavily utilised route through the townscape.

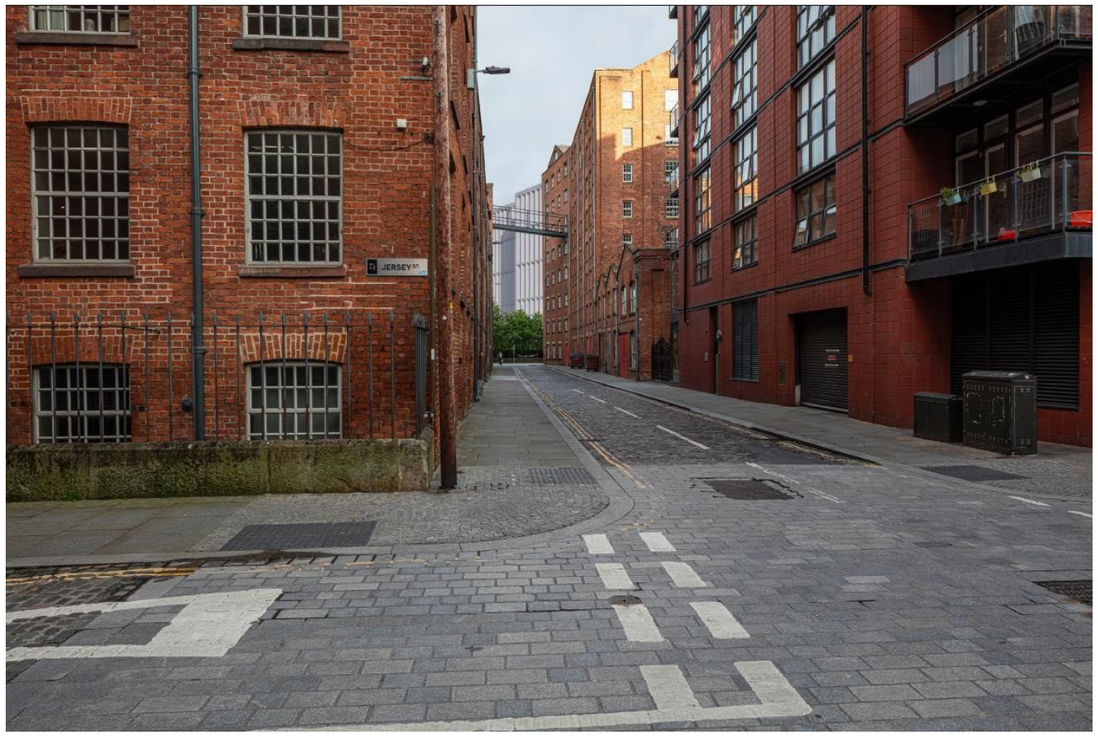
The eye is drawn along the axis of Murray Street towards the elevated footbridge that connects Sedgwick Mill and Old Mill/Decker Mill and towards the corridor of open sky beyond. Mature trees defining the western boundary of the New Islington Academy are visible at ground level; the canal in front of this bank of trees is not perceived. A slither of the tall residential building at 4 Mill Street and the corner of the New Islington Academy are just perceived, although they are not a notable feature of the view.

View 1 will primarily be experienced by local residents moving through the area, either on foot or in a vehicle/on a bicycle. The visual amenity value of the view is judged to be **Medium-High** given the well-preserved historic townscape. Its susceptibility to the Proposed Development is **Medium** and its overall sensitivity is **Medium-High**, reflecting the residential nature of the townscape and significance of surrounding buildings.

The Proposed Development appears in the background of the view within the sky corridor that appears when looking south along Murray Street. The light-coloured materiality of the Proposed Development makes it visually recessive, and the staged elevation emphasises this, appearing to step down in height from the pedimented rooftop of the Grade II* listed Decker Mill/Old Mill. The elevational articulation of the Proposed Development mirrors the structured gridded elevations of the mill buildings in the fore and middle-ground, although it employs a clear contemporary architectural language. The presence of the Proposed Development indicates the presence of the Site as a destination beyond Redhill Street to the south, encouraging movement along Murray Street and towards the Site.

Overall, the Proposed Development is considered to have a **Neutral** impact on the visual amenity quality of the view.

Cumulative



No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.3 Viewpoint 2

Existing



Proposed



Viewpoint 2 is located on Redhill Street adjacent to its junction with Bengal Street, looking south-west towards the Site. The viewpoint is located within the Ancoats Conservation Area, just within its eastern boundary. The focus of the view is channelled by the alignment of Redhill Street, the continuous frontage of historic mill buildings to the north and the alignment and low boundary wall of the Rochdale Canal to the south. The channelled focus draws the eye towards the chimney of the Grade II* listed Brownsfield Mill beyond Great Ancoats Street to the south. The chimney is set within the context of taller modern buildings in the background of the view, indicating the direction of the city centre to the west.

To the east of the canal, the townscape is demonstrably more degraded, with low quality vegetation lining the water course, beyond which is the white form of the New Islington Academy. The Site, being devoid of built form, is not readily noticeable. The view is activated by pedestrian and vehicular movement on Redhill Street; it will primarily be activated by these road users, local residents, and those moving towards Islington New Marina to the north.

The scheme at Port Street identified by the green wireline is under construction at the time of writing.

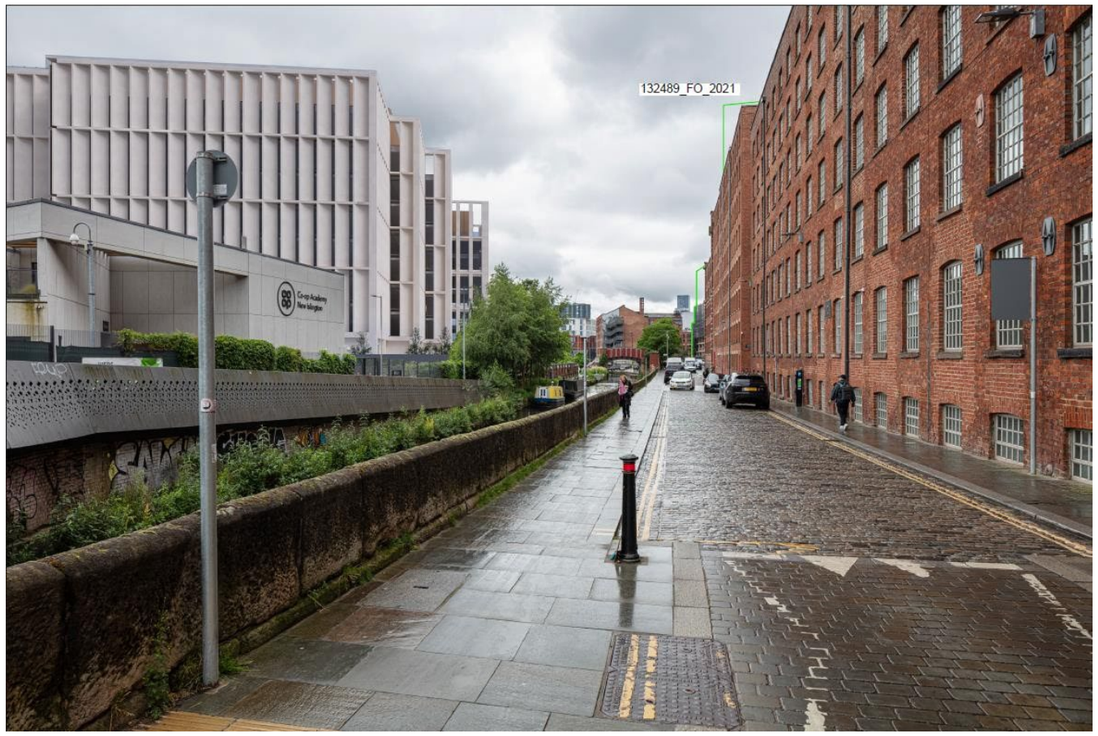
Overall, the visual amenity quality of the is judged to be **Medium**. The susceptibility of the view to the Proposed Development is deemed to be **Medium**, and its overall sensitivity is judged to be **Medium-High** given the proximity to the Site and the sensitivity of the historic mill buildings on Redhill Street.

The Proposed Development is clearly a conspicuous addition to the view, changing the existing relationship between the Site and the historic streetscape of Redhill Street. From this perspective, the scale and massing of the Proposed Development would mirror the form of the opposing listed mill buildings, creating a more defined axis along Redhill Street and the Rochdale Canal and increasing the sense of visual enclosure and maintaining and emphasising the focus on Brownsfield Mill in the background. The view demonstrates that the stepped massing of both buildings within the Site is visually recessive, and the materiality light in colour provides a clear contrast to the red brick mills. The articulation and expression of the Proposed Development also makes reference to the gridded frontages of Redhill Street.

The creation of new public realm along the western edge of the Site will become more legible as receptors of this view move south on Redhill Street, where the view towards the Site will open up. The activation of the Site with retail, food and leisure uses and high-quality public realm will be a legible part of the visual experience of moving south on Redhill Street, and it will naturally enliven the view and contribute to the sense of local vitality and activity. This more localised visual experience in views from Redhill Street will communicate the destination quality of the Site to visual receptors.

Overall, the impact on the visual amenity of the view is judged to be **Minor Beneficial**.

Cumulative



No cumulative schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.4 Viewpoint 3

Existing



Proposed



Viewpoint 3 is located on Redhill Street adjacent to the historic canal footbridge which is situated adjacent to the centre point of the Site's western boundary. The bridge traverses the Rochdale Canal. The viewpoint is located within the Ancoats Conservation Area, looking directly west into the Site. Behind the viewpoint to the east is a series of listed historic mill buildings which defines the western Redhill Street-scape. The view is focused in its nature on the canal footbridge, the water body, and the ad hoc street furnishings which define the local environs. Beyond the canal is low quality vegetation and a brick boundary wall which defines the western edge of the Site. Tall residential buildings beyond the Site to the east on Old Mill Street draw the eye and indicate the existence of a residential part of the city centre beyond the Site.

The view is primarily experienced by pedestrians and road users on Redhill Street, particularly local residents and those moving between Great Ancoats Street to the south and Islington New Marina to the north.

The scheme at the junction of Old Mill Stret and Great Ancoats Street indicated by the green wireline is under construction at the time of writing.

Overall, the visual amenity value of the view is judged to be **Low.** The susceptibility of the view to the Proposed Development is **Medium** and its overall sensitivity, given the local context of the viewpoint (comprising sensitive historic buildings and a high proportion of residents) is judged to be **Medium.**

The Proposed Development changes the composition of the view by introducing two buildings of scale into the middle-ground, obscuring the prospect towards the tall residential buildings on Old Mill Street in the background. The Proposed Development demonstrably increases the sense of enclosure and reduces natural light levels within the view; the break between the North and South Buildings provides some breathing space and a relief in the built elevation to the canal. This break gives a sense of the permeability of the Site and provides a visual suggestion that a pedestrian link will connect with the canal footbridge, encouraging a focus towards the Site. The active uses at ground level will also be noticeable and will signal a destination to receptors of this view.

The view does not reflect the proposed enhancements the Proposed Development will deliver to the public realm to the east of the canal, which will improve the localised environment and again encourage pedestrian receptors to move towards the Site.

Given the proximity of the viewpoint and the scale of the buildings as experienced from this location, there is a sense of overbearing on the pedestrian environment of Redhill Street, although it should be noted that this impact is specifically intense at this precise location and will diminish as receptors move north and south on Redhill Street.

Overall, by reason of the architectural quality the Proposed Development, the enhancements to the canal-side environment and the contribution retail, food and beverage outlets will make to natural activity levels and the general sense of vitality in the immediacy of the viewpoint, it is considered that the Proposed Development will have a **Minor-Moderate Beneficial** impact on the visual amenity quality of the view.

Cumulative



No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.5 Viewpoint 4

Existing



Proposed



Viewpoint 4 is located on the towpath of the Rochdale Canal to the north of Tariff Street and just to the south of the Grade II* listed Brownsfield Mill which encloses the left side of the frame. The axis of the canal channels the viewer's focus along the waterbody towards an elevated footbridge and, beyond this, the road-bridge above which is Great Ancoats Street. The Site lies to the north-east of the viewpoint although it is not perceived owing to the fact it contains no buildings or distinguishing features. To the east is an embankment comprising Grade II listed footbridge and ramps, above which is a car park associated with the Urban Exchange shopping complex, the built form of which projects above the embankment wall.

The view is relatively disparate in character, with the historic industrial forms of the mill and river viewed and understood together as an insight into the area's industrial heritage and the low quality, late 20th century development to the east. The consistent frontage of mill buildings lining Redhill Street is glimpsed above the road bridge to the north.

The viewpoint is located adjacent to a site which is undergoing redevelopment, and so it is experienced in the context of ongoing construction activities including moving machinery, noise and dust. The canal and enclosing pedestrian routes are relatively un-trafficked and quiet, and it is likely this view would be seen incidentally by pedestrians moving through the area.

Overall, the visual amenity quality of the view is judged to be **Low-Medium.** Its susceptibility to the Proposed Development is **Medium** and its overall sensitivity is likewise deemed to be **Medium.**

The Proposed Development is a conspicuous addition to the view, rising up in the background and increasing the general sense of scale and enclosure within the view. The arrangement of mass is such that it defines the line of Great Ancoats Street – not readily perceived in the existing scenario – with a staged elevation which breaks down the overall visual bulk of the building, introducing verticality to the long horizontal frontage. An appreciation of the axis of the canal as it extends north is maintained, and there is a sense of breathing space between the buildings and the frontage of Redhill Street as it is seen in the background of the view.

Architecturally, the gridded façade is seen to mirror the symmetry and ordered character of the Grade II* listed Brownsfield Mill. A clear contrast is provided through the opposing colour palette of the Proposed Development which sets it apart from the darker, more robust form of the industrial mill. The light materiality of the Proposed Development also makes the building appear visually recessive, aided by a high proportion of glazing.

The Proposed Development visually heralds the regeneration of the Site and suggests the presence of a new destination on Great Ancoats Street, aiding wayfinding and encouraging pedestrian movement north. The scheme draws away from a focus on the ad-hoc embankment wall to the car park of the Urban Exchange shopping complex, however it is not considered that it particularly affects an appreciation of Brownsfield Mill, which remains as the dominant building within the view, its relationship with the canal maintained.

Overall, the Proposed Development is considered to have a **Neutral** impact on the visual amenity quality of the view.

Cumulative



It is not considered that the presence of the cumulative scheme at 66 Jersey Street in the distant background of the view changes the aforementioned impact.

8.6 Viewpoint 5

Existing



Proposed



Viewpoint 5 is located in Cotton Field Park, situated north-east of the Site and looking directly across the park towards its northern boundary. The viewpoint is situated on an area of lawn adjacent to the New Islington Marina, a part of which the view overlooks. The southern and eastern boundaries of the park are defined by mature greenery which obscures low-lying built forms beyond the edges of the park; the Site is not perceived owing to the fact there are no built forms within the plot. Taller developments appear above the tree canopy, including 40 Laystall Street and the emerging scheme at Port Street.

The landscaping of the park is relatively indistinct, although it is a well-used leisure area and one of few green spaces within walking distance of the city centre. As a result, the view will primarily be experienced by park-users, including pedestrians, dog-walkers and local residents including those living on canal boats in the marina and residents of the schemes which line the northern edge of the marina.

Overall, the visual amenity quality of the view is judged to be **Low-Medium.** Its susceptibility to the Proposed Development is **Medium**, resulting in a **Medium** sensitivity overall.

The Proposed Development introduces a new building of scale into the view and adds a new sense of definition to the southern edge of the park. From this perspective, the scale and bulk of the building is visually prominent, and the building becomes the focal point of the view. The detailed design of the Proposed Development – the gridded elevations/framework and light materiality – does help to break down the visual mass of the Proposed Development, particularly the closest North Building, although there is a consistent and unbroken roofline. The stepped building line of the North Building breaks down the horizontal emphasis of this elevation, giving the impression of three adjoining buildings.

Interposing elements including the green boundary of the park obscure the ground level of the building, and so the activated street-level interface of the Proposed Development is not perceived, and the destination quality of the Site with its retail, food and drink outlets is not visually communicated. There is potential for receptors to perceive from this location that a new route will run along the eastern edge of the Site, connecting to the park and drawing pedestrian movement.

Overall, it is considered that the Proposed Development – notwithstanding its visual prominence – will neither improve or adversely affect the visual amenity quality of the view, and so the overarching impact is judged to be **Minor Adverse.**

Cumulative



Cumulative schemes at Ducie Street and the corner of Laystall Street and Great Ancoats Street are visible in the distant background of the view but are not considered to materially affect or change the impact of the Proposed Development on the visual amenity value of the view.

8.7 Viewpoint 6

Existing



Proposed



Viewpoint 6 is located in the eastern part of New Islington Marina, looking across the waterbody and Cotton Field Park beyond it towards Ancoats and the city centre. The Site is not perceived due to the lack of built form.

The view has a riparian character contributed to by the water, the presence of canal boats and the greenery which bounds the park to the west. Mature trees form a green edge, beyond which built forms are filtered. The viewer perceives tall, contemporary buildings fronting Great Ancoats Street in the distant background, including the emerging scheme at Port Street. Further north, the historic streetscape of Redhill Street is perceived, and notably the red brick chimney of the Grade II* Decker Mill/Old Mill which projects above the canopy. Seen obliquely to the north is the public realm and contemporary buildings which have been developed around New Islington Marina, and which activate the area with food and beverage outlets.

The view will primarily be experienced by park-users, including pedestrians, dog-walkers, visitors to local food and beverage outlets, and local residents, including those living on canal boats in the marina and residents of the schemes which line the northern edge of the marina.

Overall, the visual amenity quality of the view is judged to be **Medium.** Its susceptibility to the Proposed Development is **Medium**, resulting in a **Medium** sensitivity overall.

The Proposed Development introduces a new sense of visual scale to the view and creates a defined edge to Cotton Field Park's southern side as it is experienced from this location. Notwithstanding its scale, the Proposed Development appears to integrate comfortably into this visual context, sitting within the datum established by pre-existing schemes which enclose the marina and below or in line with the canopies of mature trees within the park. The new North Building obscures the distant view towards the city centre (including the scheme currently under construction at Port Street); the new visual definition provided by the Proposed Development to the marina has the effect of redirecting the viewer's focus towards the historic streetscape of Redhill Street and particularly the mill chimney, which has a landmark quality, aiding wayfinding towards this part of the local townscape.

The materiality of the Proposed Development aids its visual recession and provides a contrast to the bolder colours of traditional buildings on Redhill Street and contemporary development which lines the north of the marina.

Overall, the effect of the Proposed Development on the visual amenity quality of the view is judged to be **Neutral.**

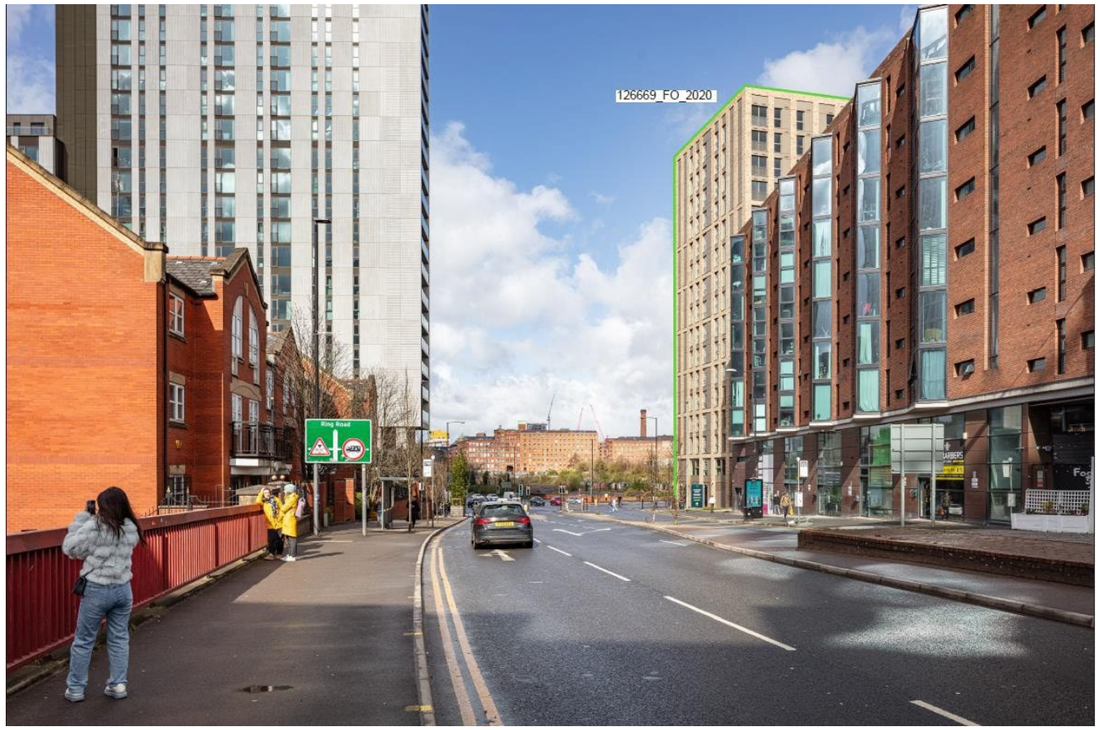
Cumulative



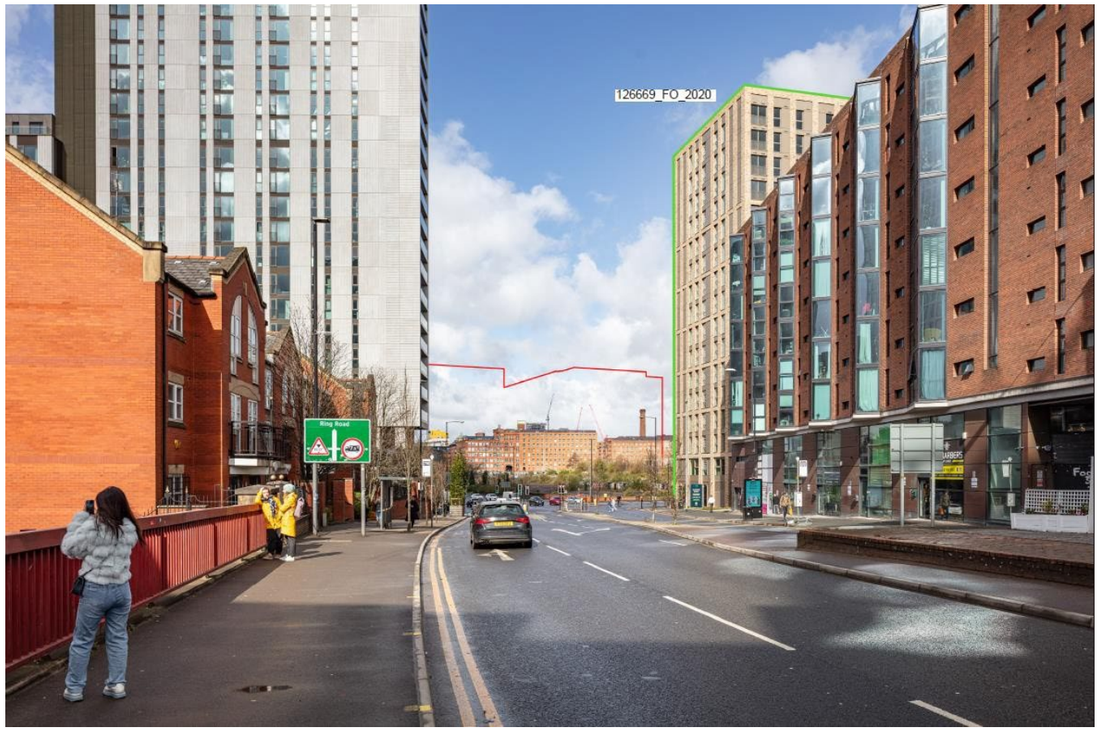
No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.8 Viewpoint 7

Existing



Proposed



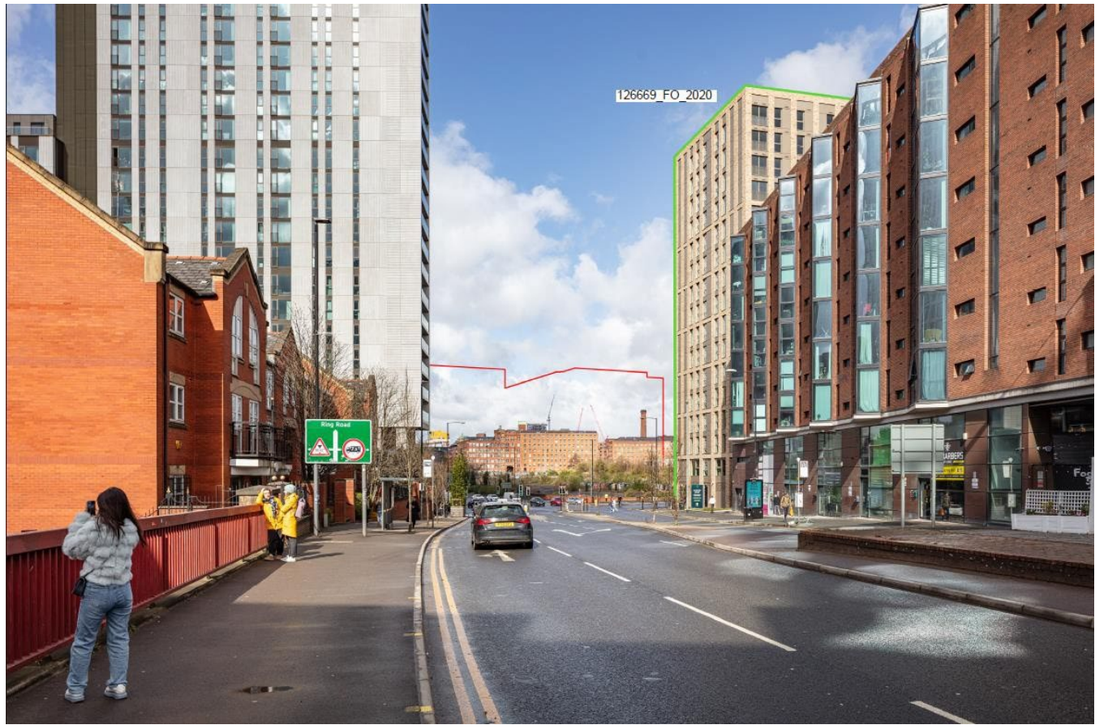
Viewpoint 7 is situated on Great Ancoats Street, just north of its junction with Chapeltown Street and looking across the road as it bridges the Ashton Canal below. The view has an enclosed, channelled nature which is informed by the strong building line to the north and south. The streetscape opens up as the road bridges the canal albeit the enclosure of the axis of Great Ancoats Street is maintained. The focus of the view is directed towards the background, beyond the key corner buildings which define Great Ancoats Street's intersection with Old Mill Street to the north and Store Street to the south (the former of which is in the late stages of construction), towards the historic streetscape of Redhill Street. Redhill Street, despite being experienced from a distance, draws the viewer's focus, being lower and finer in scale and grain, and clearly industrial in character, particularly communicated through tall red brick chimney of the Grade II* listed Decker Mill/Old Mill. The chimney has a landmark quality and acts as a wayfinding device for the viewer as they move north-west on Great Ancoats Street.

The localised townscape to the viewpoint is ad hoc, with different building typologies and material palettes contributing to a varied streetscape. Traffic across the four lanes as well as shops on the north side of the street activate the visual experience of receptors from this location, who will most likely be pedestrians, particularly local residents, moving north-west on Great Ancoats Street.

Overall, the visual amenity quality of the view is judged to be **Low-Medium**, the scale reflecting the contribution made to the amenity of the view by the presence of the historic industrial townscape to the north-west. The susceptibility of the view to the Proposed Development is **Low-Medium** and its overarching sensitivity **Low-Medium.**

The Proposed Development is illustrated in the view as a red wireline and is seen to appear in the gap between the two opposing streetscapes of Great Ancoats Street. The Proposed Development will demonstrably change the focus of the view, obscuring the background comprising the historic streetscape of Redhill Street and the slender chimney of the Grade II* listed mill. Whilst the Proposed Development will integrate comfortably into the townscape context in the fore and middle-ground of the view, being of a clear contemporary architectural language and well within the height datum, the proposal will change the character of the view. The ability to appreciate the architectural character and wayfinding, landmark quality of the historic buildings on Redhill Street will be removed by the Proposed Development in this view, changing the receptor's interaction with the background of the view and affecting the overall amenity value of the view to a **Minor Adverse** degree.

Cumulative



No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.9 Viewpoint 8

Existing



Proposed



Viewpoint 8 is located adjacent to the junction of Tariff Street and Brewer Street, looking north-east towards the Site. The view looks along the length of Tariff Street, its focus on the Grade II* listed Brownsfield Mill in the background with its distinctive and characteristically industrial roofscape including a chimney which projects into the skyline. The view is enclosed to the east by the Grade II* listed Former Rochdale Canal Warehouse, which has a sense of robustness and solidity that communicates its historical industrial function. The townscape to the west of Tariff Street is evidently evolving, with the scheme associated with Port Street in the middle of its construction. Hoardings and construction equipment create visual clutter and construction works create a consistent sense of activity and noise to the local environment. The townscape in the foreground is ad hoc, and low quality, also subject to future changes as a result of ongoing development projects. The Site is not readily perceived owing to the lack of built form.

The view is one that is transitional in character, and subject to future change; it is most likely experienced incidentally by receptors as they move through the townscape, including pedestrians on Tariff Street, local residents, users of the Tariff Street car park, or those employed at local construction sites. The visual amenity quality of the view in its existing form is judged to be **Low-Medium,** ongoing construction works limiting an appreciation of the significant historic buildings which punctuate this part of the city centre. The susceptibility of the view to the Proposed Development is **Low-Medium**, and its sensitivity is **Medium** overall, given the status of the prominent heritage assets within the view.

The Proposed Development is visible in the background of the view, appearing behind the form of Brownsfield Mill. The Proposed Development diminishes the prominence of the mill's roofscape to some degree and takes away from its prominence as singular building element currently experienced against a clear sky background. The Proposed Development also bridges the exiting townscape gap between Brownsfield Mill and the Former Rochdale Canal Warehouse to the east, reducing the impression of each building's individual presence, and connecting them in a continuous wall of built form. Notwithstanding this, the light materiality of the scheme aids the visual distinction between the historic buildings and the Proposed Development, and the profile of the chimney of Brownsfield Mill remains legible, retaining its landmark quality and wayfinding function with the view.

Overall, it is considered that the Proposed Development will have a **Minor Adverse** impact on the visual amenity quality of the view for the aforementioned reasons. As this view is experienced incidentally, it is noted that it is the impact associated with this precise location and that the effect may diminish or change as the receptor changes their perspective from Tariff Stret.

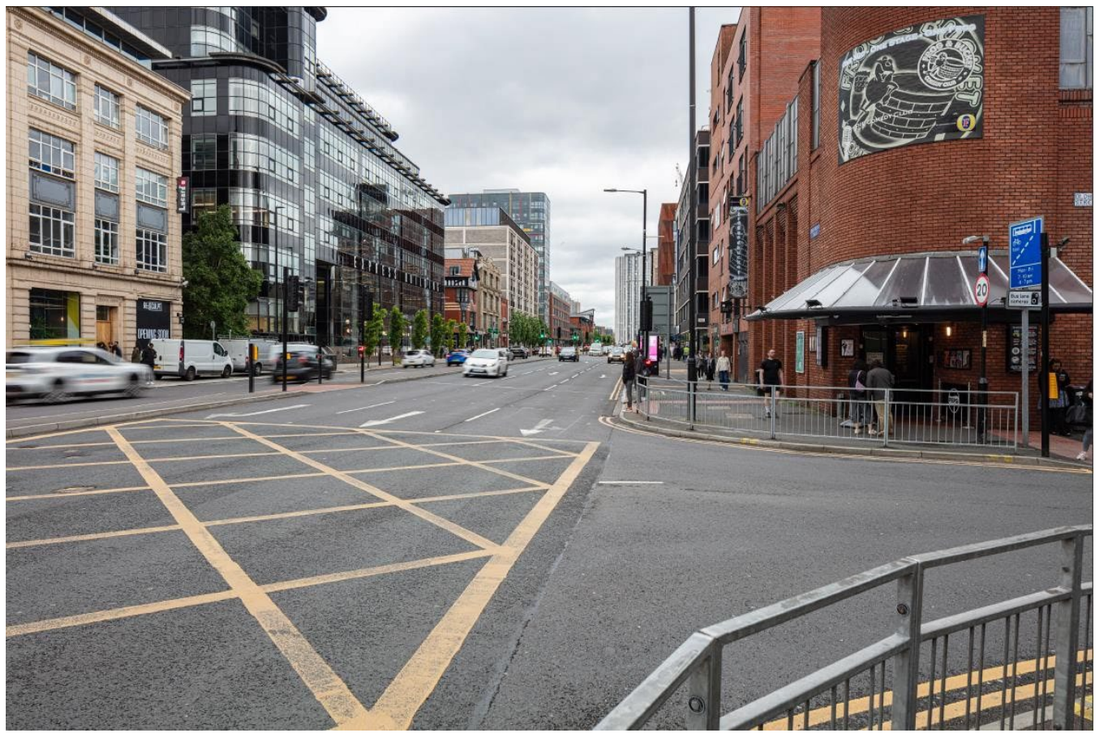
Cumulative



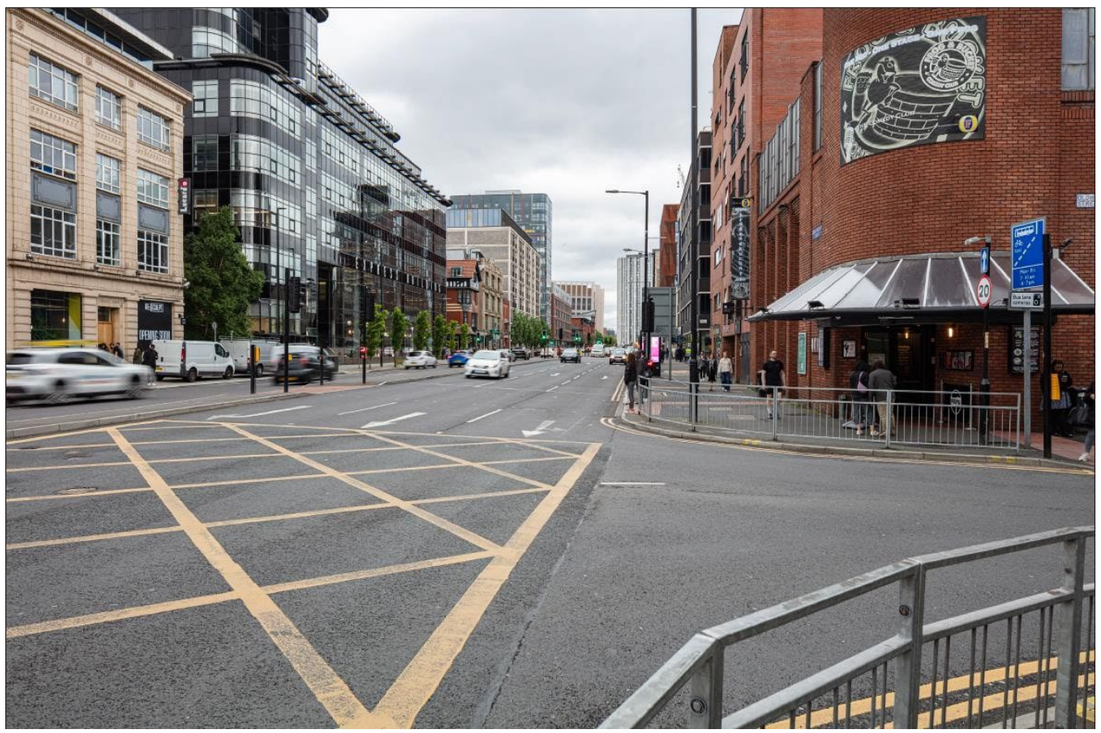
In the cumulative context, the scheme that is developing on Tariff Street will change the overarching character of the view, obscuring the entirely of Brownsfield Mill, maintaining a visual of the Proposed Development in the background alongside the Former Rochdale Canal Warehouse. The cumulative scheme reduces the impact of the Proposed Development on the view as its interaction with Brownsfield Mill is no longer perceived. For this reason, the impact on the visual amenity quality of the view in the cumulative context is reduced to **Negligible Adverse.**

8.10 Viewpoint 9

Existing



Proposed



Viewpoint 9 is located to the north-west of the Site on Great Ancoats Street, just beyond its junction with Oldham Road. The focus of the view is channelled along the axis of the main road and it is framed by the continuous streetscapes to the north and south sides of Great Ancoats Street. The northern streetscape takes in the edge of the Ancoats Street Conservation Area and comprises a number of listed buildings, including the Grade II* listed Daily Express Building and the Grade II listed Derros Building. There is a general consistency to the scale, grain and character of the urban townscape experienced in the view, albeit the architectural quality is demonstrably better on the northern streetscape. The streetscape along Great Ancoats Street dissipates towards to the south-east, identifying the presence of the Site and the townscape gap it represents to the viewer.

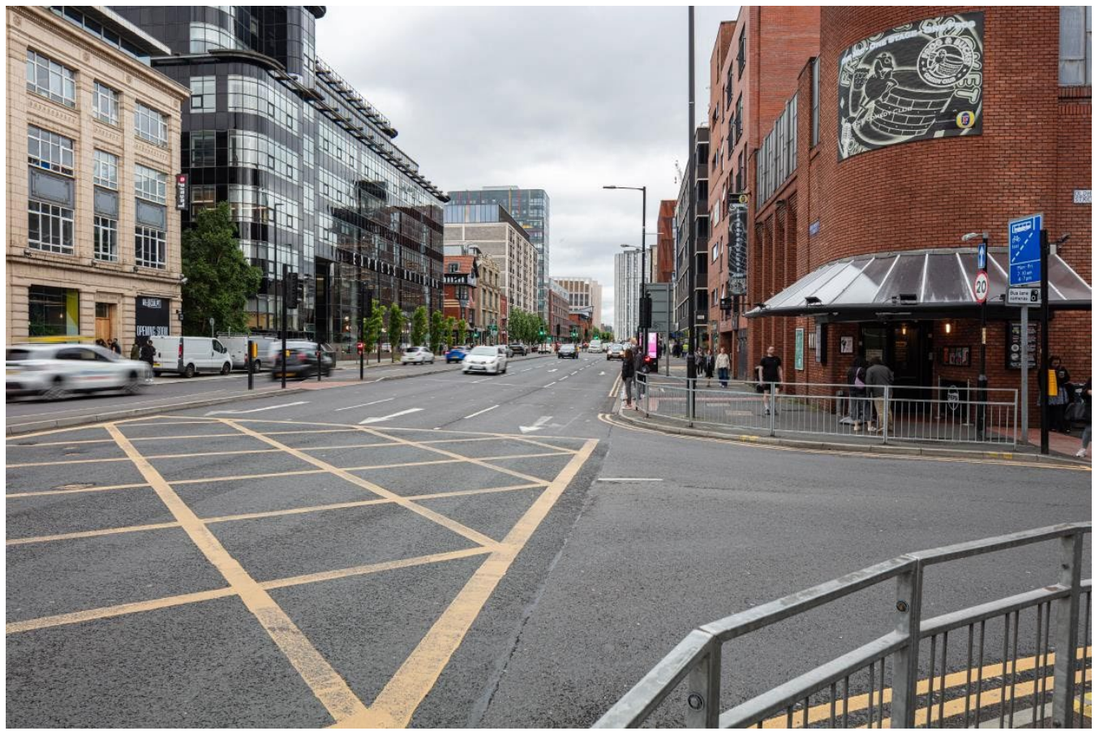
The view is experienced from the pavement by pedestrians in the context of the heavily trafficked main road and its junction with Oldham Road, it is therefore experienced in the context of moving traffic and the associated environmental effects of this, as well as pedestrian traffic using the crossing just out of frame.

Overall, the visual amenity quality of the view is judged to be **Low-Medium**, the range reflecting the presence of the high-quality buildings in the northern streetscape and the context in which they are experienced. The susceptibility of the view to the Proposed Development is **Low**, and its sensitivity overall is judged to be **Low**.

The Proposed Development is experienced as an addition to the background of the view, enclosing to a small degree the sky corridor seen as the viewer looks south-east along Great Ancoats Street. The Proposed Development integrates comfortably into the urban townscape, sitting within the established height datum and being of a simple and modest architectural design such that it is not particularly prominent in the view.

It is considered that the Proposed Development will not materially affect the visual amenity of the view, resulting in a **Neutral** overall effect.

Cumulative



No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.11 Viewpoint 10

Existing



Proposed



Viewpoint 10 is located to the distant north of the Site, approximately 640m away from the Site boundary at the closest point. The view is located on Butler Street, looking south-west towards the Site along the alignment of the Rochdale Canal, the presence of which is indicated by the red brick wall in the middle-ground. The viewpoint is situated in a low scale residential neighbourhood in the hinterland of Manchester city centre. The view is open in character, with low scale contemporary houses to the eats and a stretch of landscaped greensward which follows the canal to the west. Through the tree canopy there are glimpses of tall and large buildings in the city centre, albeit these are incidental and not readily noticeable.

Receptors of this view are primarily local residents. The amenity value of the view is judged to be **Low-Medium**. Its susceptibility to the Proposed Development is **Low**, and its overall sensitivity is likewise **Low.**

The red line indicates that the Proposed Development will appear in the background of the view, alongside the scheme currently under construction at Port Street. Receptor's experience of the Proposed Development will be glimpsed and fleeting, the main body of the buildings obscured by interposing trees. It is considered that the Proposed Development will not affect the amenity quality of the view, resulting in a **Neutral** overall effect.

Cumulative



The cumulative scheme at 66 Jersey Street will be visible in tandem with the Proposed Development and the Port Street scheme. It is not considered that this additional cumulative scheme materially changes the experience of the Proposed Development on the receptor and so the overall effect remains as **Neutral.**

8.12 Viewpoint 11

Existing



Proposed



Viewpoint 11 is located on Ridgway Street to the north-east of the Site, approximately 800m from the Site boundary at its closest point. The view looks south-east along Ridgway Street, which is situated within a low scale residential neighbourhood in the hinterland of Manchester city centre. The view is residential in character, with low scale housing with front gardens, on-street parking and street trees. The focus of the view is channelled south-east by reason of the consistent building line along Ridgway Street. The view is open in character. Through the tree canopy in the background of the view there are glimpses of tall and large buildings in the distance, including accommodation blocks on Chippenham Road to the south-east. The built form of the city centre is largely obscured by interposing trees.

Receptors of this view are primarily local residents. The amenity value of the view is judged to be **Low**. Its susceptibility to the Proposed Development is **Low**, and its overall sensitivity is likewise **Low.**

The Proposed Development is not easily perceived in the view, the red wireline indicating that a small area of the building will be visible in a break in the trees in the distant background of the view. The Proposed Development will be wholly peripheral to an experience of the view and have no effect on its visual amenity quality. The overall effect is therefore deemed to be **Neutral.**

Cumulative



No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

8.13 Viewpoint 12

Existing



Proposed



Viewpoint 12 is located on Great Ancoats Street opposite to its junction with Redhill Street and looking directly east into the Site. The view takes in the return elevation of the red brick building on the corner as it turns into Redhill Street and progresses north, albeit street trees prevent a clear line of sight along this axis.

The view looks across the Site towards the contemporary developments which line the north side of New Islington Marina. Similar building forms are visible to the east along Old Mill Street in the background of the view. The Site is entirely indistinct within the view, presenting an inactive and overgrown frontage to Great Ancoats Street.

The view is experienced incidentally by pedestrians, primarily local residents or visitors to local businesses, as they move along Great Ancoats Street. The view is experienced in the context of the activity of the four lanes of traffic of the main road, and the associated noise and pollution this traffic produces.

The visual amenity quality of the view is judged to be **Low**. Its susceptibility to the Proposed Development is **Low** and its overall sensitivity is deemed to be **Low-Medium,** accounting for the presence of the significant area of historic industrial townscape that the receptor will be aware of to the north.

The Proposed Development changes the composition of the view by introducing buildings of scale to the north side of Great Ancoats Street. It is clear in the view that the western building line of the Proposed Development steps away from the historic streetscape of Redhill Street, maintaining a sense of openness within the view whilst also contributing to the creation of a building line/streetscape which follows the alignment of the Rochdale Canal, which is not perceived in this view. The viewer will also perceive the break between the two buildings within the Site (North and South), and from this read the route of the pedestrian link that traverses east-west across the Site. Also legible in the view is the activated street-level interface of the Site, with a permeable treatment which communicates public-fronting uses including retail, food and beverage outlets.

The design of the Proposed Development is best appreciated in this view, with the framework breaking up the elevations of the new buildings and introducing vertical elements which reduce the horizontality of the elevations. The stepped massing adds visual interest, and the western elevation of the North Building in particular appears visually recessive as it steps away from the Site's western edge. The lightness of the material palette prevents the Proposed Development from appearing overbearing or overly dominant in the streetscape.

Overall, by reason of the high architectural quality of the Proposed Development, and the activation of the Great Ancoats Street frontage, the Proposed Development is judged to have a **Minor-Moderate Beneficial** overall effect on the visual amenity value of this view.

Cumulative



No additional schemes are visible in the cumulative context and so there is no change to the previously identified effect.

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8.14 Viewpoint 13

Existing



Proposed



Viewpoint 13 looks north-west across Great Ancoats Street at the point at which it meets Old Mill Street to the north and Store Street to the south. The Site is visible on the northern side of the streetscape in the background, its boundary to the main road formed by greenery. The adjacent, brownfield site of the former Central Retail Park (to the east of the Site) is visible beyond a low red brick boundary – it is seen to feature ad hoc trees and shrubs. The foreground of the view is taken up by the multiple carriageways that form Great Ancoats Street; visible in the background along the street is the emerging Port Street scheme, the future envelope of which is identified in green.

Beyond the Site in the distant background of the view is the series of historic mills which comprise Redhill Stret, including the Grade II listed Sedgwick Mill and the Grade II* Decker Old Mill, Doubling Mill and Fireproof Mill. These buildings indicate the presence of the historic industrial area of Ancoats beyond the Site, a designated conservation area. The tall chimney of Decker Old Mill is a key focal point of the view, imbued with a local landmark status and acting as a wayfinding device. Visible to the north-east is the upper levels of the modern residential blocks that bound the northern edge of Islington Marina.

The view is activated by moving traffic and is experienced in the context of moving and stationary vehicles on Great Ancoats Street. With the exception of the visual interest of Red Hill Street in the background, the townscape experienced is generally lacking in quality and character.

The visual amenity quality of the view is judged to be **Low-Medium**. Its susceptibility to the Proposed Development is **Medium** and its overall sensitivity is deemed to be **Medium.**

The Proposed Development is a conspicuous addition to the view, changing its composition by introducing two buildings of scale into the middle-ground. The South Building is seen to address the Site's Great Ancoats Street frontage, its façade stepped to provide a vertical break in the elevation which reduces the impression of horizontality. The building break between the North and South Buildings is clearly legible from this position, and one can appreciate the permeability of the Site, albeit the passageway has a canyon-like impression from this location, where one cannot appreciate the Proposed Development's landscaping. The visual distinction between the two buildings is also aided by the slightly different approaches to the articulation and expression of the facades, with the North Building appearing more robust and the South Building more lightweight, with a high proportion of glazing.

There is a consistency in height and scale across the Site and which represents a considerable uplift in scale from the existing condition. In combination with the emerging Port Street scheme, the Site will contribute to a significant level of visual enclosure and intensification along Great Ancoats Street. The activation of the Site's frontage will become legible as the viewer moves north-west along Great Ancoats Street.

Notably, the Proposed Development blocks the majority of the Redhill Street-scape in the background of the view, removing the ability to appreciate the historic townscape and in particular, the landmark quality of the Grade II* Decker Old Mill. This limits an appreciation of these heritage assets in their wider setting and also detracts from the visual amenity value of the view. For this reason, the Proposed Development is judged to have a **Minor Adverse** impact on the visual amenity of the view.

Cumulative



In the cumulative context, the scheme that is developing on Tariff Street to the west of the Site will be visible, but it is not considered that it will either intensify or reduce the impact of the Proposed Development.

8.15 Visual Impact Assessment Summary

ii) The Visual Impact Assessment of the Proposed Development in the construction phase is summarised in **Table 14** below. In terms of likely effects on visual receptors, the activities at this stage of the Proposed Development would include the visibility of construction activities at street level in local views, such as hoarding, construction traffic and taller equipment. In mid-distant and distant views, there is potential for cranes to be visible on the skyline.

Table 14: Visual Impact Assessment Summary – Construction Phase

View No.	Value	Susceptibility	Sensitivity	Magnitude of Impact	Overall Effect	Cumulative Effect
1	Medium-High	Medium	Medium-High	Low	**Negligible Adverse**	**Negligible Adverse**
2	Medium	Medium	Medium-High	Medium	**Minor-Moderate Adverse**	**Minor-Moderate Adverse**
3	Low	Medium	Medium	Medium-High	**Moderate Adverse**	**Moderate Adverse**
4	Low-Medium	Medium	Medium	Medium	**Minor-Moderate Adverse**	**Minor-Moderate Adverse**
5	Low-Medium	Medium	Medium	Medium	**Minor-Moderate Adverse**	**Moderate Adverse**
6	Medium	Medium	Medium	Medium	**Minor-Moderate Adverse**	**Minor-Moderate Adverse**
7	Low-Medium	Low-Medium	Medium	Low	**Minor Adverse**	**Minor Adverse**
8	Low-Medium	Low-Medium	Medium	Low-Medium	**Minor Adverse**	**Moderate Adverse**
9	Low-Medium	Low	Low	Low	**Negligible-Adverse**	**Negligible Adverse**
10	Low-Medium	Low	Low	Low	**Neutral**	**Negligible Adverse**
11	Low	Low	Low	Low	**Neutral**	**Neutral**
12	Low	Low	Low-Medium	Medium	**Moderate Adverse**	**Moderate Adverse**
13	Low-Medium	Medium	Medium	Medium	**Minor-Moderate Adverse**	**Minor-Moderate Adverse**

i) The impacts arising from the operational phase of the Proposed Development are summarised in **Table 15** below.

Table 15: Visual Impact Assessment Summary – Operational Phase

View No.	Value	Susceptibility	Sensitivity	Magnitude of Impact	Overall Effect	Cumulative Effect
1	Medium-High	Medium	Medium-High	Low	**Neutral**	**Neutral**
2	Medium	Medium	Medium-High	Medium	**Minor Beneficial**	**Minor Beneficial**
3	Low	Medium	Medium	Medium	**Minor-Moderate Beneficial**	**Minor-Moderate Beneficial**
4	Low-Medium	Medium	Medium	Medium	**Neutral**	**Neutral**
5	Low-Medium	Medium	Medium	Medium	**Minor Adverse**	**Minor Adverse**
6	Medium	Medium	Medium	Low-Medium	**Neutral**	**Neutral**
7	Low-Medium	Low-Medium	Medium	Medium	**Minor Adverse**	**Minor Adverse**
8	Low-Medium	Low-Medium	Medium	Low-Medium	**Minor Adverse**	**Negligible Adverse**
9	Low-Medium	Low	Low	Low	**Neutral**	**Neutral**
10	Low-Medium	Low	Low	Low	**Neutral**	**Neutral**
11	Low	Low	Low	Low	**Neutral**	**Neutral**
12	Low	Low	Low-Medium	Medium	**Minor-Moderate Beneficial**	**Minor-Moderate Beneficial**
13	Low-Medium	Medium	Medium	Medium	**Minor Adverse**	**Minor Adverse**

9. SUMMARY OF TVIA FINDINGS

9.1 Introduction

i) The following section summarises the overall effects on townscape and visual receptors in the Construction and Operational phases of the Proposed Development.

9.2 Summary of Construction Effects on Townscape and Visual Receptors

Townscape

i) The assessment at Section 7 has concluded that the construction phase of the Proposed Development would give rise to a number of adverse impacts on TCAs, particularly those closest to the Site. As outlined in Section 7, the effects from the construction phase relate to the environmental impact of the works during this phase, including noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic on the Site and moving through the local area.

ii) In the cumulative context, and owing to the fact there are a number of schemes which have the potential to be constructed at the same time as the Proposed Development, there is potential for the adverse impacts identified to intensify, with greater levels of noise, dust, vibrations, construction traffic etc. The most considerable impact identified in the cumulative context is on TCA 1 (upon which a **Moderate Adverse** impact is identified), which encompasses the Site and which contains or is within close proximity to a number of the cumulative schemes.

iii) Mitigation is provided in the form of a CEMP which will seek to reduce the adverse effects of the construction works of the Proposed Development both independently and in conjunction with other cumulative schemes on the character, appearance and functionality of the surrounding townscape.

Visual

iv) The assessment has identified that there would a series of adverse effects in a number of views in the construction phase of the Proposed Development, particularly in those closest to the Site where the visual intrusion and resultant from construction works are more likely to negatively impact the ability to enjoy and appreciate the townscape in localised views. The most considerable adverse effects are attributed to Views 3, 12 and 13 where the construction works will wholly diminish the amenity value of the view. It is emphasized that these impacts are temporary in nature, the construction program is estimated to be a short-medium term duration.

v) In the cumulative context, there is an increase in the intensity of adverse effects, with the impacts on Views 5, 8, and 10 considered to intensify with the combined effect of construction works on the Site and on neighbouring development sites. Again, the works are temporary in their nature.

vi) As with the townscape receptors, mitigation for the adverse impacts derived in the construction phase of the Proposed Development is provided in the form of a CEMP which will seek to lessen the impact of construction works on the ability for local and wider townscape views to be enjoyed by receptors.

9.3 Summary of Operational Effects on Townscape and Visual Receptors

Townscape

vii) TCA 1 will experience the greatest level of change by reason of the Proposed Development as the Site is located within it. The Proposed Development will have a transformative effect on the character, appearance and function of the Site, bringing an unutilised and low-quality plot on a key thoroughfare back into active use and aiding the repair of a significant gap in the local townscape.

viii) The most beneficial aspect of the Proposed Development is embodied within the activation of the ground level with retail, food and beverage uses which will be clearly legible within the locality of the Site, creating a sense of activity and vitality that will draw people towards the Site. The high quality, active frontage along Great Ancoats Street will considerably improve the localised pedestrian environment of the Site. The wider effect of the Proposed Development beyond the Site boundary within TCA 1 will be to contribute to the repair of the disparate streetscape along Great Ancoats Street and to provide a greater level of connectivity between TCA 1 and TCA 3 to the north, as well as enhancing the boundary between TCAs 1 and 2 through landscaping and public realm. The overall impact on TCA 1 is identified as being **Moderate-Major Beneficial.**

Visual

ix) The Visual Impact Assessment at Section 8 has identified a range of effects on the candidate viewpoints, including a number of Neutral effects, with the most significant being the **Minor-Moderate Beneficial** impacts identified with regard to Views 3, 12 and 13. These beneficial impacts are derived in the activation of the Site through the injection of new uses and permeable frontages which have potential to be legible in these views or the Site's demonstrable enhancement to public realm and landscaping within the Site, and its general enhancement and improvement from the baseline condition.

x) **Minor Adverse** impacts are attributed to the Proposed Development in Views 5, 7, 8 and 13. For the latter three of these, this impact is derived in the fact the Proposed Development obscures historic buildings including the industrial streetscape of Redhill Street and the Grade II* listed Brownsfield Mill on Great Ancoats Street, diminishing the amenity value of each respective view. The adverse impact on View 5 is derived out of the overbearing appearance of the Proposed Development in relation to the open greenery and riparian landscape to the north of the Site.

xi) The scale of the Proposed Development is considerable, and the verified views have illustrated how the Proposed Development will sit within its local townscape context. It is considered that any adverse effects judged to result from the height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the scheme's embedded design mitigation, particularly those elements referred to above such as new public realm, landscaping and the activation of the Great Ancoats Street frontage.

xii) These are the residual effects of the Operational phase of the Proposed Development on townscape and visual receptors. The adverse effects identified should be weighed in the planning balance against the public benefits of the Proposed Development and which are summarised in the Planning Statement prepared by Deloitte to accompany this application.

10. REFERENCES

i) The following sources have been referenced and used to inform this report. Due to its name change all publications by English Heritage are referred to as Historic England.

1. Planning (Listed Buildings & Conservation Areas) Act 1990.
2. National Planning Policy Framework (2021).
3. Planning Practice Guide, Historic Environment (published 2014, updated 2019).
4. Historic England, Conservation Principles: Policies and Guidance (2008).
5. Historic England, Historic Environment Good Practice Advice in Planning 2: Managing Significance in Decision-Taking in the Historic Environment (2015).
6. Historic England, Historic Environment Good Practice Advice in Planning 2 (Second Edition): The Setting of Heritage Assets (2017).
7. Historic England, Advice Note 12: Statements of Heritage Significance (2019).
8. Historic England Advice Note 4: Tall Buildings (March 2022).

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