

Upper Brook Street Masterplan (Williams Motor Co (Holdings) / Alliance UBS Limited)

Upper Brook Street Masterplan

Environmental Statement Addendum

November 2023

Prepared for

**Williams Motor Co (Holdings)
Limited and Alliance UBS
Limited**

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Contents

Non-Technical Summary	3
1. Introduction.....	6
2. Approach & EIA Methodology.....	8
3. Site Description	11
4. Alternatives.....	12
5. The Proposed Development	13
6. Townscape and Visual.....	21
7. Built Heritage	38
8. Transport and Access.....	42
9. Socioeconomics	49
10. Daylight, Sunlight & Overshadowing	53
11. Wind Microclimate.....	56
12. Climate Change.....	69
13. Summary and Conclusions.....	74

Non-Technical Summary

A full planning application was submitted to Manchester City Council (MCC) in June 2023 for a life-sciences and Purpose Built Student Accommodation (PBSA) development on Phase Two of the Upper Brook Street (UBS) Masterplan.

Since the planning application was submitted in June 2023, Williams Motor Co (Holdings) and Alliance UBS Limited ('the Applicant') and their design team have undertaken extensive engagement with MCC and a series of comments have been provided on the submitted proposals. In response to these comments, design amendments have been made to the PBSA buildings and a small change made to Life Sciences building 'B2'.

As a result of these changes, the assessments within the June 2023 ES have been reviewed to identify where new or altered significant effects are anticipated. The ES Addendum should be read in conjunction with and as an Addendum to the June 2023 ES submitted alongside planning application 137401/FO/2023. Accordingly, addendums to the following chapters have been prepared to consider whether there are any changes to the previously identified effects.

- Chapter 6 - Townscape and Visual;
- Chapter 7 - Built Heritage;
- Chapter 8 – Transport and Access;
- Chapter 9 – Socioeconomics;
- Chapter 10 – Daylight, Sunlight and Overshadowing;
- Chapter 11 – Wind; and
- Chapter 12 – Climate Change.

A summary of each of the chapters contained within this ES Addendum is included below.

Townscape and Visual

There are no changes to the townscape effects brought about by the Proposed Development on any of the TCAs since the June 2023 ES. Despite the removal of both the 12 storeys and the stepped massing from building A1, the overall extent, character, aesthetic, and use of the Proposed Development will remain the same. The geographical extent over which the townscape effects will be experienced will remain unchanged. Similarly, the effects of the Proposed Development on the surrounding urban grain will be the same, as will its duration and permanence.

There are changes to 4 out of the 15 viewpoints brought about by the Proposed Development since the June 2023 ES. The assessment outcomes to viewpoints 5, 7, 11 and 13 have changed, with a reduction in the visual effects. The proportion of these views

occupied by the Proposed Development has been reduced through the removal of both the 12 storeys and stepped massing from building A1. The extent of visibility of the view of the Proposed Development has been reduced to partial or glimpsed due to its reduction in height, therefore becoming more obscured, less visible, and less prominent within these specific views.

In the case of viewpoints 3, 4, 8, 9 and 12, although the assessment outcomes remain unchanged since the June 2023 ES, the description of the proposed view includes minor alterations. For completeness, these views have been included in this addendum, and have been highlighted as containing no change to the assessment outcome.

The visual effects brought about by the Proposed Development on viewpoints 1, 2, 6, 10, 14 and 15, for both the construction period and the operational development, remain unchanged since the June 2023 ES and are not included within this addendum. Please refer to the June 2023 ES for these assessments.

Built Heritage

An updated Built Heritage assessment has been undertaken by Turley Heritage. Changes to the proposed development would not alter the level or significance of effects on heritage assets during the construction or completed development phase and as a result there are no changes to or additional residual effects identified since the June 2023 ES.

Transport

An updated Transport assessment was undertaken by Focus Transport Planning. The proposed scheme amendments would only give rise to a marginal scale reduction in predicted development related traffic and travel levels, which in practice, would not result in discernible changes to previously considered future 'with development' network conditions. Given this negligible change in predicted development related conditions it is considered that the previously identified conclusions to the June 2023 ES are unaffected and remain the appropriate reference point for the appraisal of development related highways and transport impact.

Socio economics

An updated socio economic assessment has been undertaken by Brookdale Consulting. Construction related employment is still forecast as having a Moderate Beneficial short-term effect on the wider area, which is Not Significant.

The development will create 983 bedrooms (down from 1100) for purpose built student accommodation creating 159 direct and indirect jobs (previously 178) in relevant sectors. In addition, the development will create deliver 30,477 sqm of purpose-built life science space (down from 31,751sqm) creating 1,063 direct and indirect jobs and (down from 1,107).

The Proposed Development will contribute to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North

West. It will increase the revenues to Manchester City Council through business rates and Council tax in the order of £5.35m per year (down from £5.6m).

Given this context, the Proposed Development is still regarded as having a positive and lasting effect in the area. This is unchanged and assessed as a Moderate Beneficial overall rating which is Not Significant in EIA terms.

Daylight, Sunlight and Overshadowing

An updated Daylight, Sunlight and Overshadowing assessment has been undertaken by Proximity. The results of the assessment have shown that notwithstanding the negligible changes to the measured daylight and sunlight values resulting from the change to the massing of the Proposed Development, no changes are required to the conclusions drawn in the June 2023 ES.

Wind

An updated wind assessment has been performed by GIA. Embedded wind mitigation measures were included in the form of the proposed landscaping scheme, raised planters in Hanworth Square and a series of seven 50% porous screens around the PBSA section of the proposed development. This is a reduction of twelve screens compared to the nineteen screens which were included as embedded mitigation for the June 2023 ES.

With the above measures included, wind conditions were suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, proposed ground level amenity, proposed terrace level amenity and existing amenity spaces. All wind effects are negligible (not significant).

Climate Change

Due to the amendments made to the proposed development an updated climate change assessment has been undertaken by BWB. The only amendment to this section, when compared to the June 2023 ES, is the reduction in the total amount of GHG emission during the construction phase. Therefore, as set out in the June 2023 ES, no significant effects are anticipated.

Summary

The assessment information presented within this ES Addendum has confirmed that the design amendments have resulted in changes to 4 out of the 15 viewpoints in the TVIA since the June 2023 ES. The assessment outcomes to viewpoints 5, 7, 11 and 13 have changed, with a reduction in the visual effects.

All other assessments have not changed since the June 2023 ES, nor have any new significant effects been identified as a result of the proposals.

1. Introduction

- 1.1 Property Alliance Group Ltd, Moda Living and Williams Motor Co (Holdings), hereby referred to as Williams Motor Co (Holdings) and Alliance UBS Limited ('the Applicant') are seeking to obtain full planning permission for a life-sciences and Purpose Built Student Accommodation (PBSA) development on Phase Two of the Upper Brook Street (UBS) Masterplan (hereafter referred to as the 'site'). The site is located within the administrative authority of Manchester City Council (MCC). The submitted Site Location Plan is provided at **Volume 2a Main Text ES Addendum Figures: Drawing Reference UBS-HBA-SW-00-DR-A-081000 Rev P02**. There are no changes proposed to the full planning application boundary.
- 1.2 The Site extends to 2.13 hectares and is bounded by UBS, Grosvenor Street and Kincardine Road with Inchley Road running through the centre. The site comprises the various former Williams Garage buildings and their associated car parking forecourts. These buildings are now vacant and are formed around the Grade II* listed 'Former Unitarian Chapel' (located outside of the site boundary) which now operates as student accommodation.
- 1.3 A full planning application was submitted to MCC in June 2023, which was supported by an Environmental Statement (ES) prepared by Egniol. The ES was prepared in accordance with the 2017 EIA Regulations (SI 2017/571) and is referred to in this report as the 'June 2023 ES', which presented the findings of the Environmental Impact Assessment (EIA) works undertaken by the applicant and the design team with the objective of identifying and mitigating any potentially significant environmental effects. The ES documents provided with the June 2023 application can be accessed on MCC's website using the following reference - 137401/FO/2023.
- 1.4 Since the planning application was submitted, the Applicant and their design team have undertaken extensive engagement with MCC and the community and a series of comments have been provided on the submitted proposals. In response to these comments, design amendments have been made to the PBSA buildings and a small change made to Life Sciences building 'B2'.
- 1.5 The changes to the proposed development are explained in greater detail within Chapter 5 of this ES Addendum. As a result of these changes, the assessments within the June 2023 ES have been reviewed to identify where new or altered significant effects are anticipated. Where assessments have not changed this is stated as such within the ES Addendum. This constitutes additional environmental information as defined by the 2017 EIA Regulations (SI 2017/571) and this November 2023 ES Addendum has been prepared on this basis.
- 1.6 Additional information of a substantive nature submitted voluntarily by an applicant must be treated in the same way as information formally requested by the Local Planning Authority (LPA). Therefore, although no 'formal' request for

further information has been made by the LPA, this Addendum is submitted under Regulation 25 'Further information and evidence respecting Environmental Statements' of the 2017 EIA Regulations in connection with the submitted proposed changes to the scheme. Accordingly, MCC should consult on this additional information in accordance with the requirements of Regulation 25 of the EIA Regulations.

- 1.7 This Addendum represents a supplementary report to the June 2023 ES and should be read in conjunction with the previous assessment documents. This ES Addendum should be treated in accordance with Regulation 25 'Further information and evidence respecting environmental statements' of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 1.8 This ES Addendum comprises of three volumes, which incorporates a non-technical summary (Volume 1), the main assessment text (Volume 2), both of which are contained in full within this document, and associated plans (Volume 2a) and appendices (Volume 3).
- 1.9 The June 2023 ES and this ES Addendum are available for viewing on MCC's planning portal. Further copies of this ES are available electronically at a cost of £25, and hard copies subject to a fee sourced from printing companies. If hard copies of the ES are required please contact Egniol Consulting at:

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2. Approach & EIA Methodology

- 2.1 This ES Addendum has been prepared in accordance with statutory requirements and current industry accepted guidance in relation to EIA. The ES Addendum has been prepared to review the June 2023 ES and, where necessary, updated with further assessment work where there is the potential for material changes in terms of the impact of the previously identified effects.
- 2.2 The ES Addendum should be read in conjunction with and as an Addendum to the June 2023 ES submitted alongside planning application 137401/FO/2023. As set out above, further information is submitted relating to design amendments following comments received during the planning determination. Accordingly, addendums to the following chapters have been prepared to consider whether there are any changes to the previously identified effects.
- Chapter 6 - Townscape and Visual;
 - Chapter 7 - Built Heritage;
 - Chapter 8 – Transport and Access;
 - Chapter 9 – Socioeconomics;
 - Chapter 10 – Daylight, Sunlight and Overshadowing;
 - Chapter 11 – Wind; and
 - Chapter 12 – Climate Change.

ES Addendum Approach and Methodology

- 2.3 The June 2023 ES considered likely significant environmental effects as a result of the proposed development on the immediate site and its surroundings. As part of the iterative design process, mitigation measures were identified early in the process and 'embedded' into the scheme. Where significant adverse effects remained following the incorporation of mitigation measures, the June 2023 ES identified these remaining or 'residual' effects and classified them in accordance with a standard set of significance criteria. A detailed methodology section is included within Chapter 2: Approach of the June 2023 ES. The approach to the ES Addendum has utilised the same methodology in terms of defining 'significance' and reference should be made to the original ES.
- 2.4 Where there have been updates to a technical assessment due to additional assessment work, these are set out within the technical sections of this ES Addendum.

- 2.5 The sections of this report are numbered in accordance with the chapter numbers of the June 2023 ES for ease of reference.

The Project Team

- 2.6 The ES Addendum has been compiled using a range of sources and with inputs from technical specialists. The organisations and their roles in the project team are listed in Table 2.1 below. The organisations inputting to this ES Addendum remain the same as those who inputted to the June 2023 ES.

Table 2.1: Project Team

Discipline	Company
Townscape and Visual	Reform Landscape Architecture
Built Heritage	Turley Heritage
Transport and Access	Focus Transport
Socioeconomics	Brookdale Consulting
Daylight, Sunlight & Overshadowing	Proximity
Wind Microclimate	GIA Surveyors
Climate Change	BWB Consulting
EIA Coordinators	Egniol

- 2.7 Overall, there has been no amendment to the approach of the EIA since the June 2023 ES. Where there has been an update to a technical assessment or amendments have been introduced, these are set out within the technical sections of this ES Addendum.
- 2.8 Following submission of the June 2023 ES, a planning application for the adjacent McLaren and Kadans site, which is part of the UBS Masterplan, was submitted to MCC under planning reference 137399/FO/2023. As a result, more information has become available on the proposed details of the development, which includes;

‘Erection of a 6 to 9 storey building for Sci-Tech use (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23 storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings’.

- 2.9 Following a review of this new information, no changes are anticipated to the cumulative effects assessments as set out in the June 2023 ES.

3. Site Description

Site Location

- 3.1 The Site extends to 2.13 hectares and is bounded by Upper Brook Street (UBS), Grosvenor Street and Kincardine Road with Inchley Road running through the centre. The site comprises the various former Williams Garage buildings and their associated car parking forecourts. These buildings are now vacant and are formed around the Grade II* listed 'Former Unitarian Chapel' (located outside of the site boundary) which now operates as student accommodation.
- 3.2 There have been no changes to the site boundary or site description since submission of the June 2023 ES.

4. Alternatives

- 4.1 As set out within the June 2023 ES, no alternative sites were considered by the Applicant, as the site is earmarked as a key area for redevelopment within the Oxford Road Corridor Strategic Regeneration Framework Guidance (ORC SRFG) prepared in 2019.
- 4.2 There have been no amendments to the proposed development that necessitate an update to the alternative's assessment presented as part of the June 2023 ES.

5. The Proposed Development

5.1 The planning application seeks full planning permission for the construction of life sciences and PBSA buildings, ground floor uses, public realm and new public square.

5.2 As noted in Chapter 1 of this report, a full planning application was submitted to MCC in June 2023, which was supported by an ES prepared by Egniol. Since this application was submitted there have been changes to the design of the development and therefore the description of development and planning application drawings have been updated (see **Table 5.1** and **Volume 2a: Main Text ES Addendum Figures** for these updated drawings).

5.3 The revised description of development is defined on the planning application forms as:

“Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works.”

5.4 The key changes to the development are:

- Block A1 has been reduced in height from GF + 41 storeys to GF + 29 storeys, with a change to the massing;
- Level 1 of Building A1/A2 has been raised and the ground storey will now incorporate a mezzanine;
- The terrace at Level 1 of Building A1/A2 has been removed, providing a consolidation of external space at Level 14 in Building A2;
- The basement to Building A1/A2 has been reduced in size;
- The total quantum of PBSA beds within Blocks A1/A2 is now 763 beds (down by 117), beds within Block A3 remain unchanged;
- The GIA of Block B2 has reduced by 34m² in GIA, from 14,079m² to 14,045m²; and
- Architectural changes including gable detailing and amenity glazing.

5.5 Further information on the proposed changes are provided below.

Plot A – PBSA - Amendment proposed to the height and massing of Building A1

- 5.6 Following comments received during the planning determination, Building A1 has been reduced in height by 12 storeys. Subsequently there is a reduction in overall PBSA accommodation provision to 983no. beds (sui generis) across the three buildings. This represents an overall reduction of 117no. beds.
- 5.7 Buildings A1 and A2, which are still linked by ground floor uses, now contains 763no. beds combined. Building A3, a standalone building containing 220no. beds, remains unchanged apart from the roof plant enclosure described below.
- 5.8 Alongside the above change, there are a number of developmental changes in response to the new design context, alongside a number of changes that are inherent to the new mass and form.

Mezzanine

- 5.9 A mezzanine has been added into Building A1/A2 by raising Level 1 and retaining the datum of Level 2. There are multiple benefits to the integration of the mezzanine, namely:
- Creation of a taller colonnade to the exterior of the building by raising Level 1. This provides a betterment of the external environment for pedestrians moving around the building. The ground floor cladding design has been replicated across the mezzanine, enhancing the previous concept of the ground being read as a podium or pedestal to the accommodation volumes above;
 - Positioning of study spaces adjacent to the double height entry space, providing further activation of this space and visual connection to the building users upon entering the building; and
 - Cycle storage and plantrooms can be removed from the basement, enabling the basement to be reduced in size.

Basement

- 5.10 The basement to Building A1/A2 has been reduced in size, in relation to the cycle store reallocation described above.

Removal of Level 1 Terrace

- 5.11 In relation to the raising of Level 1 and reconfiguration of the internal layouts and location of bedrooms, the Level 1 terrace has been removed, providing a consolidation of external space at Level 14 in Building A2.

Landscape and Wind Baffle Development

- 5.12 As a result of the lower, simplified mass and reconfiguration of some of the ground floor spaces, a number of the wind baffles have been removed from the external layout as a result of a betterment in resulting wind environment. Planters have been subsequently updated to suit the developed layout.

Gables

- 5.13 As a result of the simplified mass, the detailing of the gables has been reviews to give the gables a different language and expression; enabling them to be read as 'cuts' in the form. To achieve this, a different grain and colour has been given to the pleated panels.

Level 29 Amenity Glazing

- 5.14 Following a review of the reconfigured amenity provision at the top of Building A1, picture windows have been incorporated in lieu of perforated panels to these spaces, providing greater views of Manchester from the amenity spaces.

Building A2 Development

- 5.15 The overall mass for Building A2 remains unchanged apart from the development described around the base of the building. As a result of the internal reconfiguration and inclusion of the mezzanine, Building A2 now provides an additional 3no. beds.

Building A3 Development

- 5.16 Following review of the servicing requirements, an internal plant enclosure has been added to the same height of the existing core overrun, concealed by the full height perimeter parapet

Plot B – Life Sciences - Amendment proposed to the corner of Building B2

- 5.17 A change is proposed to the north-east corner of the Life Sciences building 'B2'. This change chamfers the corner of the building, resulting in a reduction of 34 m2 in total Gross Internal Area.
- 5.18 The proposed change is modest and localised. As a result, all aspects of design strategy, access, cleaning, and maintenance related to the Life Sciences buildings set out within the full Design and Access Statement remain applicable.
- 5.19 All other aspects of the proposed development remain as stated in the June 2023 ES. Full details of changes to the design can be found in the Design and Access

Statement Addendum prepared by Hawkins Brown and Simpson Haugh which has been submitted as part of the planning application.

Table 5.1 Assessment Plans Update

Plan	Purpose	Revised Submitted Drawing Reference (November 2023 Addendum)
Life sciences		
Masterplan		
Proposed Masterplan – Site Location Plan	Details of the Proposed Masterplans for the Proposed Development	UBS-HBA-SW-00-DR-A-081000 Rev P02
Proposed Masterplan – Site Plan		UBS-HBA-SW-00-DR-A-081005 Rev P02
Proposed Masterplan – Ground Floor Plan		UBS-HBA-SW-00-DR-A-081100 Rev P02
Proposed Masterplan – Roof Plan		UBS-HBA-SW-RF-DR-A-081102 Rev P02
Proposed Masterplan Section AA		UBS-HBA-SW-XX-DR-A-081300 Rev P02
Proposed Masterplan Typical Floor Plan		UBS-HBA-SW-ZZ-DR-A-081101 Rev P02
Proposed Illustrative Masterplan – Phasing Plan		UBS-HBA-B1-XX-DR-A-081010 Rev P01
Bay Studies		
Proposed Elevations		
Proposed Masterplan - North Elevation	Details of the Proposed Elevation of the Proposed Development	UBS-HBA-SW-XX-DR-A-081200 Rev P02
Proposed Masterplan - East Elevation		UBS-HBA-SW-XX-DR-A-081201 Rev P02
Proposed Masterplan - South Elevation		UBS-HBA-SW-XX-DR-A-081202 Rev P02
Proposed Masterplan - West Elevation		UBS-HBA-SW-XX-DR-A-081203 Rev P02
PBSA		
General Arrangements		
PBSA Site Plan Ground Level	Details of the general arrangements of the Proposed Development	10450-SHP-Z0-A-B5D8-G100-PL-00-001 Rev P02
PBSA Site Plan Roof		10450-SHP-Z0-A-B5D8-G100-PL-RF-001 Rev P02
PBSA Site Plan Typical (Level 02 Shown)		10450-SHP-Z0-A-B5D8-G100-PL-TY-001 Rev P02
Accommodation Schedule		
Accommodation Schedule	Details of the proposed	10450-SHP-Z0-A-B5D8-F900-SC-XX-001 Rev P02

Plan	Purpose	Revised Submitted Drawing Reference (November 2023 Addendum)
	accommodation schedule of the Proposed Development	
Planning Drawing Register		
Planning Drawing Register	Details of the proposed drawing register of the Proposed Development	10450-SHP-Z0-A-B5D8-Z330-SC-XX-001 Rev P02
Elevations		
East Elevation Kincardine Road	Details of the proposed elevation of the Proposed Development	10450-SHP-ZZ-A-B5D8-G200-EL-EE-001Rev P02
West Elevation Upper Brook Street		10450-SHP-ZZ-A-B5D8-G200-EL-EW-001Rev P02
Elevation Grosvenor Road and South Elevation		10450-SHP-ZZ-A-B5D8-G200-EL-XX-001Rev P02
General Arrangement Elevation A3 North & South Elevation		10450-SHP-A3-A-B5D8-G200-EL-XX-001Rev P02
General Arrangement Buildings A1, A2 and A3		
A1/A2 – General Arrangement Plan Ground Floor	Details of the proposed general arrangements of the Proposed Development	10450-SHP-ZZ-A-B5D8-G200-PL-00-001 Rev P02
A1/A2 – General Arrangement Plan Level 14		10450-SHP-ZZ-A-B5D8-G200-PL-14-001 Rev P02
A1/A2 – General Arrangement Plan Level 25		10450-SHP-ZZ-A-B5D8-G200-PL-25-001 Rev P01
A1/A2 – General Arrangement Plan Level 26		10450-SHP-ZZ-A-B5D8-G200-PL-26-001 Rev P02
A1/A2 – General Arrangement Plan Level 27		10450-SHP-ZZ-A-B5D8-G200-PL-27-001 Rev P02
A1/A2 – General Arrangement Plan Level 28		10450-SHP-ZZ-A-B5D8-G200-PL-28-001 Rev P02

Plan	Purpose	Revised Submitted Drawing Reference (November 2023 Addendum)
A1/A2 – General Arrangement Plan Level 29		10450-SHP-ZZ-A-B5D8-G200-PL-29-001Rev P01
A1/A2 – General Arrangement Plan Basement		10450-SHP-ZZ-A-B5D8-G200-PL-B1-001 Rev P02
A1/A2 – General Arrangement Plan Roof		10450-SHP-ZZ-A-B5D8-G200-PL-RF-001Rev P02
A1/A2 – General Arrangement Plan Typical Levels 02-13 (02 shown)		10450-SHP-ZZ-A-B5D8-G200-PL-TY-001 Rev P02
A1/A2 – General Arrangement Plan Typical Levels 15-18 (15 Shown)		10450-SHP-ZZ-A-B5D8-G200-PL-TY-002 Rev P02
A1/A2 – General Arrangement Plan Typical Levels 19-22 (19 Shown)		10450-SHP-ZZ-A-B5D8-G200-PL-TY-003 Rev P02
A1/A2 – General Arrangement Plan Typical Levels 23-24 (23 Shown)		10450-SHP-ZZ-A-B5D8-G200-PL-TY-004 Rev P02
General Arrangement Site Section AA		10450-SHP-Z0-A-B5D8-G200-SE-AA-001 Rev P02
General Arrangement Site Section BB, CC and DD		10450-SHP-Z0-A-B5D8-G200-SE-XX-001Rev P02
A1/A2 - General Arrangement Mezzanine Level		10450-SHP-ZZ-A-B5D8-G200-PL-M0-001 Rev P01
A1/A2 Façade Detail Typical	Details of the proposed façade details of the Proposed Development	10450-SHP-ZZ-A-B5D8-G251-DE-XX-001Rev P01
A1/A2 Façade Detail Gable Typical		10450-SHP-ZZ-A-B5D8-G251-DE-XX-002 Rev P02
A1/A2 Façade Detail Ground Floor		10450-SHP-ZZ-A-B5D8-G251-DE-XX-003 Rev P02
A1/A2 Façade Detail Main Entrance		10450-SHP-ZZ-A-B5D8-G251-DE-XX-004 Rev P02
A1/A2 Façade Detail A1 Parapet		10450-SHP-ZZ-A-B5D8-G251-DE-XX-005 Rev P02

Plan	Purpose	Revised Submitted Drawing Reference (November 2023 Addendum)
A1/A2 Façade Detail A2 Parapet		10450-SHP-ZZ-A-B5D8-G251-DE-XX-006 Rev P01
A3 Façade Detail Typical	Details of the proposed external walls of the Proposed Development	10450-SHP-A3-A-B5D8-G251-DE-XX-001Rev P01
A3 Façade Detail Ground Floor		10450-SHP-A3-A-B5D8-G251-DE-XX-002 Rev P02
A3 Façade Detail Main Entrance		10450-SHP-A3-A-B5D8-G251-DE-XX-003 Rev P02
A3 Façade Detail Parapet		10450-SHP-A3-A-B5D8-G251-DE-XX-004 Rev P01
A3 General Arrangement – Ground Floor Plan	Details of the proposed general arrangement details of the Proposed Development	10450-SHP-A3-A-B5D8-G200-PL-00-001 Rev P02
A3 General Arrangement Plan Level 01		10450-SHP-A3-A-B5D8-G200-PL-01-001 Rev P02
A3 General Arrangement Plan Roof Level		10450-SHP-A3-A-B5D8-G200-PL-RF-001Rev P02
A3 General Arrangement Plan Typical Levels 02 - 11		10450-SHP-A3-A-B5D8-G200-PL-TY-001Rev P02
Life Sciences		
Building Elevation		
Proposed B1 – Section AA		UBS-HBA-B1-XX-DR-A-080300 Rev P02
Building B2		
Proposed B2 + Ground Floor Plan	Details of the proposed Life Sciences buildings (B2) of the Proposed Development	UBS-HBA-B2-00-DR-A-080120 Rev P02
Proposed B2 + Mezzanine Floor Plan		UBS-HBA-B2-00-DR-A-080130 Rev P01
Proposed B2 + First Floor Plan		UBS-HBA-B2-01-DR-A-080121 Rev P02
Proposed B2 + Second Floor Plan		UBS-HBA-B2-02-DR-A-080122 Rev P02
Proposed B2 + Third Floor Plan		UBS-HBA-B2-02-DR-A-080123 Rev P02
Proposed B2 + Fourth Floor Plan		UBS-HBA-B2-04-DR-A-080124 Rev P02
Proposed B2 + Fifth Floor Plan		UBS-HBA-B2-05-DR-A-080125 Rev P02
Proposed B2 + Sixth Floor Plan		UBS-HBA-B2-06-DR-A-080126 Rev P02
Proposed B2 + Seventh Floor Plan		UBS-HBA-B2-07-DR-A-080127 Rev P02

Plan	Purpose	Revised Submitted Drawing Reference (November 2023 Addendum)
Proposed B2 + Plant Floor Plan		UBS-HBA-B2-08-DR-A-080128 Rev P02
Proposed B2 + Roof Plan		UBS-HBA-B2-10-DR-A-080129 Rev P02
Proposed B2 + Basement Floor Plan		UBS-HBA-B2-B1-DR-A-080119 Rev P02
Building Elevation		
Proposed B2 + North Elevation	Details of the proposed Buildings Elevations (B2) of the Proposed Development	UBS-HBA-B2-XX-DR-A-080220 Rev P02
Proposed B2 + East Elevation		UBS-HBA-B2-XX-DR-A-080221 Rev P02
Landscape Drawings		
Landscape Illustrative Plan	Details of the proposed landscaping of the Proposed Development	0983-RFM-XX-00-DR-L-0001P04
Landscape General Arrangement 1 of 2		0983-RFM-XX-00-DR-L-0002 P04
Landscape General Arrangement 2 of 2		0983-RFM-XX-00-DR-L-0003 P04
Illustrative Roof Level Masterplan		0983-RFM-XX-00-DR-L-0004 P04
Illustrative Landscape Sections 1 of 2		0983-RFM-XX-00-DR-L-0005 P04
Illustrative Landscape Sections 2 of 2		0983-RFM-XX-00-DR-L-0006 P04
Planting Strategy 1 of 3		0983-RFM-XX-00-DR-L-0007 P04
Planting Strategy 2 of 3		0983-RFM-XX-00-DR-L-0008 P04
Planting Strategy 3 of 3		0983-RFM-XX-00-DR-L-0009 P04
Illustrative Landscape Sections 3 of 4		0983-RFM-XX-00-DR-L-0010 P03
Illustrative Landscape Sections 4 of 4		0983-RFM-XX-00-DR-L-0011 P03

6. Townscape and Visual

- 6.1 Chapter 6 of the June 2023 ES comprised an assessment of the potential significant effects of the Proposed Development on townscape and visual receptors. This chapter considers the proposals in light of the changes to the development, described in Chapters 5 of this ES Addendum.
- 6.2 The chapter identifies any new or altered significant effects which could arise from that presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 6.3 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 6.4 The ES Addendum Chapter should be read in conjunction with Chapter 6 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

The Site

- 6.5 No changes since the June 2023 ES.

Relevant Planning Policy

- 6.6 No changes since the June 2023 ES.

Purpose-Built Student Accommodation

- 6.7 The Proposed Development will provide 983 student bedrooms (56% clusters, 44% studios), student amenities, management suite, commercial/ community spaces and supporting ancillary areas. The proposed PBSA scheme is arranged in three building blocks. Buildings A1 and A2 will be linked on the ground floor to form space for student amenities with building A3 separated by a proposed public square. The buildings step down in height in a north-south direction comprising ground +29/13/11.

The same façade treatment is proposed for blocks A1, A2 and A3. This will consist of horizontal spandrel expression with vertical pleated elements. The ground floor will consist of blue-grey-green anodised panels with large expanses of glass. The remaining floors will have the same blue-grey-green anodised panels and glass windows but with a smaller unit size. Detailing on some of the panels on floor 01 and above, will consist of Borromean ring patterning.

Life Science

- 6.8 No changes since the June 2023 ES.

Public Realm

- 6.9 No changes since the June 2023 ES.

Assessment Methodology and Significance Criteria

- 6.10 No changes since the June 2023 ES.

Baseline Conditions

- 6.11 No changes since the June 2023 ES.

Views, Visibility and Visual Character

- 6.12 No changes since the June 2023 ES.

Embedded Mitigation

- 6.13 The reduction or elimination of negative effects on the townscape and visual environment is a key part of the development proposals. As set out in GLVIA3¹, key mitigation processes that have been considered are prevention, reduction, remedy, and enhancement. Prior to the June 2023 ES, the designs for the building and associated public realm were subject to extensive pre-application discussions to refine their form and appearance. Through this process, potential adverse townscape and visual effects were identified, and eliminated or reduced, and positive effects enhanced. Please refer to the June 2023 ES for more detail. During the determination period, further exploration of the massing of building A1 has resulted in removal of 12 storeys and removal of the stepped massing. Mitigation of adverse townscape and visual effects is therefore embedded in the Proposed Development, both through measures prior to June 2023 and through further measures during the determination period, and no “applied” mitigation is proposed. In summary, the embedded mitigation strategy is set out below.

Buildings

- 6.14 Embedded mitigation information received from Simpson Haugh architects regarding buildings A1, A2 and A3 is as follows:
- 6.15 “A massing response to the comments received during the determination period was explored, resulting in a mass that provides a simple extrusion of Building A1 that is near equal in width to Building A2, to provide balance in the elevation. This is achieved by reconfiguring the floor plate by 2no. bedrooms per level on a typical floor. One of the benefits of this approach is an increase in space between Building A1 and Building A2, by circa 3.5m. A simple removal of 12 storeys was

¹ Landscape Institute, Institute of Environmental Management & Assessment, *Guidelines for Landscape & Visual Impact Assessment*, 3rd ed. (London: Routledge, 2013)

deemed unacceptable from a silhouette point of view. Similarly, any steps retained within Building A1 drew emphasis to the base of the overall composition, opposed to defining the two buildings as individual elements and creating a 'wall' in relation to the overall masterplan."

- 6.16 "As a result of the mass update, the gable walls have been reviewed conceptually through to materiality and detailing. As part of a simpler form, the gables are to be expressed as a 'cut' plane within the plan form, providing a different expression within the long-range views and to enhance the relationship between the two mirrored facades which have the building entrances centred on them. To achieve this, a green anodised aluminium is proposed to sit against the blue grey of the rest of the facades, differentiating the cut planes from the other elevations. To enhance this, the grain of the faceting has been doubled in plan, providing a different play on light and shadow to the adjacent facades."
- 6.17 There has been no change to the embedded mitigation information received from Hawkins\Brown architects regarding buildings B1, B2 and B3 since the June 2023 ES.

Public realm

- 6.18 No changes since the June 2023 ES.

Effects of lighting

- 6.19 No changes since the June 2023 ES.

Mitigating effects of lighting

- 6.20 No changes since the June 2023 ES.

Assessment of Likely Significant Effects

Townscape

- 6.21 There are no changes to the townscape effects brought about by the Proposed Development on any of the TCAs since the June 2023 ES. Despite the removal of both the 12 storeys and the stepped massing from building A1, the overall extent, character, aesthetic, and use of the Proposed Development will remain the same. The geographical extent over which the townscape effects will be experienced will remain unchanged. Similarly, the effects of the Proposed Development on the surrounding urban grain will be the same, as will its duration and permanence.
- 6.22 Please refer to the June 2023 ES for the assessment of the townscape effects brought about by the Proposed Development on each Townscape Character Area, for both the construction period and the operational development.

Visual

- 6.23 There are changes to 4 out of the 15 viewpoints brought about by the Proposed Development since the June 2023 ES. The assessment outcomes to viewpoints 5, 7, 11 and 13 have changed, with a reduction in the visual effects. The proportion of these views occupied by the Proposed Development has been reduced through the removal of both the 12 storeys and stepped massing from building A1. The extent of visibility of the view of the Proposed Development has been reduced to partial or glimpsed due to its reduction in height, therefore becoming more obscured, less visible, and less prominent within these specific views.
- 6.24 In the case of viewpoints 3, 4, 8, 9 and 12, although the assessment outcomes remain unchanged since the June 2023 ES, the description of the proposed view includes minor alterations. For completeness, these views have been included in this addendum, and have been highlighted as containing no change to the assessment outcome.
- 6.25 The visual effects brought about by the Proposed Development on viewpoints 1, 2, 6, 10, 14 and 15, for both the construction period and the operational development, remain unchanged since the June 2023 ES and are not included within this addendum. Please refer to the June 2023 ES for these assessments.

- 6.26 **Table 6.1:** Assessment of visual effects for viewpoint 03 (description of proposed view contains minor alterations since June 2023 ES, however the assessment outcome remains the same).

Viewpoint 03 – Brook Street		
Figure reference	Figure 6.14A	
Visual sensitivity	Low	
	Construction	Operation
Proposed view	Construction of the Proposed Development will be easily noticed by the observer. There will be increased construction traffic along Upper Brook Street and site hoardings will be visible at street level. As construction progresses, several concrete cores and tall plants including tower cranes will be visible, which will be uncharacteristic of the view.	The tower component of the Proposed Development will introduce a large element that is considered uncharacteristic of the view and the style of architecture will be a significant change to the existing character. The tower will be distinctly perceivable and easily noticed by the observer. Only the southern elevations of the lower blocks within the Proposed Development will be visible. The height and massing of these will be comparable to the buildings on the opposite side of Upper Brook Street. However, their architectural style and façade colour will be a perceptible change in the view.
Magnitude of change	High	High
Predicted visual effects	Moderate	Moderate
Nature of visual effects	Adverse	Adverse

6.27 **Table 6.2** Assessment of visual effects for viewpoint 04 (description of proposed view contains minor alterations since June 2023 ES, however the assessment outcome remains the same).

Viewpoint 04 – Hanworth Close		
Figure reference	Figure 6.15A	
Visual sensitivity	High Medium	
	Construction	Operation
Proposed view	Construction of the Proposed Development will be clearly visible to the observer. There will be glimpses of site hoardings along Kincardine Road at street level. As construction progresses, several concrete cores and tall plants including tower cranes will be visible, which will be uncharacteristic of the view.	The scale, height and architectural character of the Proposed Development will be substantially different to the existing buildings. The Proposed Development will cause a substantial change and be totally uncharacteristic to the low-rise residential character of the view. The Proposed Development will break the skyline, occupy a large and extensive proportion of the view and will be clearly visible to the observer.
Magnitude of change	High	High
Predicted visual effects	Major	Major
Nature of visual effects	Adverse	Adverse

6.28 **Table 6.3:** Assessment of visual effects for viewpoint 05.

Viewpoint 05 – Gartside Gardens		
Figure reference	Figure 6.16A	
Visual sensitivity	High Medium	
	Construction	Operation
Proposed view	Construction of the upper portion of the Proposed Development will likely be visible the observer. There will be also glimpses of site hoardings along Kincardine Road at street level. As construction progresses, several concrete cores and tall plants including tower cranes will be visible, which will be uncharacteristic of the view.	The scale, façade treatment and architectural style of the Proposed Development will be a perceivable alteration to the green character of the view. Although a significant proportion of the Proposed Development will be obscured by tree canopies, this will change seasonally where more extensive visibility of the building will occur. Additionally, the Proposed Development will extend above some tree canopies and break the skyline in some locations, most notably by the tower to the right of the view. However, the glimpsed views of other large-scale towers in the far right of the view mean that the Proposed Development will not be considered substantially uncharacteristic.
Magnitude of change	Medium	Medium
Predicted visual effects	Moderate - Major	Moderate - Major
Nature of visual effects	Adverse	Adverse

6.29 **Table 6.4:** Assessment of visual effects for viewpoint 07.

Viewpoint 07 – Booth Street West		
Figure reference	Figure 6.18A	
Visual sensitivity	Low	
	Construction	Operation
Proposed view	Construction of the Proposed Development will likely be visible to the observer. There will be increased construction traffic along Upper Brook Street and site hoardings will be visible at street level. As construction progresses, there will be glimpses of concrete cores and tall plants including tower cranes, which will be uncharacteristic of the view.	In the centre of the view, there will be sight of the tower above the existing RNCM building. However, this will only occupy a small proportion of the view and will not project higher than other surrounding buildings. At the end of the view where Booth Street West meets Upper Brook Street, the Proposed Development will narrow the vista and obscure sight of the mature trees in Gartside Gardens. This will affect the amount of greening in of the view. However, considering the Proposed Development as a whole, it will only occupy a small proportion of the view and will only be glimpsed in part by the observer. It will result in a slightly perceptible change to the existing view but will not be considered incongruous in the context of the existing mixture of architecture in view.
Magnitude of change	Low	Low
Predicted visual effects	Minor	Minor
Nature of visual effects	Adverse	Neutral

6.30 **Table 6.5:** Assessment of visual effects for viewpoint 08 (description of proposed view contains minor alterations since June 2023 ES, however the assessment outcome remains the same).

Viewpoint 08 – Junction of Princess Street and Charles Street		
Figure reference	Figure 6.19A	
Visual sensitivity	Low	
	Construction	Operation
Proposed view	Construction of the Proposed Development will introduce some visibility of construction work and limited views of tower crane activity appearing above built form and against the skyline. This will occupy a small proportion of the view and will only result in a slightly perceptible change that will not affect the character or the quality of the view.	The Proposed Development will project higher than the surrounding buildings in the centre of view. However, it won't be the tallest building in view. It will occupy a small proportion of the view and will likely be noticed by the observer. However, it will be partially screened by mature tree canopies and will not be considered uncharacteristic, as the view already contains large scale buildings of a modern architectural style.
Magnitude of change	Low	Low
Predicted visual effects	Minor	Minor
Nature of visual effects	Adverse	Neutral

- 6.31 **Table 6.6:** Assessment of visual effects for viewpoint 09 (description of proposed view contains minor alterations since June 2023 ES, however the assessment outcome remains the same).

Viewpoint 09 – Vimto Park		
Figure reference	Figure 6.20A	
Visual sensitivity	Medium	
	Construction	Operation
Proposed view	Construction of the Proposed Development will introduce some visibility of construction work and limited views of tower crane activity appearing above built form and against the skyline. This will occupy a small proportion of the view and will only result in a slightly perceptible change that will not affect the character or the quality of the view.	The Proposed Development will break the skyline and be a noticeable feature in the view. However, it will not be considered uncharacteristic, given that the Faraday Tower is already visible and will obscure part of the Proposed Development. There will be a slightly perceivable change, however this will not substantially alter the green character of the view.
Magnitude of change	Low	Low
Predicted visual effects	Minor - Moderate	Minor - Moderate
Nature of visual effects	Adverse	Neutral

6.32 **Table 6.7:** Assessment of visual effects for viewpoint 11

Viewpoint 11 – Ardwick Green		
Figure reference	Figure 6.22A	
Visual sensitivity	Medium Low	
	Construction	Construction
Proposed view	Construction of the Proposed Development will not clearly noticeable by the observer. As construction progresses, there may be glimpses of a concrete core and tall plant including tower cranes which will be uncharacteristic of the view. However, sight of this construction will only be visible in a very limited part of the view.	The Proposed Development will introduce a very minor alteration to the view. There will be glimpsed views of the Proposed Development through the tree canopies, however this won't be clearly noticeable to the observer. Although seasonal change will alter the visibility of the Proposed Development, the buildings on the A6 Ardwick Green South will permanently obscure much of the Proposed Development. The green character of the view will not be affected by Proposed Development.
Magnitude of change	Negligible	Negligible
Predicted visual effects	Negligible	Negligible
Nature of visual effects	N/A	N/A

- 6.33 **Table 6.8:** Assessment of visual effects for viewpoint 12 (description of proposed view contains minor alterations since June 2023 ES, however the assessment outcome remains the same)

Viewpoint 12 – Sylvia Pankhurst Way		
Figure reference	Figure 6.23A	
Visual sensitivity	High Medium	
	Construction	Operation
Proposed view	Construction of the Proposed Development will be easily noticed by the observer, although the bottom portion will be obscured by the mature trees in Gartside Gardens and the existing buildings in view. As construction progresses, several concrete cores and tall plants including tower cranes will be visible, which will be uncharacteristic of the view.	The scale, height and architectural character of the Proposed Development will be substantially different to the existing buildings. The Proposed Development will cause a substantial change and be uncharacteristic to the low-rise residential character of the view. A proportion of the Proposed Development will be partially obscured by existing buildings in view. Despite this, it will significantly break the skyline, occupy a large and extensive proportion of the view and will be clearly visible to the observer.
Magnitude of change	High	High
Predicted visual effects	Major	Major
Nature of visual effects	Adverse	Adverse

6.34 **Table 6.9:** Assessment of visual effects for viewpoint 13

Viewpoint 13 – Junction of Upper Brook Street Plymouth Grove		
Figure reference	Figure 6.24A	
Visual sensitivity	Low	
	Construction	Operation
Proposed view	Construction of the Proposed Development will not clearly be noticeable by the observer. As construction progresses, there may be glimpses of a concrete core and tall plant including tower cranes which will be uncharacteristic of the view. However, sight of this construction will only be visible in a very limited part of the view.	There will be a very minor alteration to the view. There will be glimpsed views of the Proposed Development through the tree canopies, however this won't be clearly noticeable to the observer. Although seasonal change will alter the visibility of the Proposed Development, the residential buildings on the Upper Brook Street will permanently obscure much of the Proposed Development. It will not screen any significant vistas or be uncharacteristic in the view given the variety of other buildings in view in terms of style and scale.
Magnitude of change	Negligible	Negligible
Predicted visual effects	Negligible	Negligible
Nature of visual effects	N/A	N/A

Additional Mitigation / Enhancement Measures

Construction

- 6.35 No changes since the June 2023 ES.

The Completed and Operational Development

- 6.36 No changes since the June 2023 ES.

Residual Effects

Townscape and Visual

- 6.37 Although the implementation of the additional mitigation/enhancement measures would likely reduce the overall effect on each townscape and visual receptor during construction, it is not anticipated that this will be enough to alter the results of the assessment already described and summarised in the June 2023 ES and in **Tables 6.1 to 6.9** of this addendum.
- 6.38 **Table 6.10** below includes a complete set of assessment outcomes, both changed and unchanged since the June 2023 ES.

Table 6.10: Residual effects summary

Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)		Further Mitigation	Residual Effect (inc. Significance)	
		Construction	Operation		Construction	Operation
Townscape Character Area 01 – Corridor Manchester	Incorporated into building and public realm design, as described in ‘Embedded Mitigation’ above.	Minor – Moderate Adverse	Minor – Moderate Beneficial	Construction mitigation as described in ‘Additional Mitigation / Enhancement Measures’ above. No “applied” building or landscape mitigation proposed.	Minor – Moderate Adverse	Minor – Moderate Beneficial
Townscape Character Area 02 – The Village		Negligible	Negligible		Negligible	Negligible
Townscape Character Area 03 – North Campus		Negligible	Negligible		Negligible	Negligible
Townscape Character Area 04 – Mayfield		Negligible	Negligible		Negligible	Negligible
Townscape Character Area 05 – Upper Brook Street		Moderate Adverse	Moderate Beneficial		Moderate Adverse	Moderate Beneficial
Townscape Character Area 06 – New Brunswick		Moderate Adverse	Moderate Neutral		Moderate Adverse	Moderate Neutral
Viewpoint 01 – Upper Brook Street		Moderate Adverse	Moderate Beneficial		Moderate Adverse	Moderate Beneficial
Viewpoint 02 – All Saints Park		Minor – Moderate Adverse	Minor – Moderate Adverse		Minor – Moderate Adverse	Minor – Moderate Adverse

Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)		Further Mitigation	Residual Effect (inc. Significance)	
		Construction	Operation		Construction	Operation
Viewpoint 03 – Brook Street		Moderate Adverse	Moderate Adverse		Moderate Adverse	Moderate Adverse
Viewpoint 04 – Hanworth Close		Major Adverse	Major Adverse		Major Adverse	Major Adverse
Viewpoint 05 – Gartside Gardens		Moderate - Major Adverse	Moderate - Major Adverse		Moderate - Major Adverse	Moderate - Major Adverse
Viewpoint 06 – Whitworth Hall		Negligible	Negligible		Negligible	Negligible
Viewpoint 07 – Booth Street West		Minor Adverse	Minor Neutral		Minor Adverse	Minor Neutral
Viewpoint 08 – Junction of Princess Street and Charles Street		Minor Adverse	Minor Neutral		Minor Adverse	Minor Neutral
Viewpoint 09 – Vimto Park		Minor - Moderate Adverse	Minor - Moderate Neutral		Minor - Moderate Adverse	Minor - Moderate Neutral
Viewpoint 10 – Mayfield Park		Moderate Adverse	Moderate Neutral		Moderate Adverse	Moderate Neutral
Viewpoint 11 – Ardwick Green		Negligible	Negligible		Negligible	Negligible

Description of Effect	Embedded Mitigation	Potential Effect (inc. Significance)		Further Mitigation	Residual Effect (inc. Significance)	
		Construction	Operation		Construction	Operation
Viewpoint 12 – Sylvia Pankhurst Way		Major Adverse	Major Adverse		Major Adverse	Major Adverse
Viewpoint 13 – Junction of Upper Brook Street and Plymouth Grove		Negligible	Negligible		Negligible	Negligible
Viewpoint 14 – Grosvenor Street		Moderate Adverse	Moderate Adverse		Moderate Adverse	Moderate Adverse
Viewpoint 15 – Junction of Oxford Road and Ackers Street		Negligible	Negligible		Negligible	Negligible

7. Built Heritage

- 7.1 A built heritage assessment has been undertaken to assess the likely significant environmental effects of the Proposed Development on the above ground historic built environment of the Site and the surrounding area during the construction and operational phases. This assessment was undertaken by Turley Heritage.
- 7.2 Chapter 7 of the June 2023 ES comprised an assessment of the potential significant effects of the proposed development on built heritage receptors. This chapter considers that assessment in light of changes to the development, described in Chapters 5 of this ES Addendum.
- 7.3 The chapter identifies any new or altered significant effects which could arise when compared with those presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 7.4 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 7.5 The ES Addendum Chapter should be read in conjunction with Chapter 7 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

Assessment Methodology and Significance Criteria

- 7.6 There has been no change to the assessment methodology or significance criteria.

Assumptions/Limitations

- 7.7 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:
- 7.8 The list of designated and non-designated heritage assets within the Study Area has been compiled from information provided by Greater Manchester Archaeological Advisory Service (GMAAS) on 23 May 2023, a review of Historic England's National Heritage List for England (viewed on 25 October 2023), and a review of conservation area boundaries from the Manchester City Council Interactive Proposals Map² (viewed on 25 October 2023).
- 7.9 This Chapter is focussed on built heritage only. An archaeological desk-based assessment was produced as a standalone document and submitted with the full planning application in June 2023. This assessed potential impacts on buried archaeological remains. Salford Archaeology has confirmed that the changes to the proposed development do not affect the Archaeological Desk-based Assessment

² [Local Development Framework Area Map Browser \(arcgis.com\)](https://arcgis.com)

Baseline Conditions

- 7.10 There have been no changes to baseline conditions since the June 2023 ES.

Embedded Mitigation

- 7.11 There are no changes to embedded mitigation measures since the June 2023 ES.

Assessment of Likely Significant Effects

Construction

- 7.12 It was concluded that, due to the proximity of the Site, the significance and setting of the identified assets and the likely visual effects of the construction phase, there would be temporary adverse effects on the Former Unitarian Chapel (grade II* listed), the Mawson Hotel (grade II listed), Oddfellows Hall (grade II listed) and 94-98 Grosvenor Street (grade II listed).
- 7.13 Due to increased distances and intervening development, it was concluded that the adverse effects of the construction phase on the Adult Deaf and Dumb Institute (Former), the Former Grosvenor Picture Palace and Whitworth Street Conservation Area would be negligible, resulting in a neutral or slight significance of effect.
- 7.14 Reduction of the height of Block A1 could reduce visual impact during the construction phase, but, overall, it is not considered that the changes to the proposed development would alter the level or significance of effects on heritage assets during the construction phase.

The Completed and Operational Development

- 7.15 Reduction in the height of Block A1 will reduce the visual impact of the proposed development, it is not however considered that this, or other changes to the development, would result in lesser or greater impacts on heritage assets.
- 7.16 There is no change to the previously identified level or significance of effect on the identified heritage assets. It is concluded that there would be a moderate adverse effect on the grade II* listed Former Unitarian Chapel, a negligible effect on the grade II listed Mawson Hotel and a minor adverse effect on Oddfellows Hall and 94-98 Grosvenor Street, both grade II listed. There would be a negligible effect on the grade II listed Adult Deaf and Dumb Institute and the grade II listed Former Grosvenor Picture Palace. There would also be a negligible effect on the Whitworth Street Conservation Area.

Additional Mitigation / Enhancement Measures

Construction

- 7.17 There is no change to mitigation measures applied to the construction phase.

The Completed and Operational Development

- 7.18 There are no mitigation or enhancement measures and there have been no changes.

Residual Effects

- 7.19 There are no changes or additional residual effects.

Conclusions

- 7.20 This addendum to the Built Heritage ES Chapter has been prepared by Turley Heritage to assess the likely significant environmental effects of changes to the proposed development on the above ground historic built environment of the Site and the surrounding area during the construction and operational phases.
- 7.21 There has been no change to the assessment methodology or significance criteria and there have been no changes to baseline conditions since the June 2023 ES. There are no changes to embedded mitigation measures.
- 7.22 Changes to the proposed development would not alter the level or significance of effects on heritage assets during the construction phase.
- 7.23 There would be temporary adverse effects on the Former Unitarian Chapel (grade II* listed), the Mawson Hotel (grade II listed), Oddfellows Hall (grade II listed) and 94-98 Grosvenor Street (grade II listed). Adverse effects of the construction phase on the grade II listed Adult Deaf and Dumb Institute (Former), the grade II listed Former Grosvenor Picture Palace and Whitworth Street Conservation Area would be negligible, resulting in a neutral or slight significance of effect.
- 7.24 Changes to the proposed development would also not alter the level or significance of effects on heritage assets once the development is completed and operational.
- 7.25 There would be a moderate adverse effect on the grade II* listed Former Unitarian Chapel, a negligible effect on the grade II listed Mawson Hotel and a minor adverse effect on Oddfellows Hall and 94-98 Grosvenor Street, both grade II listed. There would be a negligible effect on the grade II listed Adult Deaf and Dumb Institute and the grade II listed Former Grosvenor Picture Palace. There would also be a negligible effect on the Whitworth Street Conservation Area.

- 7.26 There is no change to mitigation measures applied to the construction phase or mitigation or enhancement measures applied to the completed and operational development. There are no changes to or additional residual effects.
- 7.27 The highest level of identified effect is on the grade II* listed Former Unitarian Chapel, where a moderate adverse effect has been identified for both the construction and operational phases of the Proposed Development.
- 7.28 With reference to guidance set out in the DMRB, the effect on the cultural heritage resource is **not** significant when the impact **does not substantially diminish or enhance the heritage interest of the cultural heritage resource**. The identified moderate adverse effects would harm the significance of the listed building but it is not considered that the heritage interest of the listed building would be 'substantially diminished'. These effects are therefore not considered to be significant and are unchanged by the alterations to the proposed development.

Assessment of Cumulative Effects

- 7.29 The cumulative effects previously identified have not changed.

8. Transport and Access

Introduction

- 8.1 Chapter 8 of the June 2023 ES comprised an assessment of the potential significant effects of the proposed development on traffic and transport related matters. This chapter considers the proposals in light of the changes to the development, described in Chapters 5 of this ES Addendum.
- 8.2 The chapter identifies any new or altered significant effects which could arise from that presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 8.3 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 8.4 This ES Addendum Chapter should be read in conjunction with Chapter 8 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

Assessment Methodology and Significance Criteria

- 8.5 The proposed scheme amendments have not resulted in the need for any change to the assessment methodology. The proposals remain essentially car-free development and continue to be expected to generate a low level of development traffic demand.
- 8.6 The assessment work in this ES chapter is supported by a parallel Transport Assessment (TA) Addendum report, which sets out in detail the predicted changes in development travel demand resulting from the change to the scheme proposals.

Assumptions/Limitations

- 8.7 There are no changes to the core assumptions and assessment approach that underpin the highways & transport analysis.

Baseline Conditions

- 8.8 There are no changes to the baseline conditions considered.

Embedded Mitigation

- 8.9 The proposed scheme amendments do not impact on key embedded mitigation measures. The completed and operational development will continue to reflect the following key principles:
- Promotion of the concept of 'car-free' development.

- Proposed junction improvements at adjacent junctions on Upper Brook Street and supporting highway works associated with the extension of one-way operation on Kincardine Road / closure of Inchley Road to traffic, will provide better integration with surrounding key walk / cycle routes.
- The development proposal design will continue to promote increased site permeability, including the delivery of a number of new walk routes between Kincardine Road and A34 Upper Brook Street.
- The location of the PBSA element of the scheme, immediately adjacent to the two main University campus destinations, can be expected to encourage high levels of walk / cycle access and effectively remove the need for student resident car ownership / car access.

Assessment of Likely Significant Effects

Construction

- 8.10 The proposed scheme amendments will not result in a material change to the proposed construction delivery strategy or key constituents of development phasing. The location and access of construction compounds would remain unchanged and the scheme would still require the need for a strict vehicle management regime to ensure the safe and efficient accommodation of construction staff and delivery vehicles. It is not anticipated that the proposed scheme amendments would result in any change in predicted day-to-day maximum construction traffic demand levels.
- 8.11 The proposed changes to the application scheme could potentially result in an overall reduction of the duration of the Phase 1 construction period by circa three months. It is not expected that peak construction related traffic demand during this phase would be affected by this change– as the same core tasks would be required to the same intensity level – however, some minor network benefits could be delivered by the overall reduced construction period, in terms of both duration of construction traffic effects and period of temporary carriageway and footway closures. In practice, any such changes would be minor in nature and would not impact on the conclusions regarding core construction traffic effects set out in the June 2023 ES.

The Completed and Operational Development

- 8.12 The principal highways and transport implications of the amendments to the application scheme, relate to the proposed minor reduction in PBSA bed numbers, as result of changes to the scale and massing of PBSA buildings A1 & A2. These changes will result in a reduction of PBSA bed numbers across the site from the originally proposed 1100 beds to 983 beds and can be expected to result in a corresponding small reduction in overall travel demand to / from the development.
- 8.13 The methodology utilised to inform the TA & ES assessment of development related travel demand is based on multi-modal trip data for representative sites, as extracted from the TRICS trip generation database. To ensure an understanding of maximum site trip demand levels, across the range of key travel modes, the estimates have been

prepared based on a 'person' trip rate approach, as agreed with key highways and transport stakeholders.

8.14 The trip rate analysis set out in the June 2023 TA & ES was based on the core person / building occupancy parameters for key application site elements as set out below:

- PBSA Development: 1100 students (based on 1100 beds across the site)
- Life Science Employment: 2,600 employees based at the site.

8.15 Additional vehicle traffic & foot based demand associated with ancillary commercial and community uses to be based in flexible ground floor units to the main buildings were also included in the assessment.

8.16 The June 2023 TA & ES exercise identified the predicted vehicle & other travel mode trip demand levels for the application scheme as summarised in **Table 8.1** below.

Table 8.1: Predicted Proposed Development Vehicle Trip Demand and Demand Accessing Site By Other Modes on Foot (June 2023 Scheme)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Car & M-Cyc	33	17	49	0	28	28	128	144	272
Taxi	10	8	18	4	9	12	44	49	93
OGV	3	0	3	0	0	0	7	4	11
LGV	1	1	2	1	2	3	37	36	73
Total Vehs	47	26	72	5	39	43	216	233	449
<i>By Other Modes on Foot</i>	788	216	1004	195	706	900	3580	3645	7224

8.17 Review of this exercise demonstrates that the June 2023 application scheme was only predicted to generate of the order of just 43 – 72 vehicle movements per hour during AM & PM peak rush hour periods and circa 450 trip movements across the core 12-hour (7am – 7pm) working weekday daytime period. It should be noted that the PBSA element of the scheme was only anticipated to represent a relatively small proportion of this total site traffic demand (circa 16% of total predicted vehicle trips over the core 12-hr period, i.e., 74 PBSA vehicle movements, out of 449 total vehicle trip demand). This reflects the site's highly sustainable location for student resident land use, which allows for practical car free living. i.e., the site is located almost adjacent to the main University campuses and a short walk from a wide range of shops & services. Furthermore, students will be actively discouraged from owning and operating a car, with no on-site parking provided and no opportunity to access local residents parking zones.

8.18 The proposed amendment to the application scheme results in a reduction in the PBSA development quantum from 1100 to 983 beds (circa 10.6%). No changes are proposed to the ancillary commercial elements. Whilst a very minor reduction in floorspace is

proposed for Life Sciences Building B2 (circa 34sqm or less than 0.3% of total proposed Life Sciences related floorspace across the wider scheme), in practice this would not result in any discernible change in staffing levels, so no changes in travel demand have been modelled associated with these buildings. The implications of this proposed reduction in PBSA bed numbers is reflected in the results of the updated trip generation exercise for the amended scheme as summarised in **Table 8.2** below

Table 8.2: Predicted Proposed Development Vehicle Trip Demand and Demand Accessing Site By Other Modes on Foot (Amended Scheme)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Car & M-Cyc	33	16	48	0	28	28	127	143	270
Taxi	10	8	18	4	9	12	43	48	90
OGV	3	0	3	0	0	0	7	4	11
LGV	1	1	2	1	2	3	36	35	71
Total Vehs	46	24	71	5	39	43	211	229	442
<i>By Other Modes on Foot</i>	787	204	991	182	699	881	3503	3556	7059

8.19 **Table 8.3** below sets out the difference in predicted development travel demand between the original June 2023 application scheme (1100 PBSA beds) and the proposed amended scheme (983 PBSA beds). This exercise demonstrates a barely discernible reduction in development vehicle trip demand during critical AM & PM network peak periods (of the order of just 1 vehicle).

Table 8.3: Comparison of Proposed Development Vehicle Trip Demand and Demand Accessing Site By Other Modes On Foot (June 2023 v Amended Scheme)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Car & M-Cyc	-	-1	-1	-	-	-	-1	-1	-2
Taxi	-	-	-	-	-	-	-1	-1	-2
OGV	-	-	-	-	-	-	-	-	-
LGV	-	-	-	-	-	-	-1	-1	-2
Total Vehs	-	-1	-1	-	-	-1	-4	-5	-8
<i>By Other Modes on Foot</i>	-1	-12	-13	-13	-7	-19	-77	-89	-165

8.20 Non-car based travel demand also shows a reduction when compared to the June 2023 application scheme - of the order of 1.3% - 2.1% (AM & PM peak respectively) of predicted June 2023 scheme levels, or 13 to 19 trips per hour.

- 8.21 Even when viewed in the context of the core 12-hour weekday day-time periods, the change in predicted site related vehicle trip demand resulting from the proposed amendments is predicted to be very low, being of the order of just 8 fewer vehicle movements (in + out), or a reduction in predicted total development vehicle trip demand of circa 1.8%, when compared to the predicted levels of development traffic demand associated with the June 2023 application scheme. It should be noted that the predicted June 2023 scheme traffic estimates already represented low levels of vehicle trip demand, reflecting the essentially car-free principles of the Upper Brook Street mixed-use development.
- 8.22 The amended scheme would also generate a lower level of non-car based trip movements when considered over the core weekday 12-hour (7am -7pm) weekday day-time period - of the order of 165 fewer two-way (in + out) movements. This represents a reduction in total non-car based trip demand to / from the site of circa 2.3%, when compared to the development trip generation totals assessed as part of the June 2023 TA & ES.
- 8.23 It is clear from the above trip generation analysis that the proposed scheme amendments would result in a marginal reduction in overall development related travel demand (vehicle traffic and non-vehicle related movements), during both critical AM & PM peak periods and over the course of a typical working weekday. Whilst this reduction in development scale would translate to slightly reduced development transport and highways effects when compared to the development scenario considered in the June 2023 TA / ES, in practice, these reductions would be of effectively negligible scale and unlikely to be discernible from day to day variations in overall travel demand. The paragraphs below set out the anticipated effects of this marginal change in development traffic demand on the core highways and transport conclusions identified from the June 2023 TA & ES analysis:
- *Access to the site on foot* – the amended scheme would result in a small reduction in non-car related vehicle movements to the site when compared to the original June 2023 scheme. This would represent a marginal reduction in crossing demand at individual local walk / cycle crossing points to the site and therefore a minor improvement on previously identified future year operating conditions, which had already been concluded to be acceptable.
 - *New development related traffic demand impact* – the predicted changes in AM & PM network peak hour development traffic volumes as a result of the proposed scheme amendments would be of a negligible scale. The core traffic impacts of the development scheme would remain the local re-assignment effects associated with the proposed supporting road closures / extended one-way operation.
 - *Local highway network operational performance* – the proposed scheme amendments would result in a negligible change to the predicted future 'with development' traffic conditions considered in the June 2023 TA & ES and would have no discernible effect on predicted local junction operation.

- 8.24 Given that the proposed scheme amendments would only give rise to marginal scale improvements in the development related traffic demand case, which in practice, would not result in discernible changes to previously considered future 'with development' network conditions, it is considered that there is no requirement to revisit the core network performance analysis set out within the June 2023 TA & ES submission. The previously identified conclusions to the June 2023 assessment therefore remain the appropriate reference point for the appraisal of development related highways and transport impact.

Additional Mitigation / Enhancement Measures

Construction

- 8.25 No additional construction mitigation measures are required to support the amended scheme proposals.

The Completed and Operational Development

- 8.26 Given the negligible change in development related traffic conditions associated with the proposed scheme amendments, no additional mitigation measures are proposed / required to support the development operational phase.

Residual Effects

- 8.27 It is not anticipated that the proposed scheme amendments would result in any material change in the previously identified development related residual highways and traffic effects. Whilst the amendments would result in a small reduction in overall travel demand to the site, in practice such changes would be of negligible significance and unlikely to be discernible from day to day variations in wider baseline traffic and travel demand.

Conclusions

- 8.28 The proposed scheme amendments would only give rise to a marginal scale reduction in predicted development related traffic and travel levels, which in practice, would not result in discernible changes to previously considered future 'with development' network conditions. Given this negligible change in predicted development related conditions it is considered that the previously identified conclusions to the June 2023 ES are unaffected and remain the appropriate reference point for the appraisal of development related highways and transport impact.

Assessment of Cumulative Effects

- 8.29 The minor reduction in development traffic demand as a result of the proposed scheme amendments could be expected to give rise to a similar marginal change in cumulative development traffic effects when compared to the June 2023 ES analysis.

In practice such reductions would be of negligible significance and would not result in any changes to the previously identified conclusion - that cumulative development traffic and travel associated with the operation of the schemes, would not give rise to any additional significant effects over and above those already identified associated with the core 'With Development' scenario.

9. Socioeconomics

Introduction

- 9.1 Chapter 9 of the June 2023 ES comprised an assessment of the potential significant effects of the proposed development on socioeconomics. This chapter considers the proposals in light of the changes to the development, described in Chapters 5 of this ES Addendum.
- 9.2 This chapter identifies any new or altered significant effects which could arise from those presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 9.3 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 9.4 The ES Addendum Chapter should be read in conjunction with Chapter 9 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

Assessment Methodology and Significance Criteria

- 9.5 There are no changes to the assessment methodology.

Assumptions/Limitations

- 9.6 There are no changes to the assumptions/limitations.

Baseline Conditions

- 9.7 There are no changes to the baseline conditions.

Embedded Mitigation

- 9.8 There are no changes to the embedded mitigation measures since the June 2023 ES.

Assessment of Likely Significant Effects

Construction

- 9.9 As a result of changes in the design of the development, the construction costs have reduced by £12.2m. This is due to the reduction in the size of the PBSA building and a reduced number of beds. The calculations in Table 9.1 show the revised construction costs for the development of £371.4m (previously £383.6m) excluding VAT. The effect of this is to reduce slightly the number of direct and indirect job years by 155 (from 4,874.6 to 4,719.6).

Table 9.1: Calculation of Construction Jobs

Title	Metric
Construction expenditure (a)	£371.4m
Number of jobs per £1m of expenditure (b)	5.1 ³
Number of direct construction job years (c) = (a)*(b)	1,906.1
Employment multiplier for construction (d)	2.476 ⁴
Number of indirect construction job years (e) = (c)*(d-1)	2,813.4
Total number of direct and indirect job years (f) = (c)+(e)	4,719.6

Source: Brookdale Consulting

- 9.10 The slight reduction in construction costs anticipated does not change the significance of effects during the construction phase.

The Completed and Operational Development

Purpose Built Student Accommodation created

- 9.11 Changes to the design mean the development will create 983 bedrooms (previously 1,100) for purpose-built student accommodation. This is a reduction of 117. Based on the University of Manchester's estimated living costs for undergraduate and postgraduate students and assuming a 50/50 split between undergrad and postgrad suggests annual spending of £12.9m per year (down £1.5m from £14.4m) which equates to 159 direct and indirect jobs in relevant sectors and GVA per year of £8.3m (down from 178 jobs and £9.3m GVA). The main receptor in this case is local population. As a result of a rating of medium magnitude of impact and low sensitivity of receptor, this indicator is unchanged and has been given a **Minor Beneficial** effect rating, which is **Not Significant** in EIA terms.

Life sciences floorspace created and jobs

- 9.12 The development will deliver 30,477 sqm (previously 31,751 sqm) of purpose-built life science space building on the knowledge economy of Manchester. This will create 1,063 direct and indirect jobs (down from 1,107) based on an employment density of 36 sqm per job for life sciences space (which is based on the operator's experience in developing such facilities elsewhere). Displacement of 20% for life sciences in line with

³ ONS Annual Business Survey 2019

⁴ ONS Input-Output Tables 2016

national guidance⁵ and a multiplier of 1.569 for life sciences. This will result in total GVA per year of £40.4m (down from £42.1m).

- 9.13 The development will increase the revenues to MCC through business rates (£4.7m per year down from £4.9m) related to the life science space and Council tax (£0.65m per year down from £0.7m) assuming that the houses that would have been occupied by students are occupied by working people. This makes a total of £5.35m per year in additional taxes to the Council (down from £5.6m).
- 9.14 The main receptor in this case is the local economy. As a result of a rating of medium magnitude of impact and medium sensitivity of receptor, this indicator is unchanged with a **Moderate Beneficial** effect rating, which is **Not Significant** in EIA terms.

GP and Dentist Provision

- 9.15 The development will bring 983 new residents to the area, many of whom will be there for term time and home out of term (postgraduates staying year round). GP provision is more than sufficient relative to national benchmarks while there is a shortage of dentists nationally. Some students may choose to remain registered at their home address for either doctors or dentists. For GP provision, as a result of a rating of low magnitude of impact and low sensitivity of receptor, this indicator has been given a **Negligible** Adverse effect rating, which is **Not Significant** in EIA terms. For dentist provision, as a result of a rating of medium magnitude of impact and high sensitivity of receptor, this indicator has been given a **Moderate Adverse** effect rating, which is **Not Significant** in EIA terms.
- 9.16 There are no new impacts not previously identified.

Additional Mitigation / Enhancement Measures

Construction

- 9.17 There are no changes.

The Completed and Operational Development

- 9.18 There are no changes.

Residual Effects

- 9.19 There are no changes.

Conclusions

- 9.20 Construction of the development was originally forecast to support 4,875 person years of construction related employment, with GVA of £47m per year for 7.5 years. This

⁵ Additionality Guide Fourth Edition HCA

has dropped slightly to 4,719.6 person years and GVA of £45.7m given the proposed changes to the development. This is still assessed as a **Moderate Beneficial** short-term effect on the wider area, which is **Not Significant**.

- 9.21 The development will create 983 bedrooms (down from 1100) for purpose built student accommodation creating 159 direct and indirect jobs (previously 178) in relevant sectors and GVA per year of £8.3m (down from £9.3m).
- 9.22 In addition, the development will create deliver 30,477 sqm of purpose-built life science space (down from 31,751sqm) creating 1,063 direct and indirect jobs and (down from 1,107) GVA per year of £40.4m (down from £42m).
- 9.23 The Proposed Development will contribute to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North West. It will increase the revenues to Manchester City Council through business rates and Council tax in the order of £5.35m per year (down from £5.6m).
- 9.24 Given this context, the Proposed Development is still regarded as having a positive and lasting effect in the area. This is unchanged and assessed as a **Moderate Beneficial** overall rating which is **Not Significant** in EIA terms.

Assessment of Cumulative Effects

- 9.25 The changes to the proposed development will see the economic benefits reduce very slightly. However, the overall assessment remains the same. The cumulative effects previously identified are relatively unchanged.

10. Daylight, Sunlight & Overshadowing

- 10.1 Chapter 10 of the June 2023 ES comprised an assessment of the potential significant effects of the proposed development on daylight, sunlight and overshadowing. This chapter considers the proposals in light of the changes to the development, described in Chapters 5 of this ES Addendum.
- 10.2 The chapter identifies any new or altered significant effects which could arise from that presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 10.3 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 10.4 The ES Addendum Chapter should be read in conjunction with Chapter 10 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

Assessment Methodology and Significance Criteria

- 10.5 No changes since the June 2023 ES.

Assumptions/Limitations

- 10.6 No changes since the June 2023 ES.

Baseline Conditions

- 10.7 No changes since the June 2023 ES.

Embedded Mitigation

- 10.8 No changes since the June 2023 ES.

Assessment of Likely Significant Effects

Construction

- 10.9 No changes since the June 2023 ES.

The Completed and Operational Development

Daylight

- 10.10 The revised massing of the Proposed Development has resulted in either no change or only very small changes to the measured daylight values (VSC and NSL) in the proposed condition, compared to the June 2023 ES. There are very minor improvements in VSC values, compared to those included within the June 2023 ES, to

windows of the receptors on Litcham Close, Wadesmill Walk, Stockland Close and Justin Close.

- 10.11 Notwithstanding these fractional changes in measured daylight values, overall magnitudes of change and significance of impact on daylight amenity remain as previously stated for all neighbouring receptors assessed. On that basis, the change in massing has resulted in no significant change to the daylight amenity impacts identified nor the conclusions drawn in the June 2023 ES.

Sunlight

- 10.12 The revised massing of the Proposed Development has resulted in changes to the sunlight amenity values (APSH and WPSH) in the proposed condition, compared to the June 2023 ES.
- 10.13 Notwithstanding these changes in measured sunlight values, overall the magnitudes of change and significance of impact on sunlight amenity remains as previously stated for all neighbouring receptors assessed. On that basis, the change in massing has resulted in no significant change to the sunlight amenity impacts identified in the June 2023 ES.
- 10.14 There is also no significant change to the impacts on Time in Sun results of the External Amenity areas identified in the June 2023 ES.

Additional Mitigation / Enhancement Measures

Construction

- 10.15 No changes since the June 2023 ES.

The Completed and Operational Development

- 10.16 No changes since the June 2023 ES.

Residual Effects

- 10.17 No changes since the June 2023 ES.

Conclusions

- 10.18 Notwithstanding the negligible changes to the measured daylight and sunlight values resulting from the change to the massing of the Proposed Development, no changes are required to the conclusions drawn in the June 2023 ES.

Assessment of Cumulative Effects

- 10.19 Notwithstanding the negligible changes to the measured daylight and sunlight values resulting from the change to the massing of the Proposed Development, no changes to the conclusions drawn in the June 2023 ES are required regarding the Cumulative effects.

11. Wind Microclimate

Introduction

- 11.1 Chapter 11 of the June 2023 ES comprised an assessment of the potential significant effects of the proposed development on wind receptors. This chapter considers the proposals in light of the changes to the development, described in Chapters 5 of this ES Addendum.
- 11.2 The chapter identifies any new or altered significant effects which could arise from that presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 11.3 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 11.4 The ES Addendum Chapter should be read in conjunction with Chapter 11 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

Assessment Methodology and Significance Criteria

- 11.5 The following additional scenarios were tested as part of the assessment:
- Scenario 4: Updated Proposed development in baseline surrounds; and
 - Scenario 5: Updated Proposed development in cumulative surrounds.
- 11.6 With the exception of the above, there have been no changes to the assessment methodology since the June 2023 ES.

Assumptions/Limitations

- 11.7 The accuracy of the results is dependent upon the accuracy of the architectural CAD used to construct the model.
- 11.8 There is an inherent assumption that on-site wind speeds will scale linearly with the measured wind speeds at the airports.
- 11.9 It is assumed that, during the construction process, wind conditions will gradually change from the Baseline Conditions to the conditions for the Completed Proposed Development.
- 11.10 It is assumed that on-site activity during construction will be able to withstand a higher category of pedestrian comfort level than for the Completed Proposed Development.

Baseline Conditions

- 11.11 There have been no changes to the baseline conditions since the June 2023 ES.

Embedded Mitigation

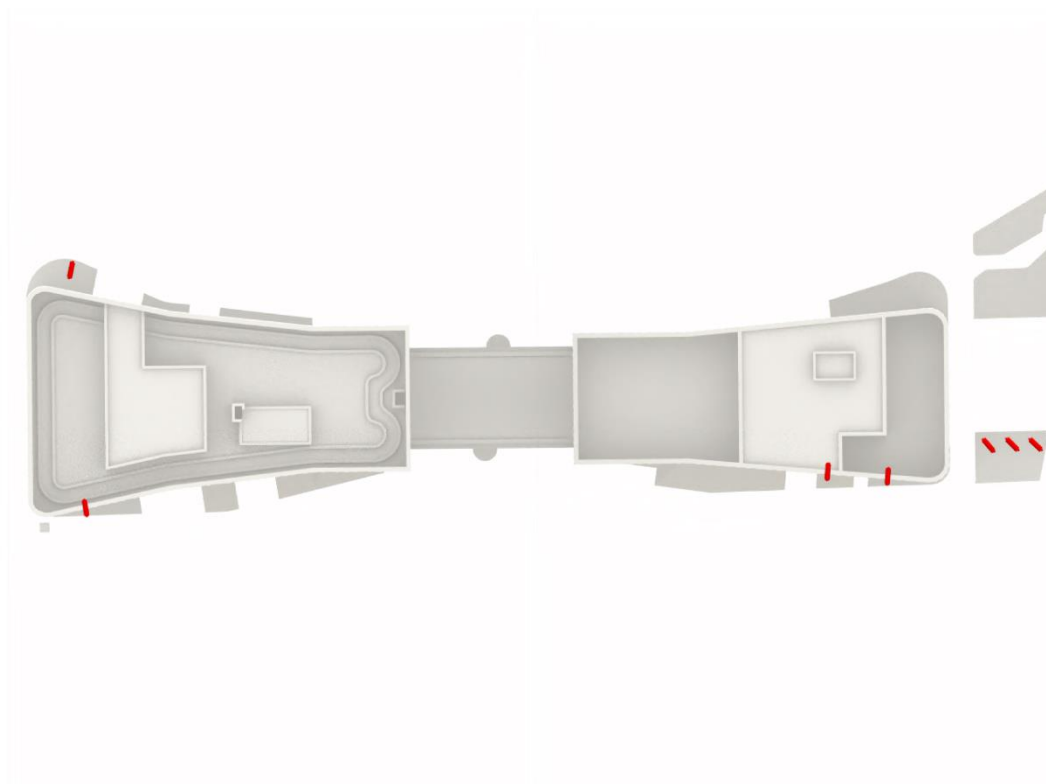
11.12 The following embedded mitigation measures have not changed since the June 2023 ES:

- Tree planting in accordance with the proposed landscaping scheme; and
- Two raised planters (600mm tall) in Hanworth Square.

11.13 The following embedded mitigation measure has been changed:

- A series of seven (as opposed to nineteen for the June 2023 ES) 1500mm wide x 3000mm tall 50% porous screens (shown red in Figure 11.1).

Figure 11.1 Screen Locations as Tested



Assessment of Likely Significant Effects

Construction

11.14 There are no changes in potential significance of effects as a result of the proposed development during the construction phase.

The Completed and Operational Development

- 11.15 An additional CFD scenario (Scenario 4) consisting of the updated proposed development within existing surrounds was tested to establish operational wind effects.
- 11.16 Scenario 4 replaces Scenario 2 from the original ES Chapter.
- 11.17 Figure 11.2 shows winter comfort at ground level for Scenario 4. Figure 11.3 shows summer comfort at ground level for Scenario 4. Figure 11.4 shows strong winds at ground level for Scenario 4.
- 11.18 Figure 11.5 shows winter comfort at terrace level for Scenario 4. Figure 11.6 shows summer comfort at terrace level for Scenario 4. Figure 11.7 shows strong winds at terrace level for Scenario 4.

Pedestrian Comfort

- 11.19 General thoroughfares and roadways range between suitable for sitting, standing and leisure walking in winter and for sitting and standing in summer. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.20 The bus stops on Upper Brook Street (marked B in results figures) are suitable for sitting or standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.21 The entrances to the proposed development (marked E in results figures) range between suitable for sitting or standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.22 The principal off-site entrances (marked O in results figures) range between suitable for sitting or standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.23 The proposed ground floor amenity spaces around the site (marked A in results figures) are suitable for a mixture of sitting, standing and leisure walking in winter and for a mixture of sitting and standing in summer. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.24 The proposed terrace level amenity spaces are suitable for a mixture of sitting and standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.25 The Gartside Gardens amenity space (marked GG in results figures) is suitable for a mixture of sitting and standing in winter and for sitting in summer. This is suitable for the intended use and is a Negligible wind effect (not significant).

- 11.26 The off-site amenity by Engineering Buildings A and B (marked EB in results figures) are suitable for a mixture of sitting and standing in winter and for sitting in summer. This is suitable for the intended use and is a **Negligible wind effect (not significant)**.

Strong Winds

- 11.27 There are no regions of strong winds (exceeding 15m/s for more than 0.025% annually) at any accessible location, either at ground or terrace levels, within the study area for scenario with the proposed development and existing surrounds. This is a **Negligible wind effect (not significant)**.

Figure 11.2 Winter Comfort for Scenario 4 (Updated Proposed Development with Existing Surrounds)

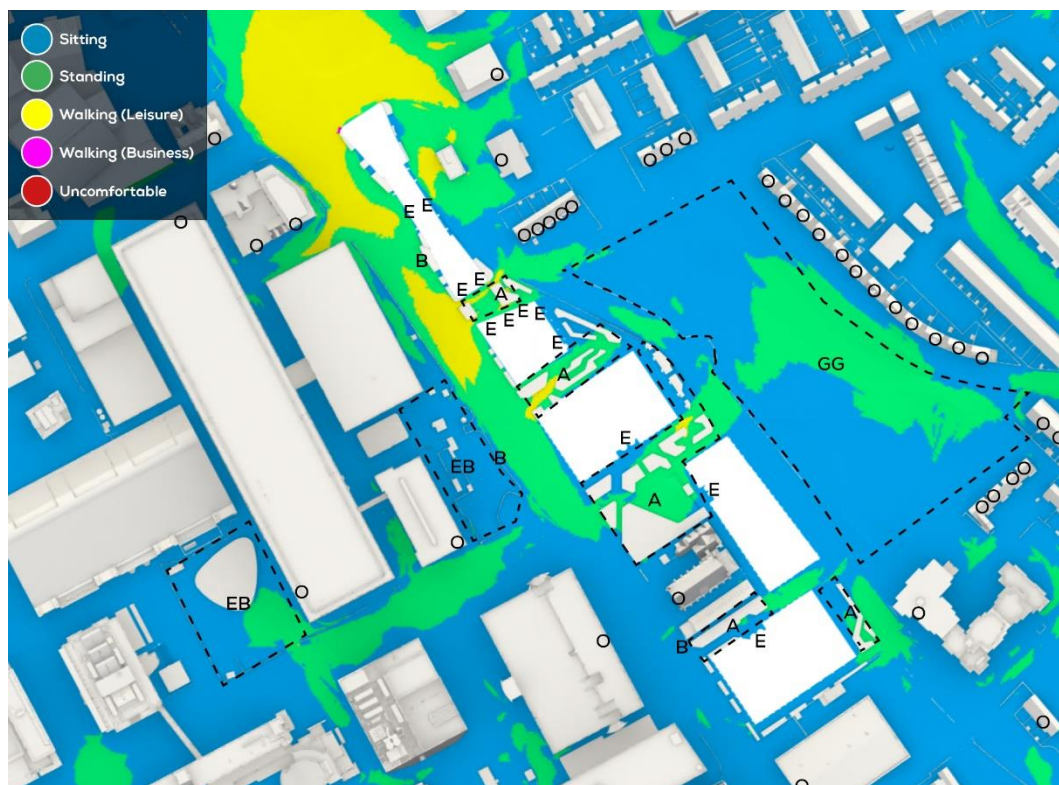


Figure 11.3 Summer Comfort for Scenario 4 (Updated Proposed Development with Existing Surrounds)

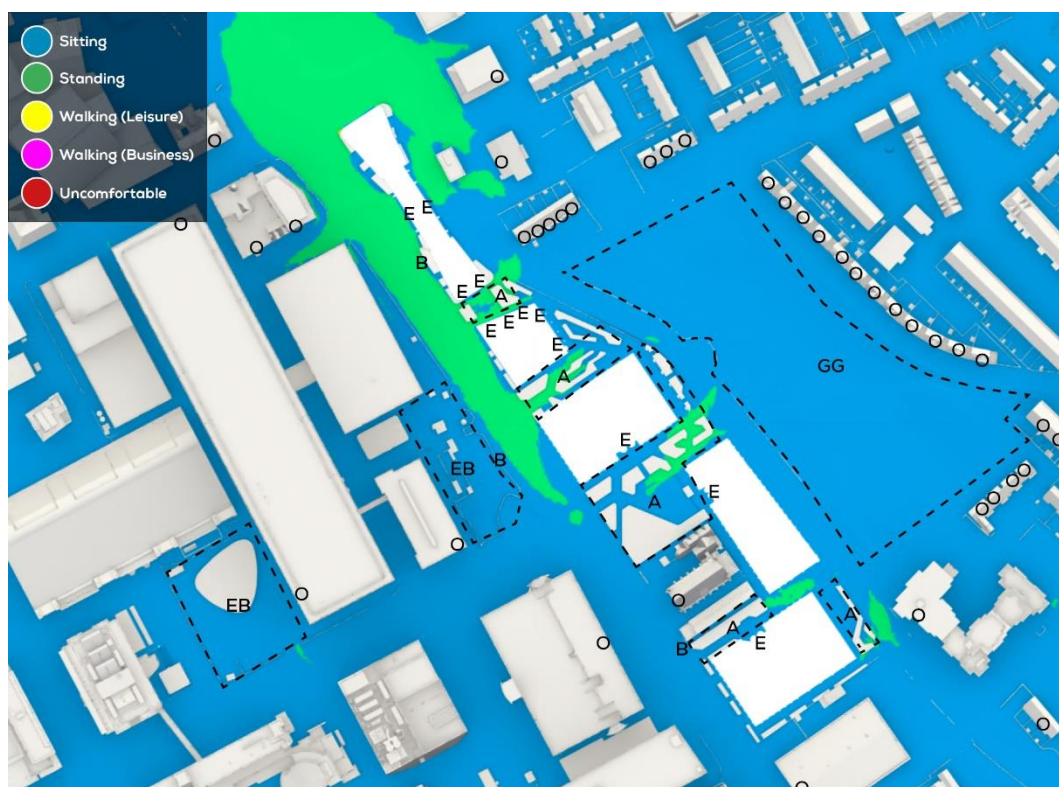


Figure 11.4 Strong Winds for Scenario 4 (Updated Proposed Development with Existing Surrounds)



Figure 11.5 Winter Comfort at Terrace Level for Scenario 4 (Updated Proposed Development with Existing Surrounds)

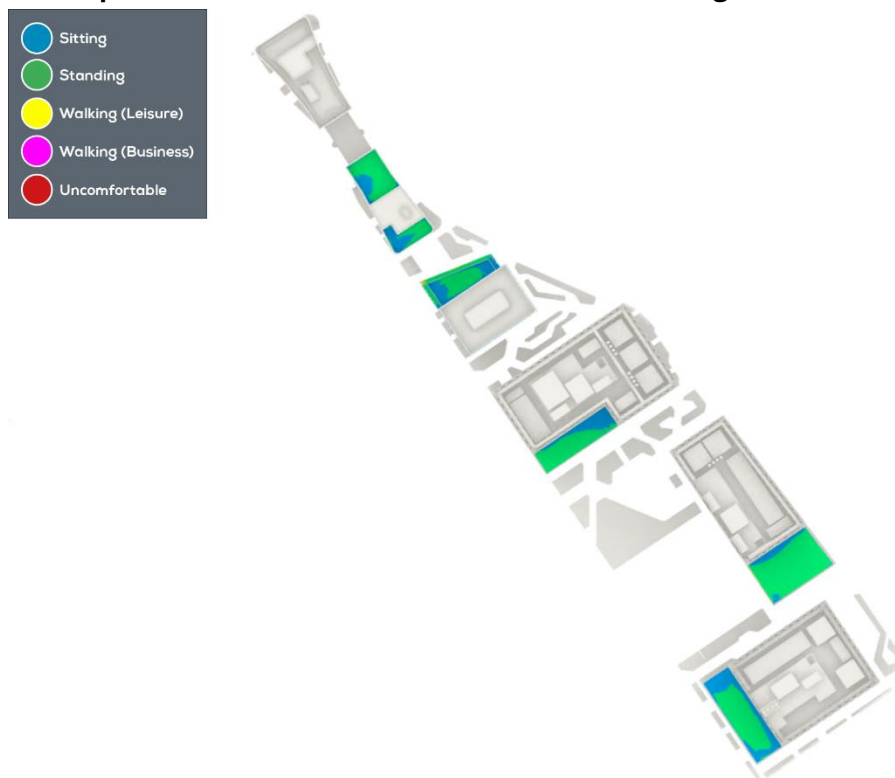


Figure 11.6 Summer Comfort at Terrace Level for Scenario 4 (Updated Proposed Development with Existing Surrounds)

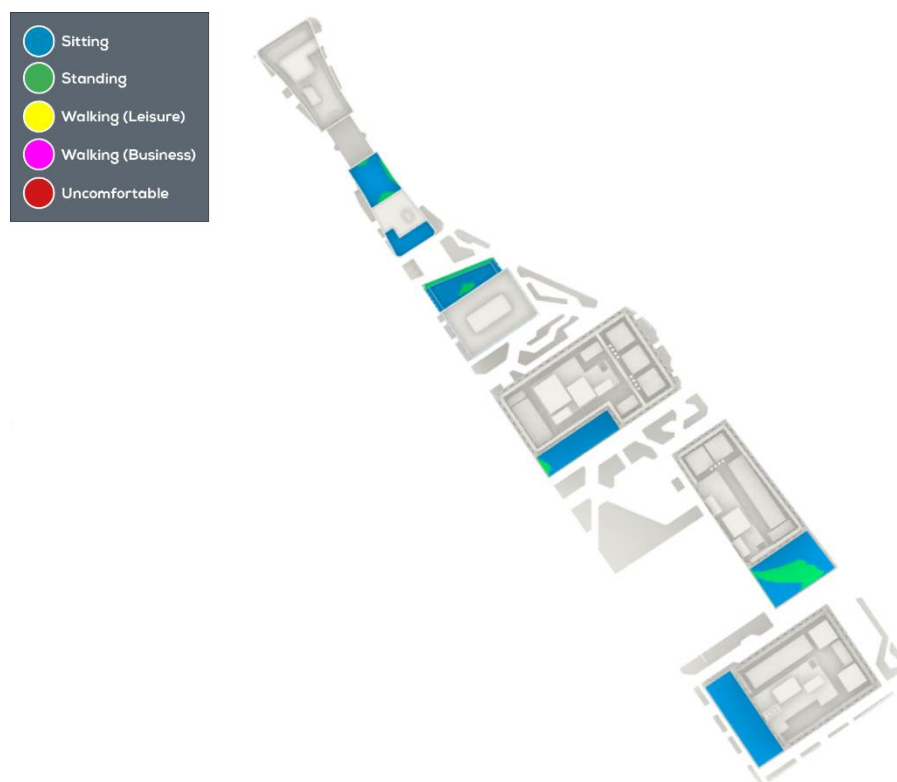


Figure 11.7 Strong Winds at Terrace Level for Scenario 4 (Updated Proposed Development with Existing Surrounds)



Additional Mitigation / Enhancement Measures

Construction

- 11.28 There have been no changes to the requirement for additional mitigation measures at the construction phase.

The Completed and Operational Development

- 11.29 There have been no changes to the requirement for additional mitigation measures at the operational phase.

Residual Effects

- 11.30 There have been no changes to the residual effects previously identified as a result of the proposed development.

Conclusions

- 11.31 A Computational Fluid Dynamics (CFD) based wind assessment was performed of the Updated Proposed Development with both existing and cumulative surrounds.
- 11.32 Embedded wind mitigation measures were included in the form of the proposed landscaping scheme, raised (600mm) planters in Hanworth Square and a series of seven 1500mm wide by 3000mm tall 50% porous screens around the PBSA section of the proposed development.
- 11.33 This is a reduction of twelve screens compared to the nineteen screens which were included as embedded mitigation for the June 2023 ES.
- 11.34 With the above measures included, wind conditions were suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, proposed ground level amenity, proposed terrace level amenity and existing amenity spaces.
- 11.35 All wind effects are negligible (not significant).

Assessment of Cumulative Effects

- 11.36 Set out whether there are additional cumulative effects and whether the cumulative effects previously identified have changed as a result of the proposed development.
- 11.37 An additional CFD scenario (Scenario 5) consisting of the updated proposed development within cumulative surrounds was tested to establish cumulative wind effects.
- 11.38 Scenario 5 replaces Scenario 3 from the original ES Chapter.

- 11.39 There are no changes from the June 2023 ES with regards to which cumulative schemes were considered as part of the assessment.
- 11.40 Figure 11.8 shows winter comfort at ground level for Scenario 5. Figure 11.9 shows summer comfort at ground level for Scenario 5. Figure 11.10 shows strong winds at ground level for Scenario 5.
- 11.41 Figure 11.11 shows winter comfort at terrace level for Scenario 5. Figure 11.12 shows summer comfort at terrace level for Scenario 5. Figure 11.13 shows strong winds at terrace level for Scenario 5.

Pedestrian Comfort

- 11.42 General thoroughfares and roadways range between suitable for sitting, standing and leisure walking in winter and for sitting and standing in summer. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.43 The bus stops on Upper Brook Street (marked B in results figures) are suitable for sitting or standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.44 The entrances to the proposed development (marked E in results figures) range between suitable for sitting or standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.45 The principal off-site entrances (marked O in results figures) range between suitable for sitting or standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.46 The proposed ground floor amenity spaces around the site (marked A in results figures) are suitable for a mixture of sitting, standing and leisure walking in winter and for a mixture of sitting and standing in summer. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.47 The proposed terrace level amenity spaces are suitable for a mixture of sitting and standing in all seasons. This is suitable for the intended use and is a Negligible wind effect (not significant).
- 11.48 The Gartside Gardens amenity space (marked GG in results figures) is suitable for a mixture of sitting and standing in winter and for sitting in summer. This is suitable for the intended use and is a **Negligible wind effect (not significant)**.
- 11.49 The off-site amenity by Engineering Buildings A and B (marked EB in results figures) are suitable for a mixture of sitting and standing in winter and for sitting in summer. This is suitable for the intended use and is a **Negligible wind effect (not significant)**.

Strong Winds

- 11.50 There are no regions of strong winds (exceeding 15m/s for more than 0.025% annually) at any accessible location, either at ground or terrace levels, within the study area for scenario with the proposed development and existing surrounds. This is a **Negligible wind effect (not significant)**.

Figure 11.8 Winter Comfort for Scenario 5 (Updated Proposed Development with Cumulative Surrounds)

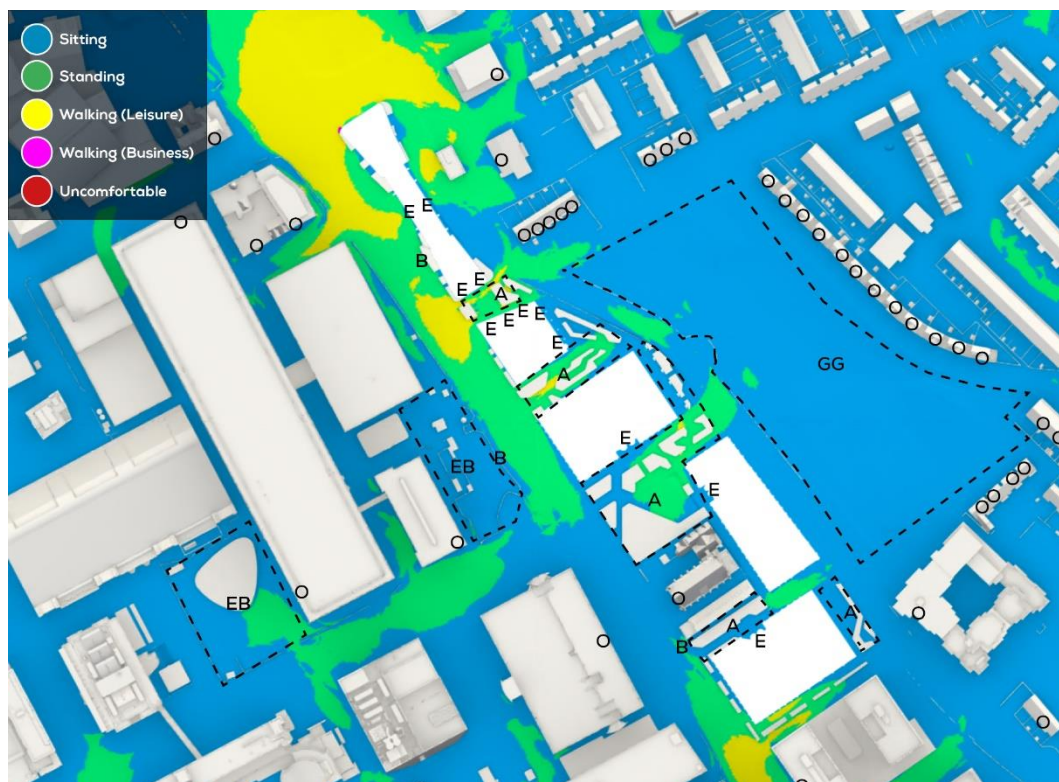


Figure 11.9 Summer Comfort for Scenario 5 (Updated Proposed Development with Cumulative Surrounds)

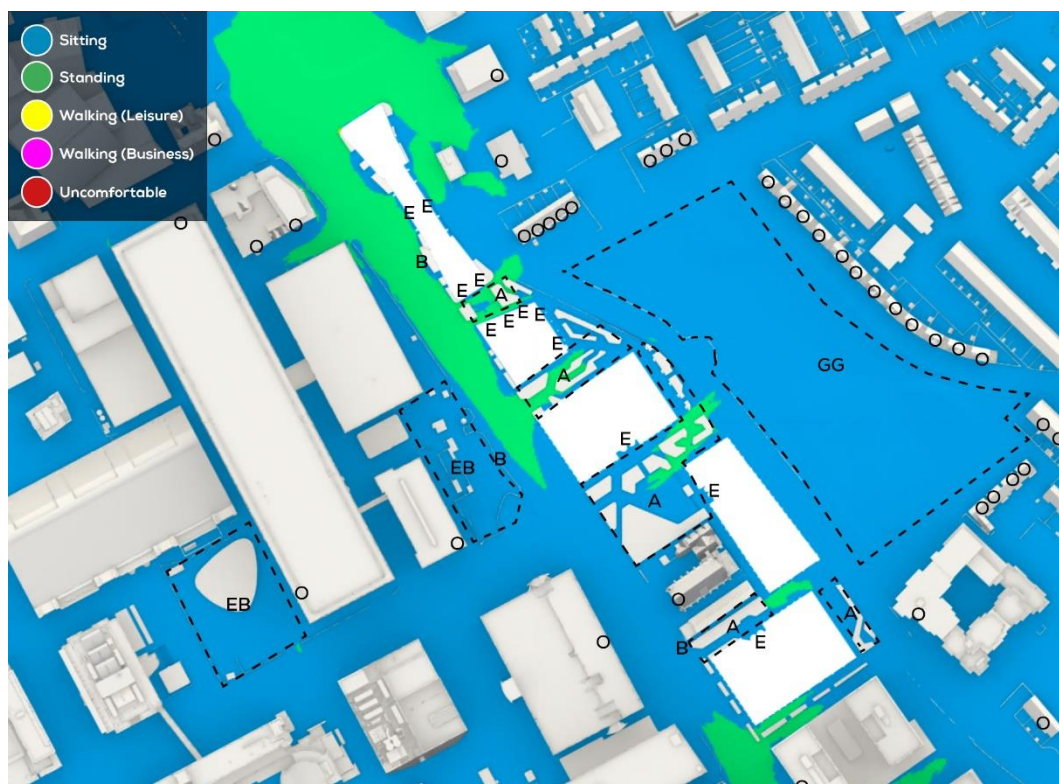


Figure 11.10 Strong Winds for Scenario 5 (Updated Proposed Development with Cumulative Surrounds)



Figure 11.11 Winter Comfort at Terrace Level for Scenario 5 (Updated Proposed Development with Cumulative Surrounds)

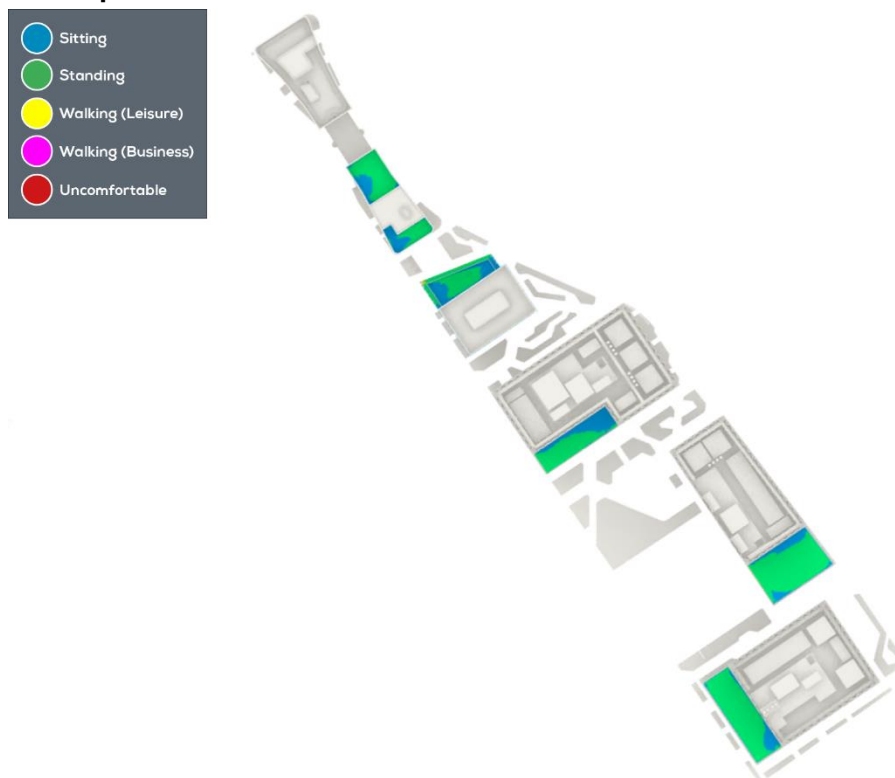


Figure 11.12 Summer Comfort at Terrace Level for Scenario 5 (Updated Proposed Development with Cumulative Surrounds)

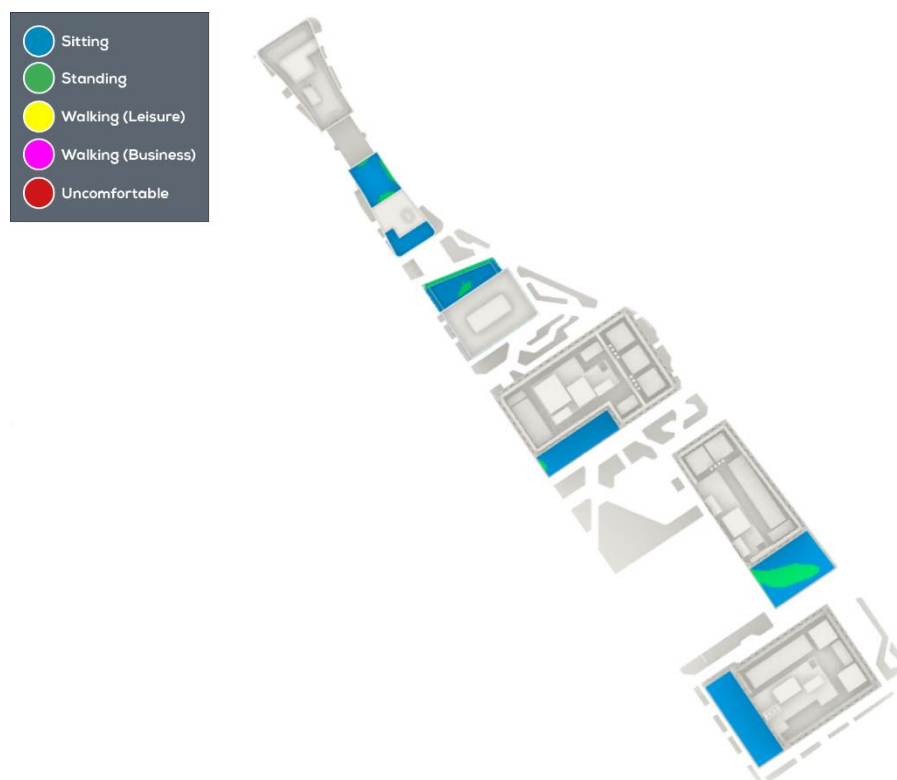


Figure 11.13 Strong Winds at Terrace Level for Scenario 5 (Updated Proposed Development with Cumulative Surrounds)



12. Climate Change

Introduction

- 12.1 Chapter 12 of the June 2023 ES comprised an assessment of the potential significant effects of the proposed development on climate change. This chapter considers the proposals in light of the changes to the development, described in Chapters 5 of this ES Addendum.
- 12.2 The chapter identifies any new or altered significant effects which could arise from that presented in the June 2023 ES. Where the assessment has not changed it is referenced as such within this chapter.
- 12.3 The approach to this assessment is set out within this chapter and at Chapter 2 of the ES Addendum.
- 12.4 The ES Addendum Chapter should be read in conjunction with Chapter 12 of the June 2023 ES submitted as part of the full planning application (Ref. 137401/FO/2023).

Assessment Methodology and Significance Criteria

- 12.5 No changes since the June 2023 ES.

Assumptions/Limitations

- 12.6 No changes since the June 2023 ES.

Baseline Conditions

- 12.7 No changes since the June 2023 ES.

Embedded Mitigation

- 12.8 No changes since the June 2023 ES.

Assessment of Likely Significant Effects

Resilience of the Proposed Development to Climate Change

Construction

- 12.9 No changes since the June 2023 ES.

The Completed and Operational Development

12.10 No changes since the June 2023 ES.

The Influence of the Proposed Development on Climate Change

Construction

Greenhouse Gas Emissions

- 12.11 A minor, non-consequential, amendment to the proposed plans for Life Sciences Building will result in a decrease in the total gross internal area (GIA) from 14,079m² to 14,045m². It is considered that this amendment will not meaningfully affect GHG reporting on embodied carbon for the Life Sciences Building, as it will result in a betterment, and is therefore not considered further within this Addendum. Instead, the assessment intends to rely upon the former assessment as a worst-case scenario.
- 12.12 As there is likely to be less traffic than predicted in the traffic modelling data received for the June 2023 ES due to the decrease in the quantum of the Proposed Development, a worst-case scenario has previously been assessed and, therefore, there are no changes since the June 2023 ES.

Embodied Carbon

- 12.13 Since the June 2023 ES, amendments have been proposed to the Purpose-Built Student Accommodation (PBSA) building and the Sci-tech buildings.
- 12.14 Proposed amendments to the PBSA include the following:
- Block A1 reduced in height from ground floor + 41 storeys to ground floor + 29 storeys with change to the massing (removal of stepped form);
 - Block A1 will now incorporate a mezzanine (included within the ground storey); and
 - The total quantum of PBSA beds within all proposed Blocks is 983.
- 12.15 Version 1 of the 'Upfront Embodied Carbon Stages A1 - A5 LCA Report' (Carbon Certified Climate, June 2023) for the PBSA concluded that the associated embodied carbon would amount to 17.1 ktCO₂e the vast majority (93%) of which is associated with Stages A1 – A3 (Materials). Stages A4 (Transportation) constitutes 3% of the total embodied carbon, whilst Stages A5 (Construction) constitutes 4% of the total embodied carbon.
- 12.16 The report for the Sci-tech buildings concluded that the associated embodied carbon would amount to 13.8 ktCO₂e, the vast majority (91%) of which is associated with Stages A1 – A3 (Materials). Stages A4 (Transportation) constitutes 4% of the total embodied carbon, whilst Stages A5 (Construction) constitutes 5% of the total embodied carbon.

- 12.17 Version 2 of the 'Upfront Embodied Carbon Stages A1 - A5 LCA Report' (Carbon Certified Climate, October 2023) for the PBSA concluded that based on the proposed amendments, the associated embodied carbon would amount to 14.6 ktCO₂e with the vast majority (94%) of which is associated with Stages A1 – A3 (Materials).
- 12.18 Assuming that the associated embodied carbon for the Sci-tech building would remain at 13.8 ktCO₂e, the reduction in embodied carbon to 14.6 ktCO₂e associated with the PBSA would result in a total of **28.4 ktCO₂e** across both the PBSA and Sci-tech buildings. This total is 2.5 ktCO₂e less than reported within the June 2023 ES.
- 12.19 As the construction phase would occur across the time period for both the 4th and 5th UK Carbon Budgets, the more stringent of the two, the 5th Carbon Budget (1,765,000 ktCO₂e), has been assessed against. **Table 12.1** summarises the percentage of these totals against relevant carbon budgets. It should be noted that this assumes the totals are unmitigated.

Table 12.1: Significance of Embodied Carbon Emissions

Carbon Budget	Carbon Budget Total (ktCO ₂ e)	Embodied Carbon Total (ktCO ₂ e)	Percentage of Total Carbon Budget	Effect
UK's 5 th Carbon Budget (2028 – 2032)	1,765,000	28.4	0.0016%	Temporary moderate adverse effect
UK's Residential Sectoral Budget (2024)	68,220	14.5	0.021%	Temporary moderate adverse effect
UK's Non-residential Sectoral Budget (2024)	18,370	13.9	0.076%	Temporary moderate adverse effect

- 12.20 As can be seen in **Table 12.1**, if unmitigated, each of the totals would result in a **temporary moderate adverse** effect. In accordance with the methodology for determining significance, this is considered to be a significant impact in EIA terms, as is the case with any development of this kind.

Road Traffic

Solid Waste and Water

- 12.21 No changes since the June 2023 ES.

The Completed and Operational Development

Road Traffic

- 12.22 As there is likely to be less traffic than predicted in the traffic modelling data received for the June 2023 ES due to the decrease in the quantum of the Proposed Development, a worst-case scenario has previously been assessed and, therefore, there are no changes since the June 2023 ES.

Energy

- 12.23 As there is likely to be less energy required during the operational phase given the decrease in the quantum of development, a worst case scenario has previously been assessed and, therefore, there are no changes since the June 2023 ES.

The Completed and Operational Development

- 12.24 No changes since the June 2023 ES.

Additional Mitigation / Enhancement Measures

Construction

- 12.25 No changes since the June 2023 ES.

The Completed and Operational Development

- 12.26 No changes since the June 2023 ES.

Residual Effects

Resilience of the Proposed Development to Climate Change

Construction

- 12.27 No changes since the June 2023 ES.

The Completed and Operational Development

- 12.28 No changes since the June 2023 ES.

The Influence of the Proposed Development on Climate Change

Construction

- 12.29 There are no changes to the significance of effects relating to any of the emissions sources assessed during construction.

The Completed and Operational Development

- 12.30 There are no changes to the significance of effects relating to any of the emissions sources assessed during operation.

Total GHG Emissions

- 12.31 An updated summary of the total quantified GHG emissions associated with the Proposed Development is provided in **Table 12.2**.

Table 12.2: Total GHG Emissions

GHG Source	GHG Emissions (ktCO ₂ e)
Construction	
Embodied Carbon	28.4
Vehicular Emissions	42
Total	70.4
The Completed and Operational Development	
Energy	0.61 (per year)
Vehicular Emissions	5.0 (per year)
Total	5.61 (per year)

- 12.32 As can be seen in **Table 12.2**, of the GHG emission sources quantified, the total amount of GHG emissions anticipated to be emitted during the construction phase is anticipated to be 70.4 ktCO₂e, whilst the amount of yearly emissions during the operational phase is anticipated to be 5.61 ktCO₂e.
- 12.33 There is no change to the Residual Effects Summary table (Table 12.24) of the June 2023 ES.

Conclusions

- 12.34 The only amendment to this section, when compared to the June 2023 ES, is the reduction in the total amount of GHG emission during the construction phase from 72.8 ktCO₂e (paragraph 12.198 of the June 2023 ES) to 70.4 ktCO₂e.
- 12.35 Therefore, as set out in the June 2023 ES, no significant effects are anticipated.

Assessment of Cumulative Effects

- 12.36 No changes since the June 2023 ES.

13. Summary and Conclusions

- 13.1 Since the planning application was submitted in June 2023, the Applicant and their design team have undertaken extensive engagement with MCC and a series of comments have been provided on the submitted proposals. In response to these comments, design amendments have been made to the PBSA buildings and a small change made to Life Sciences building 'B2'.
- 13.2 As a result of these changes, the assessments within the June 2023 ES have been reviewed to identify where new or altered significant effects are anticipated and a summary of each is provided below.

Townscape and Visual

- 13.3 There are no changes to the townscape effects brought about by the Proposed Development on any of the TCAs since the June 2023 ES. Despite the removal of both the 12 storeys and the stepped massing from building A1, the overall extent, character, aesthetic, and use of the Proposed Development will remain the same. The geographical extent over which the townscape effects will be experienced will remain unchanged. Similarly, the effects of the Proposed Development on the surrounding urban grain will be the same, as will its duration and permanence.
- 13.4 There are changes to 4 out of the 15 viewpoints brought about by the Proposed Development since the June 2023 ES. The assessment outcomes to viewpoints 5, 7, 11 and 13 have changed, with a reduction in the visual effects. The proportion of these views occupied by the Proposed Development has been reduced through the removal of both the 12 storeys and stepped massing from building A1. The extent of visibility of the view of the Proposed Development has been reduced to partial or glimpsed due to its reduction in height, therefore becoming more obscured, less visible, and less prominent within these specific views.
- 13.5 In the case of viewpoints 3, 4, 8, 9 and 12, although the assessment outcomes remain unchanged since the June 2023 ES, the description of the proposed view includes minor alterations. For completeness, these views have been included in this addendum, and have been highlighted as containing no change to the assessment outcome.
- 13.6 The visual effects brought about by the Proposed Development on viewpoints 1, 2, 6, 10, 14 and 15, for both the construction period and the operational development, remain unchanged since the June 2023 ES and are not included within this addendum. Please refer to the June 2023 ES for these assessments.

Built Heritage

- 13.7 An updated Built Heritage assessment has been undertaken by Turley Heritage. Changes to the proposed development would not alter the level or significance of effects on heritage assets during the construction or completed development phase and as a result there are no changes to or additional residual effects identified since the June 2023 ES.

Transport

- 13.8 An updated Transport assessment was undertaken by Focus Transport Planning. The proposed scheme amendments would only give rise to a marginal scale reduction in predicted development related traffic and travel levels, which in practice, would not result in discernible changes to previously considered future 'with development' network conditions. Given this negligible change in predicted development related conditions it is considered that the previously identified conclusions to the June 2023 ES are unaffected and remain the appropriate reference point for the appraisal of development related highways and transport impact.

Socio economics

- 13.9 An updated socio economic assessment has been undertaken by Brookdale Consulting. Construction related employment is still forecast as having a Moderate Beneficial short-term effect on the wider area, which is Not Significant.
- 13.10 The development will create 983 bedrooms (down from 1100) for purpose built student accommodation creating 159 direct and indirect jobs (previously 178) in relevant sectors and GVA per year of £8.3m (down from £9.3m). In addition, the development will create deliver 30,477 sqm of purpose-built life science space (down from 31,751sqm) creating 1,063 direct and indirect jobs and (down from 1,107) GVA per year of £40.4m (down from £42m).
- 13.11 The Proposed Development will contribute to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North West. It will increase the revenues to Manchester City Council through business rates and Council tax in the order of £5.35m per year (down from £5.6m).
- 13.12 Given this context, the Proposed Development is still regarded as having a positive and lasting effect in the area. This is unchanged and assessed as a Moderate Beneficial overall rating which is Not Significant in EIA terms.

Daylight, Sunlight and Overshadowing

- 13.13 An updated Daylight, Sunlight and Overshadowing assessment has been undertaken by Proximity. The results of the assessment have shown that notwithstanding the negligible changes to the measured daylight and sunlight values resulting from the change to the massing of the Proposed Development, no changes are required to the conclusions drawn in the June 2023 ES.

Wind

- 13.14 An updated wind assessment has been performed by GIA. Embedded wind mitigation measures were included in the form of the proposed landscaping scheme, raised planters in Hanworth Square and a series of seven 50% porous screens around the PBSA section of the proposed development. This is a reduction of twelve screens compared to the nineteen screens which were included as embedded mitigation for the June 2023 ES.
- 13.15 With the above measures included, wind conditions were suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, proposed ground level amenity, proposed terrace level amenity and existing amenity spaces. All wind effects are negligible (not significant).

Climate Change

- 13.16 Due to the amendments made to the proposed development an updated climate change assessment has been undertaken by BWB. The only amendment to this section, when compared to the June 2023 ES, is the reduction in the total amount of GHG emission during the construction phase from 72.8 ktCO₂e (paragraph 12.198 of the June 2023 ES) to 70.4 ktCO₂e.
- 13.17 Therefore, as set out in the June 2023 ES, no significant effects are anticipated.

Summary

- 13.18 The assessment information presented within this ES Addendum has confirmed that the design amendments have resulted in changes to 4 out of the 15 viewpoints in the TVIA since the June 2023 ES. The assessment outcomes to viewpoints 5, 7, 11 and 13 have changed, with a reduction in the visual effects.
- 13.19 All other assessments have not changed since the June 2023 ES, nor have any new significant effects been identified as a result of the proposals.