



zerum.co.uk

Environmental Statement Volume 3: Non-Technical Summary

At [One Park Place, Manchester](#)

On behalf of [Benjamin Property Company Ltd](#)

October 2023

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1. INTRODUCTION

- 1.1 This Environmental Statement (ES) has been prepared to accompany the application for full planning permission that is being submitted by Zerum to Manchester City Council ('MCC') on behalf of Benjamin Property Company Limited ('the applicant'), in support of a Proposed Development at 1 Park Place, Manchester ('the Site').
- 1.2 Benjamin Property Company Limited are working in partnership with United Living to deliver residential redevelopment.
- 1.3 The Proposed Development is:
- “Demolition of existing building and erection of a part 25 and part 15 storey residential building comprising 154 units with ground floor commercial units (Use Class E), associated residents amenity space, cycle parking, substation, servicing, and associated landscaping works”***
- 1.4 The purpose of Environmental Impact Assessment is *“to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process”* (Paragraph 002 of NPPG).
- 1.5 The ES comprises the main document (Volume 1) together with the accompanying appendices (Volume 2) and the Non-Technical Summary (NTS) which form the ES for the Proposed Development.
- 1.6 The purpose of a NTS is to explain the environmental effects of the Proposed Development to the public in non-technical language. Further detail is available in Volume 1 of the ES.
- 1.7 Volume 1 of the ES is divided into 14 chapters:
- Chapter 1: Introduction, prepared by Zerum
 - Chapter 2: The Site, prepared by Zerum
 - Chapter 3: Alternatives and Design Evolution, prepared by Zerum
 - Chapter 4: The Proposed Development, prepared by Zerum
 - Chapter 5: Planning Policy, prepared by Zerum
 - Chapter 6: Methodology, prepared by Zerum
 - Chapter 7: Daylight/Sunlight, prepared by GIA
 - Chapter 8: Greenhouse Gas Emissions, prepared by Buro Happold
 - Chapter 9: Built Heritage, prepared by Stephen Levrant Heritage Architecture

- Chapter 10: Townscape and Visual Impact Assessment, prepared by RBMP
 - Chapter 11: Socio-Economics, prepared by Buro Happold
 - Chapter 12: Wind, prepared by GIA
 - Chapter 13: Summary of Impacts, prepared by Zerum
- 1.8 Also, a number of technical reports, information and diagrams on specific issues have been produced to support the planning application. These provide detailed information on surveys and research on which the assessment of the environmental effects have been based. These are included as Appendices (Volume 2) to the main document.
- 1.9 This NTS has been produced as a separate report, summarising the findings of the ES in non-technical language.
- 1.10 The consultants making up the EIA and Project Team are set out in the tables below.

Table 1.1: EIA Team

Discipline	Consultant
Architect	Hodder + Partners
Landscape Design	Land Studio
EIA Coordinator Planning Consultant	Zerum
Daylight/Sunlight	GIA
Greenhouse Gas Emissions	Buro Happold
Built Heritage	SHLA
Socio-Economic	Buro Happold
Townscape and Visual Impacts	RBMP
Wind Microclimate	GIA

Table 1.2: Project Team

Discipline	Consultant
Architect	Hodder + Partners
Landscape Design	Land Studio
EIA Coordinator	Zerum
Planning	Zerum
Archaeology	Orion Heritage
Consultation	Cavendish Consulting
Daylight/Sunlight	GIA

Ecology	ERAP
Fire	Jensen Hughes
Greenhouse Gas Emissions	Buro Happold
Highways	SK Transport
Heritage	SHLA
Noise	Miller Goodall
Socio-Economic	Buro Happold
Townscape and Visual Impacts	RBMP
TV and Radio Reception	GTech
Wind Microclimate	GIA
Sustainability	Futureserv

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

2. THE SITE

THE EXISTING SITE

- 2.1 The Site is one hectare and is located to the north of Manchester City Centre, within the area of Cheetham Hill. The Site is accessed from Park Place to the north and Cheetham Hill Road to the east.
- 2.2 The site is previously developed and currently occupied by a single storey light industrial unit with a pitched roof and a flat-roofed single storey extension, with associated surface car parking and hardstanding to the rear. The building was most recently occupied by Amber Jewellery, a wholesaler, distributors & exporter of fashion jewellery and accessories.
- 2.3 The building is faced in white render and the window and door openings are shuttered. The northern and western elevations of the building are largely blank in character. The Site is unkempt, and its frontage dominated by car parking.

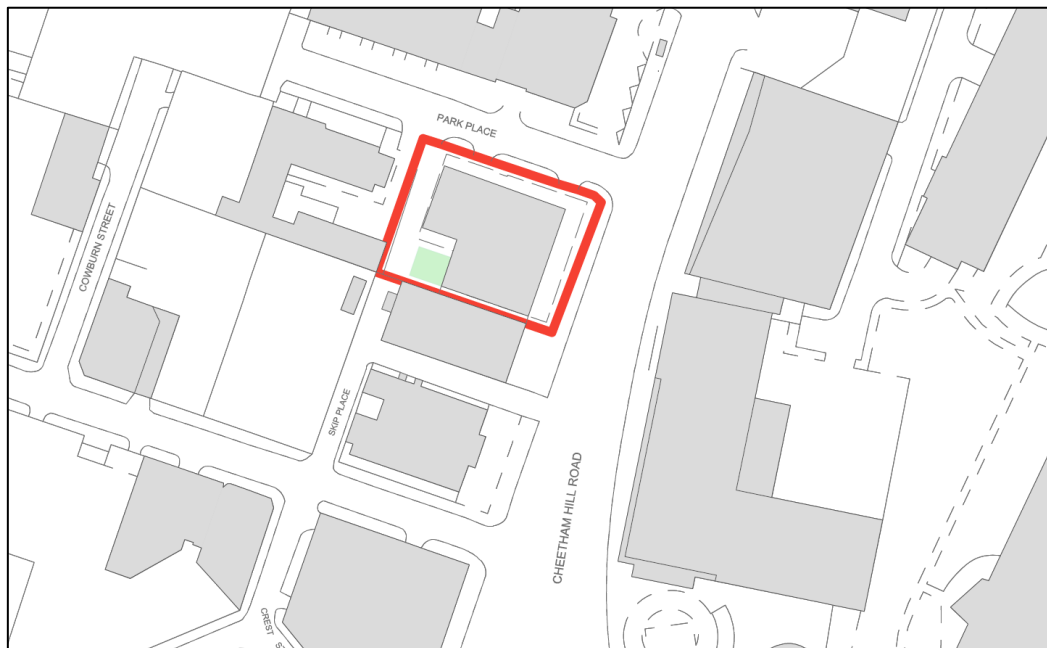


Figure 2.1: Site Location Plan

SITE HISTORY

- 2.4 Cheetham Hill is historically a multi-faith area, and has been a base for Christian and Jewish communities. The Site and its immediate surroundings have been home to religious buildings since the 1840s. The Site has had a number of previous uses including a Synagogue that was destroyed during WW2 air raids, a hall and a clothing factory and works. The Synagogue building was revivalist in style, and fused Venetian, Romanesque, Gothic and Moorish influences.

THE SURROUNDING AREA

- 2.5 The Site is bound to the north by Park Place, to the east by Cheetham Hill Road, to the south by 21 Cheetham Hill Road, currently a furniture shop, and to the west by 3a Park Place.
- 2.6 The Site's surroundings are characterised by retail premises, residential use, and offices. In general, the wider surrounding area is occupied by fashion and furniture manufacturing and retail premises, surface car parks and offices. The area is noted as being dominated by warehousing. Generally, the quality of the public realm and the building stock in the area is low.
- 2.7 HMP Manchester lies c. 330 m to the east of the Site. To the south of the Site c. 150m is the boundary of the City Centre.
- 2.8 The area around the Site has a range of land uses. To the north of the site is Park Place, and the building at 25-31 Cheetham Hill Road is a bank. A recently completed residential building known as The Hallmark lies on the opposite side of Cheetham Hill Road, which ranges from 10 to 15 storeys high. To the south-east of the Site is a hotel. To the south, the adjacent property is in retail use as a furniture shop. A law chamber is located in the Grade II Listed Former Synagogue also to the south. To the south-west of the Site is a large surface car park accessed from Skip Place. To the west of the site is a three-storey brick building understood to be in office use.
- 2.9 The area to the east on the other side of Cheetham Hill Road, known as the Green Quarter, is a primarily residential area with buildings of 8-16 storeys tall.
- 2.10 The Site is within easy walking distance of the City Centre where there are many public transport connections. Both Victoria Station and Shudehill Interchange are approximately 10 minutes walking distance from the Site, providing train, tram and bus links. From Victoria Station, the Metrolink runs to Rochdale, East Didsbury, Bury and Piccadilly.
- 2.11 Bus stops are also located less than 100m to the south of the site on Cheetham Hill Road. The Site is located 200m to the north of the junction with the A6042 Ring Road, a main arterial road providing road access northwards away from the City Centre and also direct access on to the outer ring road of Manchester City Centre.
- 2.12 The shops, services and leisure facilities in Manchester City Centre are located less than a 10-minute walk to the south. Local shops and services are also located along Cheetham Hill.

DESIGNATIONS

- 2.13 There are no ecology or environmental designations covering the Site and it predominantly consists of hardstanding. There are no trees on the Site or on adjacent sites that could be affected by the development.
- 2.14 Adjacent to the Site is the Greater Manchester Air Quality Management Area (AQMA) that covers Cheetham Hill Road. There is potential for the exposure of

future occupants to poor air quality and for emissions generated by the site during operation to increase pollution levels in this sensitive area.

- 2.15 The Site is located in Flood Risk Zone 1.
- 2.16 There are no Listed buildings on the Site and it is not located in a Conservation Area. The former Synagogue to the south of the site is a Grade II Listed Building. It was constructed in the 1840s as a Methodist chapel, in sandstone, and converted to a synagogue later. The building is sandstone ashlar in a classical style over two storeys. There are other non-designated heritage assets in the vicinity of the site, including at 2 Park Place, part of the former Women and Children's Hospital, built in the 1890s in red brick. The red brick building adjacent to the Site at the south, at 21 Cheetham Hill Road, was also used as the Women and Children's hospital.

3. ALTERNATIVES AND DESIGN EVOLUTION

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

NO DEVELOPMENT ALTERNATIVE

- 3.2 The 'no development alternative' is the option to leave the Site in its current state. The Site is currently a vacant building most recently used by a jewellery and fashion retailer. Part of the Site would continue to be used as surface car parking. The 'do nothing' alternative therefore assumes the continuation of the current use of the Site as a vacant site with an existing warehouse building.
- 3.3 However, considering the benefits that can be delivered by the Proposed Development including (but not limited to) the provision of new market and affordable homes, new commercial floorspace and the contribution the Site can make to the vision and objectives of the Great Ducie Street Strategic Regeneration Framework, it is realistic to assume for the purposes of the ES that a 'no development' scenario is highly unlikely.

CONSIDERATION OF ALTERNATIVE LOCATIONS

- 3.4 The Site is identified as being suitable for up to 29 storey residential development within the Great Ducie Street Strategic Regeneration Framework (November 2018). This document is a material consideration in the planning application. The Site is identified by the Masterplan as a mixed-use building, with ground floor commercial units and residential units, and typical upper floors being in residential use.
- 3.5 On this basis, consideration of alternative sites is not considered necessary.

ALTERNATIVE USES

- 3.6 The Site is located within the boundary of the Great Ducie Street Strategic Regeneration Framework ('SRF') (November 2018). The SRF was endorsed by MCC in 2019 to guide the regeneration and revitalisation of the Great Ducie Street area. The SRF sets out a key vision for the area as well as number of key objectives.
- 3.7 The SRF notes that currently the built environment and public realm in the area does not lend itself to major new employment investment in its own right, but there is evidence of developer interest in the area, based on a mixed-use approach combining residential and employment and associated supporting uses.
- 3.8 The masterplan identifies the Site as accommodating residential development with ground floor commercial uses. The SRF explains that with regard to implementation, the creation of residential uses in the area is necessary to meet demand, deliver environmental and infrastructure improvements, deliver a mixed-use neighbourhood, and deliver a quality neighbourhood in terms of built environment and place-making.

- 3.9 The ground floor commercial uses are noted as being important to provide active frontages to the street scene. The SRF states that the masterplan seeks to improve the quality and quantity of commercial use in this area, and provide commercial space which will be attractive to existing businesses whilst suiting a range of new users. The masterplan also introduces new residential uses and higher density development to facilitate the improvements in commercial floorspace.
- 3.10 For these reasons, alternative uses have been discounted.

DESIGN EVOLUTION

- 3.11 The Site is identified for residential-led development in the Great Ducie Street SRF. Issues raised in the pre-application discussions with the Council, public consultation and comments raised within the Scoping Opinion have been addressed.
- 3.12 A wide range of specialist consultants and other stakeholders have provided input into the evolving scheme which has informed the design process and served to reduce environmental effects, improve the design of the Proposed Development, and to ensure that the development is viable and responds to the client's brief.
- 3.13 The key constraints, principles and rationale for the design of the Proposed Development, and its evolution, is described in detail within the Design and Access Statement submitted as a standalone document.
- 3.14 The early proposals for the Site, presented to the Council by a different applicant, considered two development options. Both options provided commercial floorspace over part of the ground floor facing Park Place and Cheetham Hill Road, and over part of the first and second floor; religious floorspace over ground and first floor; and resident lounge and gym over the second floor. Amenity space was provided in the form of a rooftop garden only, and a single stair core was proposed.
- 3.15 The housing mix and massing differed in the options presented. In the first option, predominantly two-bedroom apartments were proposed (91%) with a small number of one-bedroom apartments over the first two residential floors, and at penthouse level, three-bedroom apartments (2%) on the 19th floor.
- 3.16 The second option proposed a different housing mix, with a larger proportion of one-bedroom apartments (29%) compared to two-bedroom apartments (68%) and a small number of three bedrooms (3%).
- 3.17 The height of this early proposal was 21 storeys including the ground floor. The massing of the building was significantly greater, comprising a rectangular floorplate with a large built form to plot ratio. This prohibited any external public space at the street level and would have also had a greater impact on surrounding streets during construction.
- 3.18 A different design team including the architect Hodder + Partners were then appointed. A key consideration for the design of the Site has been the requirement to take into account constraints including the residential redevelopment potential of the site to the south; it's relatively constrained size; and protection of Listed and

noteworthy historic buildings. Following consultation and investigative work, these constraints have been accommodated.

3.19 The following key design concepts have been explored, developed and refined throughout the design evolution:

- **Height:** Appendix B of the SRF confirms that the Site has been identified as having an appropriate height of between 20 to 29 storeys overall. The Proposed Development comprises part 15 and 25 storey development.
- **Relationship to site to the south:** The proximity of the Proposed Development to the site to the south currently occupied by a non-designated heritage asset, part of the former Women and Children's Hospital, and currently used as a furniture shop, is considered important in order to avoid sterilising its potential future development potential. This site is identified in the SRF for residential redevelopment and is neighboured on the south by the Grade II Listed former Synagogue. It was noted during pre-application discussions with MCC that development on this site could reach a height of 10 storeys due to the Grade II Listed setting. During the design evolution, select windows on the south facing façade of the Proposed Development were removed to avoid overlooking and consequently privacy issues. The only glazing that faces onto this site is those of secondary bedrooms.
- **Amenity space:** A public space is proposed on the south-west corner of the Site. This will serve the Proposed Development as well as other residential developments in the area. 192sq.m of resident amenity space is proposed on the mezzanine floor.
- **Design Quality:** The aim was for the creation of a landmark building, with high quality design and materials, to become a clear marker on Cheetham Hill Road and within the Great Ducie Street neighbourhood. Sensitive massing and elevation treatments create a slender and elegant addition to the skyline.
- **Active frontages:** The SRF notes that the current building on the Site lacks an active frontage to engage with the surrounding street and public realm. The Proposed Development incorporates 180.5sq.m of commercial floorspace on the ground floor over two units, with entrances from Park Street and Cheetham Hill Road.
- **Massing:** The key design drivers for massing are retaining views, site constraints and contextual scale relationships. To break the massing up, a stepped approach has been used to with the taller element facing onto Cheetham Hill Road and the high density Green Quarter over the road, and a lower element stepped down to the west to respond to the adjacent Listed buildings, and to break down the mass along Park Place.
- **Character of the area:** There is no consistent architectural character in the area, yet the proposal uses elements from the nearby heritage assets and responds to the scale of these. A colonnade has been used at ground and mezzanine level which aligns with the cornice across the building to the south. Cornice detail has also been replicated in a contemporary manner as a narrow protruding string course.

CONCLUSION

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

4. THE PROPOSED DEVELOPMENT

- 4.1 It is proposed that full planning permission is sought for the demolition of the existing buildings on the site and a mixed-use residential-led development of up to 25 storeys is proposed, with commercial units at the ground and mezzanine floor level.
- 4.2 The amenity areas Amenity areas are provided at ground floor and first floor, and a resident roof garden is proposed on the 15th floor. The current proposals are aiming to deliver 154 residential units in total.
- 4.3 The description of development is:
- “Demolition of the existing building and erection of a part 25 and part 15 storey residential tower comprising 154 units with ground floor commercial units (Use Class E), associated resident amenity space and cycle parking, substation, servicing, and associated landscaping works”.***
- 4.4 Detailed development plans and a Design and Access Statement submitted in support of the detailed planning application will establish detailed information about the design of the proposed development.

CONSTRUCTION

- 4.5 The Proposed Development will be completed in three stages; demolition, enabling works and above ground works. The existing building on site will be demolished.
- 4.6 A Construction Environmental Management Plan (CEMP) has been produced to control potential impacts during the construction phase.
- 4.7 For the purpose of the EIA, the construction phase of the Proposed Development will take approximately 193 weeks. Site enabling works are planned to commence in December 2024 and scheme completion is programmed for February 2024.

THE PROPOSALS

- 4.8 The Proposed Development will deliver the following:
- 154 no. residential apartments;
 - 180.5 sq.m of commercial floorspace, proposed over units on the ground floor;
 - Public open space in the form of a pocket park in the south-west corner of the Site; and
 - Rooftop external amenity space and internal resident amenity space on the mezzanine floor.
- 4.9 The proposed housing mix comprises 46 one-bedroom units (30%); 95 two-bedroom apartments (62%) and 13 three-bedroom apartments (8%).

- 4.10 An access road is proposed at the west of the site, to ensure the opportunity for a route through the site is kept open in line with the principles for the Character Area in the SRF. This will provide servicing access only, as the Proposed Development is car-free.



Figure 4.1: CGI of the Proposed Development

- 4.11 It is proposed to resurface the pedestrian footways around the site and add three on-road marked bays comprising one standard space, one disabled space and one Car Club space.

5. PLANNING POLICY

- 5.1 Chapter 5 of the ES sets out the relevant planning policy against which the Proposed Development is to be assessed.
- 5.2 The currently adopted development plan for Manchester comprises the Core Strategy (adopted July 2012) and the saved policies of the Manchester Unitary Development Plan (1995).
- 5.3 The Great Ducie Street Strategic Regeneration Framework (November 2018) was endorsed by the Council in 2019, to guide the regeneration and revitalisation of the Great Ducie Street area.

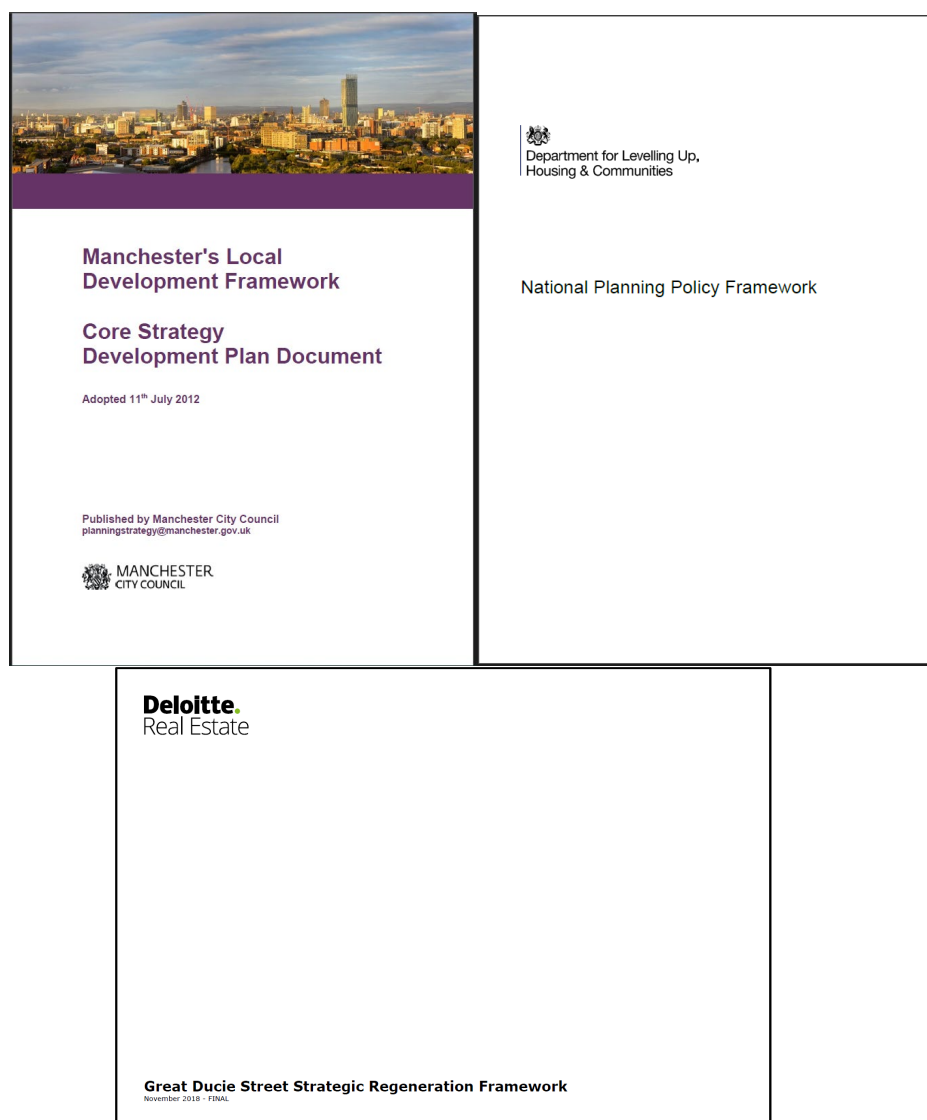


Figure 5.1: Relevant planning policy documents

MATERIAL CONSIDERATIONS

- 5.4 The National Planning Policy Framework (the Framework) was published in 2012 and most recently updated in September 2023. It is a material consideration in planning decisions.

Site Specific Policies

- 5.5 The Great Ducie Street SRF notes that currently the built environment and public realm in the area does not lend itself to major new employment investment in its own right, but there is evidence of developer interest in the area, based on mixed-use approach combining residential and employment and associated supporting uses.
- 5.6 The SRF provides guidance on acceptable land uses to contribute to the vision of creating a mixed use neighbourhood with a strong sense of place and community.
- 5.7 The masterplan identifies the Site as accommodating residential development with ground floor commercial uses. The SRF notes that an appropriate height of development on the Site would range from 20-29 storeys.
- 5.8 The ground floor commercial uses are noted as being important to provide active frontages to the street scene. The SRF states that the masterplan seeks to improve the quality and quantity of commercial use in this area, and provide commercial space which will be attractive to existing businesses whilst suiting a range of new users. The masterplan also introduces new residential uses and higher density development to facilitate the improvements in commercial floorspace.
- 5.9 The SRF also notes that developments should facilitate opportunities for improved public realm and the creation of new pedestrian routes that better connect the character area to the rest of the area.
- 5.10 The SRF identifies a vehicular route running north to south at the west of the Site.

6. METHODOLOGY

- 6.1 Chapter 5 of the ES explains the methodology for the EIA. The ES has been prepared in accordance with the requirements set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 6.2 Details of the specific method used in assessing impacts in line with the EIA Regulations and best practice guidance were submitted to the Council at the start of the assessment process. The Scoping Request outlined the scope, content and methodology of the proposed EIA.
- 6.3 The Scoping Opinion concluded that the following topics associated with the Proposed Development should be considered within the ES:
- Daylight/Sunlight
 - Greenhouse Gas Emissions
 - Built Heritage
 - Socio-Economic
 - Townscape and Visual Impacts
 - Wind Microclimate

PRE-APPLICATION ENGAGEMENT WITH THE COUNCIL

- 6.4 Pre-application talks with the Council were held over the course of 2023, which has informed the design of the Proposed Development.

PUBLIC CONSULTATION

- 6.5 The public consultation for the application is in line with national level guidance, the regulations set out in the Town and Country Planning 1990 Act.
- 6.6 A flyer was sent to the closest 500 households and businesses, outlining the key aspects of the scheme, in addition to a CGI of the Proposed Development. The flyer signposted to a dedicated website which hosted an informational video and a survey.
- 6.7 A press release was also sent out. Stakeholders including local Ward Councillors, the Leader of Manchester City Council and the MP for Blackley and Broughton were notified of the development.
- 6.8 The comments received from public and stakeholders, and the response to these comments, have been summarised in the Statement of Community Consultation.

One Park Place

We are excited to share with you details of the latest development coming to your neighbourhood – One Park Place by Benjamin Property Company.

This innovative project aims to bring modern living and vibrant commercial spaces to the corner of Park Place and Cheetham Hill Road. We believe it's important for all residents to be given the opportunity to be involved in shaping the future of our community.

Find out more on our project website.

We have launched a dedicated project website on oneparkplace.consultationonline.co.uk. This platform offers an in-depth look at our plans, giving you the opportunity to provide valuable feedback until **29th September**. Your input is an integral part of our mission to create a remarkable living and business space that resonates with the character of our city.

Our Vision: A well-designed 25-storey tower, offering 154 residential apartments and vibrant ground floor commercial spaces. One Park Place is set to become a centrepiece that sets the standard for the future development of our neighbourhood.

Ideally located: Strategically located near Manchester Victoria Railway Station and on the Cheetham Hill Road bus corridor, One Park Place is in a sustainable location. Aligned with the area's Strategic Regeneration Framework, this development echoes the city's vision for growth.

A Positive Impact: We believe that by coming together, we can build a project that provides high-quality homes which act as a catalyst for the regeneration of this neighbourhood. Don't miss this opportunity to play an essential role in the development of One Park Place.

A Design for the Future: Our design, brought to life by renowned architects Hodder and Partners, in partnership with United Living New Homes, merges contemporary aesthetics with practicality. As one of the pioneering projects in the region, it's poised to set new benchmarks in urban development.



We want to hear from you

You can leave your feedback, provide comments or register your interest in one of the properties via:

☎ **0800 298 7040** (Freephone)

✉ feedback@consultation-online.co.uk

📍 **One Park Place Consultation, Freeport RTYC-TZRU-ARGA,**
Cavendish, Dalton Place, 29 John Dalton Street, Manchester M2 6FW

🌐 oneparkplace.consultationonline.co.uk

Scan me to go
to the website



Figure 6.1: Consultation flyer

EIA ASSESSMENT METHODOLOGY

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

residual effects once mitigation measures have been incorporated into the Proposed Development.

7. DAYLIGHT AND SUNLIGHT

- 7.1 This Chapter of the ES was prepared by GIA and assesses the likely significant effects of the Proposed Development with respect to daylight and sunlight amenity.
- 7.2 The potential daylight and sunlight effects relating to the demolition and construction works will vary throughout the construction programme, and gradually increase until they are at the magnitude of the potential effects identified for the completed scheme. On this basis construction effects are not assessed.
- 7.3 The buildings identified in the vicinity of the site which may be affected by the Proposed Development are Jefferson Place, Park Inn, Hallmark Tower, Cypress Place, Barton Place, One Lord Street (with planning approval, but not yet built) and 4 Park Place.
- 7.4 During operation, the Proposed Development will have a negligible (i.e. entirely insignificant) effect on Jefferson Place, One Lord Street and Barton Place.
- 7.5 The effect of the Proposed Development on the daylight amenity within Park Inn, Hallmark Tower, Cypress Place and 4 Park Place is minor adverse yet not significant.
- 7.6 The effect of the Proposed Development on the sunlight amenity of 4 Park Place is minor adverse yet not significant. The effect on the other buildings is negligible.
- 7.7 As the overall effect of the Proposed Development on the daylight and sunlight amenity in the surrounding buildings is considered to be not significant, no mitigation measures are required.

8. GREENHOUSE GAS EMISSIONS

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

9. BUILT HERITAGE

- 9.1 This chapter has been prepared by Stephen Levrant Heritage Architecture, to assess the likely significant effects of the Proposed Development on the built historic environment.
- 9.2 There are no heritage assets on the site, so the receptors which may be affected by the scheme include designated Listed buildings, the Cathedral and Shudehill Conservation Areas, and non-designated heritage assets in the vicinity of the site.
- 9.3 17 viewpoints were used to inform the assessment of the potential visual impact the Proposed Development could have on the settings of these heritage assets.
- 9.4 The potential effects during construction are dust, noise, vibrations, increased traffic, visibility of cranes and construction equipment in long distance views. During construction, the Proposed Development would have a minor adverse impact on the Grade I former Synagogue and a minor-moderate adverse impact on the non-designated assets of 21 Cheetham Hill Road, 3 Park Place and 6-12 Park Place. Mitigation comprising a Construction Methodology and Programme will limit the impact that demolition and construction activities will have on the heritage assets in the area.
- 9.5 During operation, the assessment has demonstrated that the majority of indirect impacts of the Proposed Development upon designated heritage assets would range from negligible neutral to minor neutral. However, the completed development would cause a minor erosion of the heritage values, or ability to appreciate the values of, the Grade II former Synagogue; Grade I Cathedral Church of St Mary; non-designated 21 Cheetham Hill Road; non-designated 3 Park Place; and a negligible-minor adverse impact on the non-designated 6-12 Park Place. These effects are not considered significant.
- 9.6 The minor adverse impact on the Cathedral Church of St Mary is because the cumulative impact of the Proposed Development with the emerging development at One Lord Street will affect views of the Cathedral along Deansgate. However, Proposed Development only affects the architectural and historical significance to a minor degree, and does not affect other key views from which the high significance of the Grade I listed building is entirely preserved.
- 9.7 The minor adverse and negligible-minor adverse impacts on the historic buildings close to the site (the former Synagogue, 3 Park Place, 21 Cheetham Hill Road and 6-12 Park Place) is due to the considerable uplift in scale. A part 15 and 25 storey tower is proposed, which in some places will obscure local views of these assets.
- 9.8 However, the local enhancement to the streetscape and pedestrian environment delivered through the Proposed Development is recognised and identified as being

something which has the potential to improve this aspect of the heritage assets' setting, and this balances against the identified minor adverse impacts.

10. SOCIO-ECONOMICS

- 10.1 This chapter has been prepared by Buro Happold, and presents an assessment of the likely socio-economic effects of the Proposed Development on the existing socio-economic conditions within the local and wider area.
- 10.2 During construction, there will be a minor beneficial effect on the Manchester economy through the creation of jobs. Up to 29 FTE construction jobs will be generated during the temporary construction phase and will indirectly contribute to creating 11 jobs.
- 10.3 During operation, the Proposed Development will directly create 10 jobs in the ground floor commercial Use Class E floorspace. Additional local spending comprising £13,591 per person per annum will be generated into the Manchester economy which will have a moderate beneficial effect. The creation of 154 homes will have a moderate beneficial effect on meeting the target for new housing provision in Manchester. As 31 units of the 154 units will be delivered as affordable housing, this will have a moderate beneficial significant effect on affordable housing provision in Manchester.
- 10.4 There are no significant adverse socio-economic effects identified for the proposed development that require mitigation during the construction or operation phase.
- 10.5 The Proposed Development is assessed to have an overall beneficial effect on the local population, increasing economic activity through additional local spending and provision of new homes.

11. TOWNSCAPE AND VISUAL IMPACT

- 11.1 This chapter has been prepared by RBMP Ltd, to assess the Proposed Development's impact on the townscape and the visual impact of the scheme.
- 11.2 The Site has the appearance of a derelict piece of land and does not contribute positively to the character of the area currently. As a whole, the area is undergoing significant regeneration. As the SRF notes, the location of the Site (Plot 60) creates an opportunity to positively contribute to the townscape in this location, creating a tall, landmark building which helps to place-mark the wider, surrounding future development.
- 11.3 The methodology of the assessment to understand the impact of the proposed development on sensitive receptors in the area required the creation of a number of viewpoints. These viewpoints were selected to be representative of the visual sensitivities of the study area. A total of 17 views were taken from areas around the site agreed with the Council, and in summary these are grouped into the following:
- Views from Deansgate looking North Towards the Site
 - Views from River Irwell Footpath
 - Views from Cathedral Square and Surrounding Amenity Areas
 - Views from Cheetham Hill Road looking South
 - Views from Road Network South of Site
 - Views from Amenity Space adjacent to Dantzic Street
 - Views from Areas Surrounding Great Ancoats Street looking North-West.
- 11.4 The receptors are road and pedestrian users of the local highways and users of public open spaces in the area, with users of public open spaces being more sensitive to change.
- 11.5 Due to the other sites under construction in the area and beyond the city centre fringe, residents and visitors to the area are already experiencing ongoing construction works which this development will add to. When considered within the wider context of regeneration in the area, set out and mapped within the SRF, the level of impact is low.
- 11.6 The Proposed Development has been considered cumulatively with the other consented developments, which reduces the impact. In scale, height and form these developments are just as impactful. These committed developments will dominate the skyline and townscape of the area once complete.

- 11.7 The impact on users of the River Irwell footpath and users of Cheetham Hill looking south is a permanent minor beneficial effect. The remainder of the effects on users ranges from no change from the amenity space adjacent to Dantzic Street and from the junction of New Bridge Street and Cheetham Hill Road, to minor adverse impacts on the remainder of users.
- 11.8 Overall, it was judged that the development of the proposals will have at most a low adverse impact on their visual amenity, and largely the change will be negligible. The ongoing regeneration of the area and the impact of committed developments restricts views to the site.

12. WIND MICROCLIMATE

- 12.1 This chapter of the ES has been prepared by GIA and assessed the effects of the Proposed Development on wind microclimate in relation to pedestrian comfort and safety.
- 12.2 A Computational Fluid Dynamics (CFD) based wind assessment was undertaken of the Proposed Development with both existing surroundings and the committed developments added.
- 12.3 The areas that have been identified include:
- pedestrian pavements and roadways which should be suitable for walking in winter;
 - entrances to buildings which should be suitable for standing in winter;
 - the northbound and southbound Park Place bus stops on Cheetham Hill Road which should be suitable for standing in winter; and
 - New Century Park amenity space which should be suitable for sitting and standing in summer.
- 12.4 New areas which need to be considered will be created in the Site, including:
- entrances to the Proposed Development targeted to be suitable for standing in winter;
 - the semi-private external courtyard amenity space, which should be suitable for sitting and standing in summer;
 - the private terrace at Level 15 which should be suitable for sitting and standing in summer; and
 - balconies on the northern elevations at levels 2-14 to be suitable for sitting or standing.
- 12.5 On both existing and proposed areas, there are no wind safety risks due to strong winds, and wind conditions were suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, ground level amenity, proposed terrace level amenity, proposed balconies and existing amenity spaces.
- 12.6 The effects during operation, i.e. once the scheme is built, will be negligible. Conditions during construction will gradually change from the baseline conditions to conditions for the completed and operational development. Therefore, the effects during construction will be negligible and not significant. There is no need for mitigation during construction or operation. There are no residual effects.