

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

Proposed Development

Environmental Statement Volume 1: Non-Technical Summary June 2023

Prepared for

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Appendix 1 – Site Location Plan

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). A Site Location Plan is provided at **Appendix 1**.
- 1.2 The proposal would bring forward development on a site which is earmarked for commercial and PBSA uses in the Oxford Road Corridor Strategic Regeneration Framework Guidance (ORC SRFG) endorsed by MCC in 2019.
- 1.3 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.
- 1.4 The Site is identified for redevelopment within the ORC SRFG with mixed commercial uses, purpose built student accommodation, and high-density development identified as being a priority for the UBS site.
- 1.5 Egniol Consulting has been commissioned by the Applicant to co-ordinate the Environmental Impact Assessment ("EIA") process and produce the Environmental Statement (ES) for the Proposed Development. Specialist consultants have been appointed to investigate the environmental effects of the proposals.
- 1.6 This document is the Non-Technical Summary (NTS) and is Volume 1 of the ES. It has been prepared by Egniol Consulting in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. Further information and detail regarding each of the assessments can be found in **ES Volume 2: Main Text** and **ES Volume 3: Appendices**.

2. Approach & EIA Methodology

- 2.1 An EIA predicts the positive and negative environmental impacts associated with a development proposal to provide the Local Planning Authority with sufficient information to make an informed decision on the granting of planning consent.
- 2.2 Once the need for EIA was established, an informal 'scoping note' was prepared and submitted to MCC. Scoping is a process that, through research and consultation, identifies the environmental issues that require assessment as part of the EIA. This essentially refines the focus of the EIA on the environmental aspects which are likely to result in significant environmental impacts whilst also ensuring that no potentially significant areas are overlooked.
- 2.3 Through informal discussions with MCC, the scoping process concluded that there were potentially significant environmental effects in relation to the below topics and that these should be included in the EIA:
- Townscape and Visual;
 - Built Heritage;
 - Transport and Access;
 - Socio-economics;
 - Daylight, Sunlight & Overshadowing;
 - Wind Microclimate; and
 - Climate Change.
- 2.4 Cumulative effects associated with a number of cumulative developments were considered throughout the ES. The detailed methodology and developments relating to the cumulative assessment is set out in **ES Volume 2 Main Text, Chapter 2: Approach**.
- 2.5 Each environmental topic adopts the same approach to ensure consistency and the final results are presented to MCC in a document referred to as an ES. The chapters assessing the environmental topics first establish the baseline conditions on the site before predicting the potential impacts during both the construction phase and the operational phase of development.
- 2.6 The EIA has identified and assessed the significance of potential environmental effects relating to the topics listed above. The assessment of 'significance' has been undertaken for all potential effects to determine their relative importance.
- 2.7 The type of effect can be adverse, negligible or beneficial; a brief description is provided below:
- **Adverse** - a negative impact on a sensitive receptor or the existing environment;
 - **Negligible** - no discernible effect on a sensitive receptor or the existing environment; and

- **Beneficial** - a positive effect on a sensitive receptor or the existing environment.

2.8 In addition, the degree of significance can be minor, moderate or major; and a brief description is provided below:

- **Minor** - slight, short-term, or localised effect on a sensitive receptor or the existing environment;
- **Moderate** - a noticeable effect on a sensitive receptor or the existing environment; and
- **Major** - a substantial effect on a sensitive receptor or the existing environment.

2.9 When a significant adverse impact is identified as a result of the assessment process, then measures to avoid, reduce and, if possible, offset significant adverse environmental effects associated with the proposal are outlined within the assessment. These measures are referred to as mitigation. Embedded mitigation is measures which have been 'designed-in' to the Proposed Development to mitigate potential adverse environmental effects. Identifying and implementing mitigation measures is a key part of the EIA process and the residual impacts which remain after mitigation have been identified and their significance stated.

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 The existing land uses surrounding the site are as follows:
- To the north lays a car park sited adjacent to the Mancunian Way Ring Road. Beyond this, the Ring Road overlooks Princess Street which comprises buildings forming part of the University of Manchester (the John Garside Building and the George Begg Building) which range from 3-15 storeys in height.
 - To the east of the Site is Kincardine Road; beyond which the predominant use is 2-storey residential dwellings that form a part of the wider Brunswick Estate. The Brunswick Estate is an area currently undergoing extensive urban regeneration. This direction also comprises a Salvation Army building, the Sheung Lok Wellbeing Centre and Gartside Gardens.
 - To the south of the Site lays a temporary paid car park (formerly in use as a Citroën car dealership) alongside the former Elizabeth Yarwood Court residential complex. This land is also identified for redevelopment in the Oxford Road Corridor SRFG and forms Phase One of the Upper Brook Street Masterplan.
 - To the west of the Site is UBS, on the opposite side of which is the University of Manchester's Main Campus, which includes the National Graphene Institute, the Manchester Engineering Campus and the Sir Henry Royce Institute, with buildings ranging from 4-storeys to 10-storeys in height.

Site History

- 3.3 The area began to develop in the late 18th century, as part of the expansion of Manchester as a growing industrial centre. The Site and surrounding area were developed into terraced residential streets in the early 19th century.
- 3.4 A Unitarian Chapel, a Congregational Chapel with attached Sunday School, and a Free Library were constructed within the Site in the mid-19th century, with the

rest of the Site occupied by terraced housing. Following the Second World War, the terraced housing within the Site and surrounding area began to be cleared. The Congregational Chapel and Sunday School and the Free Library formerly located within the Site were also cleared during this period. The Unitarian Chapel remained within an otherwise cleared area.

- 3.5 The cleared areas of the Site were subject to gradual development over the later part of the 20th century and were occupied by a series of large commercial buildings, including car showrooms. These buildings are now vacant and deteriorating.
- 3.6 The Site has not been subject to any planning applications within the past 5 years, and all previous applications at the Site have been in relation to the Site's former uses as car dealerships, showrooms and workshops.

4. Alternatives

- 4.1 A statutory requirement for inclusion in an EIA is the reporting of the consideration of alternatives in the development of a proposal. This chapter describes the alternatives that were studied by the Applicant for the Proposed Development and the process of design evolution in response to the EIA process.
- 4.2 No alternative sites were considered by the Applicant, as the site is identified for redevelopment in the ORC SRFG.

No Development Option

- 4.3 The EIA considered the implications of the development not coming forward, referred to as the 'do nothing' alternative. The do nothing alternative would be for the site to remain in its current state and is anticipated to remain as undeveloped land.
- 4.4 In the absence of the Proposed Development, it is not expected that there would be any significant changes to the baseline conditions within the short term. Under the 'no development' scenario therefore, the site would remain vacant. As part of the strategic objectives of Ardwick and the wider Oxford Road Corridor, MCC identified the site within the masterplan as a key area for redevelopment as part of the Oxford Road Corridor Strategic Regeneration Framework Guidance (ORC SRFG) prepared in 2019. As a result, it can be assumed that some form of development is likely to come forward on site in the medium to long-term.
- 4.5 Although construction activities have the potential to increase the dust and noise in the local area, these will be controlled by best practice measures set out within a Construction Management Plan ('CMP') and will only be temporary effects on local receptors. In the absence of the Proposed Development there will be no temporary disruption caused during the construction period.
- 4.6 The Proposed Development offers socioeconomic benefits through direct and indirect construction jobs. Once operational, the PBSA and life science uses have the potential to increase annual spending and provide direct and indirect jobs within the relevant sectors. The Proposed Development will also result in increased revenue to MCC through business rates and council tax revenue. It should be noted that in the case of a no development scenario, the site has the potential to be returned to existing use as a car sales land. Though this would permit socio-economic benefits, this would not achieve the potential benefits associated with the Proposed Development nor achieve the criteria of MCC's Masterplan or the community needs.

- 4.7 As a result, under the no development scenario the benefits associated with the Proposed Development would not be realised. As such, the perceived negative effects of the proposed development should be weighed against the benefits of the scheme including the provision of new Life Sciences Buildings and Student Accommodation. The Proposed Development also offers a new public square and public realm with improved pedestrian and cycle access throughout. In the absence of the Proposed Development, these effects would not occur, and the site would remain vacant.

Design Evolution

- 4.8 The Applicant and the design team for the application have regularly liaised with MCC and a range of consultees and key stakeholders to ensure that the design evolves to meet the aspirations for the site.
- 4.9 The massing of the proposals responds to its identification within the ORC SRFG as a development opportunity where higher density development would be appropriate including opportunities for landmark buildings. As the part of the design development, and in response to comments raised in the first consultation, the Architects explored different massing options for the Student Accommodation to assess how to accommodate the quantum of development and student beds identified for this site by the City Council which are needed to support the wider regeneration, and also how best to make this quantum work with the existing context.
- 4.10 A single point tall building was assessed as being the right approach for the site and is in line with the SRFG that encourages height step up to the north where it will have less impact on overshadowing, and where it identifies an opportunity for a prominent accent building closest to the city centre. Located on the northern end of the site it has a better relationship with the city and minimises overshadowing on Gartside Gardens. A single taller building allows the other two PBSA buildings to be reduced in height.
- 4.11 The Proposed Development has been designed to be considerate of established buildings such as the Grade II* Listed 'Former Unitarian Chapel' which will be sensitively framed by the surrounding buildings. The materiality has evolved across the Proposed Development and will adopt different materials with some buildings utilising red resembling the architecture in Ardwick which is predominantly red brick buildings. However, the building to the rear of the Former Unitarian Chapel will adopt a modernised silver to act as a neutral backdrop to the chapel. In addition to the proposed colour scheme the development will adopt textured facades which reflect the local heritage and architecture. The design has also been made to ensure flexibility for the future and servicing of the building.

- 4.12 Overall, the Proposed Development incorporates new life sciences buildings, student accommodation and associated ground floor uses, a new public square and public realm with the provision of pedestrian and cyclist access. The appearance and materiality has been through a detailed and iterative design process with both the design team and MCC Planning Officers to ensure a high-quality finish that respects the local character and materials, including both historical references and consented future development in the vicinity.

5. The Proposed Development

- 5.1 The planning application seeks full planning permission for the construction of life sciences and student accommodation buildings, ground floor uses, public realm and new public square.
- 5.2 The proposed development is defined on the planning application forms as:

"Full planning permission for the demolition of existing buildings and erection of three ground floor + 12/14/41 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 1,100 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 834sq.m ground floor community uses (retail/café 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 to be on Phase Two of the Upper Brook Street Masterplan."

- 5.3 The key elements of the Proposed Development sought for approval as part of the planning application is described below. **Figure 5.1** shows the proposed site layout.

- i) **Demolition of existing buildings and structures.**
- ii) **Erection of Science and Innovation Buildings (B1, B2, B3) –**
The science and innovation buildings will comprise three separate buildings of ground floor +5/7/9 storeys in height with a combined GEA of 51,031m² comprising a mix of office and laboratory space (Use Class E).
- iii) **Erection of PBSA Buildings (A1, A2, A3) –** The PBSA development will provide 1,100no. beds (Use Class Sui Generis) across the three buildings, as a primary use. The total quantum of PBSA development stands at 46,169m² GEA. Including 20% affordable PBSA. Erection of three ground floor + 12/14/41 storey buildings
- iv) **New Community Uses-** Within the science and innovation buildings there will be a community medical facility, and a space which could be occupied by retail/ a café. Within the PBSA buildings there will be a retail offering, and another space for a café.
- v) Delivery of a high quality **landscaping and public realm provision** including the new public realm areas at Hanworth Square and Gaskell Green.

Figure 5.1- Proposed Site Layout

- 5.4 The assessment of effects is undertaken based on the quantum of development and the detailed planning application drawings and elevations. These drawings include detailed layout, heights, elevations, widths, landscaping and access arrangements to the site. These plans, along with the written description of the proposed development, allow the likely significant effects of the proposals to be fully assessed and appropriate mitigation secured.
- 5.5 The Proposed Development intends to incorporate green infrastructure to improve the existing site and the surrounding area. A key priority for the redevelopment of the Site is to deliver high quality, inclusive new public realm, calm the vehicular dominated environment, and increase permeability and integrate new public realm with the existing offer such as an upgraded Gartside Gardens.
- 5.6 The proposed development will provide almost 2 acres of new public realm and comprises of four key landscape areas. Each of these will have distinct characteristics, whilst all working as part of a cohesive Site plan. The four landscape Character Areas comprise Kincardine Road, The Walks, Community Squares and Upper Brook Street.
- 5.7 The anticipated construction programme is as follows:
- Anticipated Commencement Date: Q2 2024
 - Duration: Approximately 7.5 years
- 5.8 The Applicant has developed a Construction Management Plan (CMP) for the Site which will be agreed with MCC prior to construction, thereby ensuring that any potential environmental effects are within suitable standards or mitigated in accordance with measures identified through the EIA process, where no standards exist.

- 5.9 Further detailed information is provided in **ES Volume 2: Chapter 5 Proposed Development** and the accompanying Design and Access Statement (DAS) prepared by Hawkins Brown and Simpson Haugh submitted with the planning application.

6. Townscape and Visual

- 6.1 A townscape and visual assessment has been undertaken to assess the effects of the proposed development on townscape character and visual amenity during the construction and operational phases of development. The assessment was undertaken by re- form landscape architecture.
- 6.2 The Proposed Development is located within the built-up area of Ardwick. The urban grain varies across the study area. However, it can be characterised into 3 main typologies: the Site, Brunswick (to the immediate northeast, east and southeast of the Site) and the university corridor/city centre (to the northwest of the Site, beyond Mancunian Way, and west of the Site).
- 6.3 The urban grain of the Site contains medium sized blocks, which are predominantly light industrial units, interspersed with surface car parks and incidental areas of open space.
- 6.4 There is significant variation in the scale and massing of the built form within the study area. Within the Site itself, the buildings are all below 5 storeys but have a medium sized footprint. To the east of the Site, the buildings are predominantly below 5 storeys in height and small in footprint, with some light industrial units between 5 and 10 storeys. The built form to the west of the Site is varied. The buildings are generally larger in terms of footprint compared to the surrounding area, but they are between 3 and 19 storeys in height. The 19 storey building is the Hyatt Regency hotel on Booth Street West. To the north of the Site (in the City Centre), the built form is generally much taller than the surrounding areas.
- 6.5 The Site is located on Upper Brook Street which is a key arterial route into and out of Manchester City Centre. The streetscape here consists of a wide, heavily trafficked 4-5 lane carriageway, with pavements on both sides of the road and some pedestrian crossings.
- 6.6 Six Townscape character areas were designated, including;
- Corridor Manchester
 - The Village
 - North Campus
 - Mayfield
 - Upper Brook Street
 - New Brunswick
- 6.7 15 Viewpoints have been identified, including;
- Upper Brook Street
 - All Saints Park
 - Brook Street
 - Hanworth Close

- Gartside Gardens
- Whitworth Hall
- Booth Street West
- Junction of Princess Street and Charles Street
- Vimto Park
- Mayfield Park
- Ardwick Green
- Sylvia Pankhurst Way
- Junction of Upper Brook Street and Plymouth Grove

Townscape

- 6.8 The Proposed Development will introduce townscape effects to 6 Townscape Character Areas which have been identified and evaluated within the baseline study.
- 6.9 The predicted townscape effects range from **Negligible** to **Moderate Beneficial**. The predicted townscape effects upon The Village, North Campus and Mayfield TCAs will be **Negligible** during construction and operation. Corridor Manchester will experience **Minor – Moderate Adverse** effects during construction and **Minor – Moderate Beneficial** effects during operation as the Proposed Development presents a clear relationship with the urban grain and scale of TCA, as well as introducing improved permeability and new public realm.
- 6.10 Upper Brook Street and New Brunswick are the TCAs predicted to experience a significant effect as a result of the Proposed Development. The predicted townscape effect upon TCA 5 Upper Brook Street is **Moderate Adverse** during construction and **Moderate Beneficial** during operation due to the Site encompassing almost all of the TCA, the transformational nature of the Proposed Development and the benefits it introduces including a more defined and cohesive urban grain, improved permeability and new public realm. New Brunswick will experience **Moderate Adverse** effects during construction and **Moderate Neutral** effects during operation. In this case, **Neutral** means it is considered that the resulting townscape effects will be neither **Beneficial** nor **Adverse**. The Proposed Development will introduce a number of indirect benefits in close proximity to the New Brunswick townscape, including creating a more cohesive and permeable urban grain on Site as well as new public realm. However, the scale of built form and the architectural character of the Proposed Development is more appropriate to Corridor Manchester and not considered reflective of New Brunswick.

Visual

- 6.11 The Proposed Development will introduce visual effects to 15 verified views which have been identified and evaluated within the baseline study.
- 6.12 The predicted visual effects during operation of the Proposed Development range from **Negligible** to **Major Adverse**. Viewpoints 6 and 15 will experience **Negligible** effects. Viewpoints 8 and 13 will experience **Minor Neutral** effects, viewpoint 2 will experience **Minor – Moderate Adverse** effects, and viewpoints 7, 9 and 11 will experience **Minor – Moderate Neutral** effects. The effects on viewpoints 2, 6, 7, 8, 9, 11 and 13 will not be considered significant.
- 6.13 Significant effects are those which are predicted to be **Moderate** and above. During operation of the Proposed Development, viewpoints 3 and 14 will experience **Moderate Adverse** effects, viewpoint 1 will experience **Moderate Beneficial** effects, and viewpoint 10 will experience **Moderate Neutral** effects. Viewpoints 4, 5 and 12 will experience **Major Adverse** effects. This is due to the Proposed Development being considered substantially uncharacteristic of the view, occupying a large proportion of the view, being easily noticed by the observer and being a significant change to the character of the view.
- 6.14 The effects during the construction of the Proposed Development on viewpoints 2, 3, 4, 5, 6, 12, 14 and 15 will be the same as the effects during operation (see paragraphs above). The remaining viewpoints will have an improved nature of effect during operation compared to construction. Viewpoints 8 and 13 will experience **Minor Adverse** effects during construction and **Minor Neutral** effects during completion. Viewpoints 7, 9 and 11 will experience **Minor – Moderate Adverse** effects during construction and **Minor – Moderate Neutral** effects during completion. Viewpoint 1 will experience **Moderate Adverse** effects during construction and **Moderate Beneficial** effects during completion. Viewpoint 10 will experience **Moderate Adverse** effects during construction and **Moderate Neutral** effects during completion.

7. Built Heritage

- 7.1 A built heritage assessment has been undertaken to assesses 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 There are no designated Scheduled Monuments, Conservation Areas, Registered Parks and Gardens, Registered Battlefields or Listed Buildings within the site boundary.
- 7.3 A Study Area of 500m from the Site Boundary has been set as a basis for the consideration of potential effects of the Proposed Development on built heritage assets. Within the Study Area, there are a number of heritage assets, including:
- Former Unitarian Chapel Grade II* Listed Building;
 - The Mawson Hotel Grade II Listed Building;
 - Oddfellows Hall Grade II Listed Building;
 - 94-98 Grosvenor Street Grade II Listed Building;
 - Adult Deaf and Dumb Institute (Former) Grade II Listed Building;
 - Former Grosvenor Picture Palace Grade II Listed Building; and
 - Whitworth Street Conservation Area.
- 7.4 During the construction phase, the Proposed Development will be regulated by a Construction Management Plan (CMP), which will secure the perimeter of the site with temporary fencing or barriers, manage and reduce noise as far as possible and introduce traffic management measures. It is anticipated 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 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.
- 7.5 No additional mitigation is proposed once the development is completed. The layout, scale, mass, height, design, appearance, materials and landscaping of the Proposed Development act as embedded mitigation.
- 7.6 Upon completion, there would be a moderate adverse effect on the Former Unitarian Chapel, a negligible effect on the Mawson Hotel, a minor adverse effect on Oddfellows Hall and 94-98 Grosvenor Street, a negligible effect on the Adult Deaf and Dumb Institute (Former) and the Former Grosvenor Picture Palace and a negligible effect on the Whitworth Street Conservation Area.

8. Transport and Access

- 8.1 A Traffic and Transport has been undertaken to determine the potential direct and indirect effects of Traffic and Transport as a result of the Proposed Development. This assessment was completed by Focus Transport.
- 8.2 The proposed development site land parcels lie adjacent to the following local road corridors:
- *A34 Upper Brook Street* – multi-lane distributor road, characterised by traffic intermediate signal junction connections and traffic signal-controlled pedestrian / cycle crossing points. The route acts as one of the key access routes to / from Manchester city centre, linking to southern suburbs.
 - *Kincardine Road* – local single carriageway access road, providing frontage development access and local access road connections to the adjacent Brunswick estate. The route is generally lightly trafficked and is a signed local ‘quiet street’ cycle route, operating under a 20mph speed limit. The northern section of the route currently experiences some rat-run traffic levels between Grosvenor Street / Booth Street East, using the connecting route of Inchley Road.
 - *Grosvenor Street* - a one-way (westbound) local distributor road connection, linking between the A6 London Road and A34 Upper Brook Street. The route is of single carriageway one-way layout but includes for 1.2m advisory cycle lanes both in the westbound and eastbound (contra-flow) directions. The route operates as part of the Brunswick 20mph zone.
- 8.3 In addition, the ES study area also considers the western section of Brunswick Street between A34 Upper Brook Street and Kincardine Road. This route operates as a local distributor route between the A6 and A34 corridors and is of circa 9.5m single carriageway, incorporating advisory cycle lane markings in both travel directions and wide footways to both sides. The route operates under a 20mph speed limit as part of the Brunswick 20mph zone.
- 8.4 Whilst the delivery of some phases of a construction project can be expected to inevitably result in short term impacts on the highway network, it must be recognised that such impacts are temporary in nature and experience shows that most are capable of being effectively managed by a well targeted Construction Traffic Management Plan and efficient construction work planning / phasing.
- 8.5 In the case of the proposed development and given the length of the overall construction project, it will be particularly important to ensure that key phases of construction works are planned, where practical, to integrate / respect any other potential local projects and to ensure that they are programmed to minimise the

extent of local road closures / diversion arrangements. It is recognised that some local road closures and the need to deliver site security could act as a barrier to movements during some development phases, therefore the scheme will need to be supported by a coordinated series of works to maintain access where at all possible.

- 8.6 Any traffic related construction effects could be expected to cease on completion of the delivery of the site buildings and related external public realm & local highway improvements.

Completed and Operational Development

- 8.7 The day-to-day operation of the proposed development has been demonstrated to result in some relatively minor levels of additional traffic over the wider highway network, when compared to a situation of no existing traffic levels at the site - with the main local traffic effects of the development being associated with the re-assignment of existing baseline traffic as part of proposed road closures / extension of one-way controls. These changes will deliver benefits to the Kincardine Road corridor and will re-assign existing local rat-run traffic to more appropriate local distributor road routes, that will experience some increases in traffic when compared to baseline conditions as a consequence. In practice those routes most affected by more substantive additional traffic volumes under 'With-Development' scenarios are typically higher standard distributor road links that are of a nature and layout suitable to accommodate such additional through traffic movements. Residual traffic related environmental impacts under these circumstances are anticipated to be of a generally **minor adverse** nature and not considered to be significant. Furthermore, the delivery of effective Travel Plan strategies at the site, post occupation of development units, can be expected to have an on-going influence in minimising overall development traffic demand and therefore wider network environmental effects.

9. Socioeconomics

- 9.1 A socioeconomics impact assessment has been undertaken to assess the impacts on socioeconomic factors which could be affected by the proposed development during the construction and operational phases of the development. The assessment was undertaken by Brookdale Consulting.
- 9.2 The study area comprises of Ardwick (Inner Study Area) and Manchester (Wider Study Area), and the assessment considers population, housing, employment, unemployment and occupations including employment demand and social and community infrastructure.
- 9.3 According to the Office of National Statistics (ONS), based on latest 2021 data, Manchester has a total population of 549,900. Within this, the Ardwick ward accounts for 3.9% of the population at 21,906. A breakdown of the population by broad age category shows that Ardwick has a very high proportion of working age people at 77%. A total of 34% of its population are in the 18-24 age reflecting the predominance of students. The North West has nearly four times the level of retired people as Ardwick ward.
- 9.4 ONS data show that economic activity in the Ardwick ward is 50.2%, well below Manchester at 67%, which is also below the level for the North West at 76.8%. The low economic activity rate is due to the number of students which is 34.8% of the working age population compared to 32.8% at the Manchester level and 26.4% for the North West. Full time employment rates are 50.0%, well below the 69.1% rate across Manchester. Only 26.6% of Ardwick residents have Level 4 qualifications (degree) or above, well below the level in the rest of Manchester at 45.1% (38.6% for the North West).
- 9.5 Unemployment accounts for 6.2% of the working age population in the Ardwick ward, which is just above the rate for the rest of Manchester of 6% and well above the 4.2% level for the whole of the North West.
- 9.6 Ardwick has the second highest number of households in Manchester at 8,473 and the highest proportion of housing benefit claimants of the city centre wards at 35.2% (2,979 households). PBSA in this location provides an opportunity to improve housing stock, release traditional student lets back into the mainstream market, improve student experience, support regeneration and improve MCC funding streams by release of Council tax.
- 9.7 There are 7 General Practitioner (GP) surgeries located within 1.2 miles walking distance of the development. These surgeries have a combined number of registered patients of over 96,000. All surgeries are currently accepting new patient registrations and with 69 GPs across the 7 practices, suggests adequate capacity at 1,391 patients per GP, well below the English average of 1,700.

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- 9.8 Construction of the development will support 4,875 person years of construction related employment, with Gross Value Added (GVA) of £47m per year for 7.5 years. This is assessed as a **Moderate Beneficial** short-term effect on the wider area, which is **Not Significant**.
- 9.9 The development will create 1,100 bedrooms for purpose built student accommodation creating 178 direct and indirect jobs in relevant sectors and GVA per year of £9.3m.
- 9.10 In addition, the development will create deliver 31,751 sqm of purpose-built life science space and creating 1,107 direct and indirect jobs and GVA per year of £42m.
- 9.11 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 £5.6m per year.
- 9.12 Given this context, the Proposed Development is regarded as having a positive and lasting effect in the area. This is assessed as a **Moderate Beneficial** overall rating which is **Not Significant** in EIA terms.

10. Daylight, Sunlight & Overshadowing

- 10.1 A Daylight, Sunlight and Overshadowing has been undertaken to determine the potential direct and indirect effects of daylight, sunlight and overshadowing as a result of the Proposed Development during the operational phase. This assessment was completed by Proximity.
- 10.2 In identifying the Study Area, the Building Research Establishment (BRE) Guidance has been used. The Guidance emphasises the assessment of residential accommodation, specifically habitable rooms within residential buildings. A non-residential building may be assessed if there is a reasonable expectation of daylight and sunlight, such as hospitals or schools. Commercial office buildings are not typically considered to be daylight and sunlight receptors requiring impact assessment.
- 10.3 The appropriate study area has been defined following a Site inspection and research to identify neighbouring buildings of residential use, with the application of professional judgement to consider which neighbouring buildings within 250m of the Site rely on the Site for the receipt of daylight and sunlight, warranting further technical appraisal.
- 10.4 Following an inspection of the Site and the buildings in the vicinity, the following neighbouring buildings and external amenity spaces have been identified as relevant receptors that merit impact appraisal:
- Lamport Court, Groom Street
 - Nos. 1-7 Litcham Close (odd nos. only)
 - 38-46 Hanworth Close (even nos. only)
 - 2-8 Wadesmill Walk (even nos. only)
 - 2-8 Stockland Close (even nos. only)
 - 1-23 Mawson Road (odd nos. only)
 - The Chapel Student Accommodation, Upper Brook Street
 - Kincardine Court, Kincardine Road
 - Elizabeth Yarwood Court, 101 Kincardine Road.
 - Gartside Gardens
- 10.5 Due to distance from the Site or orientation, there are no other residential buildings in the wider vicinity of the Site which would experience material impact on daylight and sunlight amenity, nor merit impact appraisal.
- 10.6 A technical analysis has been undertaken. A technical analysis is the computerised measurement of daylight and sunlight values as they currently exist (the baseline condition) and following the Proposed Development (the proposed condition).

- 10.7 We have also undertaken analysis of the daylight and sunlight levels following construction of the Proposed development, to also include other development sites that are in the proximity of the properties surrounding the Site, this is to establish the cumulative impact on the surrounding windows.

Impacts on Daylight and Sunlight Amenity

- 10.8 The majority of the receptors appraised experience, overall, negligible impacts or minor adverse impacts on daylight and sunlight amenity. These impacts are Not Significant.
- 10.9 The Chapel Student Accommodation building would experience moderate adverse impacts on daylight amenity and sunlight amenity, which are Significant.
- 10.10 The rear gardens of 32-46 Hanworth Close will experience a major adverse impact, which is significant. The design of these houses and gardens do, however, contribute to this impact.
- 10.11 Prior to their refurbishment, in which the front and rear of the house was reversed, the gardens of these dwellings were located to the south east of the building. The current arrangement repositioned the garden area to the north west, where direct sunlight is more limited by the terraces of houses. Impacts to the front gardens of these houses (in part used as drive / parking space) are negligible and not significant.
- 10.12 The result is that impacts on the rear external amenity areas of these houses are increased through the design of the refurbishment.

11. Wind Microclimate

- 11.1 A wind assessment has been undertaken by GIA Surveyors to assess the effects of the Proposed Development on Wind Microclimate in relation to pedestrian comfort and safety. It considers the potential wind microclimate effects and likely effects of the proposed development on the following:
- Undesirable wind speeds at ground and raised levels of the site, surrounding buildings and nearby areas of public realm during the construction phase; and
 - Undesirable wind speeds at ground and raised levels of the site, surrounding buildings and nearby areas of the public realm during the operational phase.
- 11.2 Wind microclimate conditions were tested using a 3D model that extended to a 500m radius from the site. The assessment was completed across 3 scenarios including; baseline for the site and surroundings (existing), the proposed development in baseline surroundings and the proposed development in cumulative surroundings. The following sensitive receptors were identified based on the expected pedestrian activities for different areas in the site and surrounding area;
- General thoroughfares and roadways;
 - Bus stops on Upper Brook Street;
 - Entrances to the proposed development;
 - Off-site entrances;
 - Existing amenity in Gartside Gardens;
 - Existing amenity around Engineering Buildings A and B;
 - Proposed amenity at ground floor within the site; and
 - Proposed roof terraces within the proposed development.
- 11.3 Embedded wind mitigation measures were included in the form of the proposed landscaping scheme, raised (600mm) planters in Hanworth Square and a series of nineteen 1500mm wide by 3000mm tall 50% porous screens around the PBSA section of the proposed development.
- 11.4 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. As a result, all wind effects are **negligible (not significant)**.

12. Climate Change

- 12.1 A climate change assessment has been undertaken to assess the effects that may arise as a result of climate change on the Proposed Development (hereafter referred to as the 'Resilience Assessment') and the effects of GHG emissions associated with the Proposed Development (hereafter referred to as the 'GHG Emissions Assessment'). The assessment was undertaken by BWB Consulting.
- 12.2 Information relating to climatic conditions in the North-West, the geographic region in which the Site is located, was obtained from the Met Office. The North-West of England has several distinct geographical areas. Much of the land west of the Pennines, which includes the area the Site is located, is relatively flat and generally below 150 m, with westward draining rivers.
- 12.3 In terms of local climatic conditions, average maximum and minimum temperatures have been lowest between December and February, whilst average maximum and minimum temperatures have been highest between May and September. Most rainfall has occurred between October - January, whilst the least has occurred between March - June. The monthly mean wind speed has been highest between January and April, whilst it has been weakest between July and October.

Resilience of the Proposed Development to Climate Change

- 12.4 No significant effects due to climate change are expected during the construction phase as it is anticipated that it will take less than ten years to complete. Furthermore, mitigation measures would be incorporated into a detailed CEMPs for each phase of the Proposed Development, which would greatly reduce potential impacts.
- 12.5 The Resilience Assessment (**ES Volume 2: Main Text, Appendix 12.5**) determined that there would be no significant effects during the operational phase of the Proposed Development. Additional mitigation measures have been recommended to bolster resilience.

Influence of the Proposed Development on Climate Change

- 12.6 Quantitative assessments of vehicular emissions and embodied carbon were undertaken for the construction phase. The total amount of GHG emissions anticipated to be emitted during the construction phase is 72.8 ktCO₂e, which is considered to be a temporary, moderate adverse effect. However, the implementation of mitigation measures is expected to reduce this to a temporary, minor adverse effect, which is not considered to be significant in EIA terms and would not cause the UK Government to fail in reaching their net zero trajectory by 2050.

- 12.7 Quantitative assessment of vehicular emissions and energy production were undertaken for the operational phase. The total yearly amount of GHG emissions anticipated to be emitted during the construction phase is 5.61 ktCO₂e, which is considered to be a permanent, moderate adverse effect. However, the implementation of mitigation measures such as: the provision of cycle parking; measures within the Travel Plan; and Solar PV and ASHPs is expected to reduce this to a permanent, minor adverse effect, which is not considered to be significant in EIA terms and would not cause the UK Government to fail in reaching their net zero trajectory by 2050.

13. Cumulative Effects

- 13.1 A review of MCC planning portal has confirmed that there are a number of developments which have the potential to interact with the proposed development and generate cumulative effects. Therefore, a cumulative assessment has been undertaken. The cumulative developments are listed in Table 13.1 below.

Table 13.1: Cumulative Effects

Planning Ref.	Description	Approx. Distance
101664/FO/2013/N2	Brunswick Neighbourhood Selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and refurbishment of the Brunswick Neighbourhood, including the erection of 444 new residential dwellings (C3); the refurbishment of 839 existing homes [including low rise reversals and the refurbishment of Artillery Court, Silkin Court, Lockton Court, Lamport Court, and existing maisonettes and low rise houses]; a new boulevard and new access roads, new car parking and service areas; a new mixed use building comprising of 4 retail units (A1 or launderette or A5), and a neighbourhood housing office (B1a) with 18 apartments (C3) above; a mixed use residential extra care home with 60 residential units, and a day care centre on part of the ground floor (C2/D1); the upgrading of Gartside Gardens [with new multi-use games area, a new playground, realigned pathways, new entrances and new landscaping]; a new orchard; 25 new allotments; new boundary treatments; new open spaces; with associated infrastructure, landscaping and tree planting	Adjacent to the Site's eastern boundary
124472/FO/2019	Kincardine Court Extension Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank	15m east

Planning Ref.	Description	Approx. Distance
134288/FO/2022	Number 3 Circle Square Erection of 15 storey building comprising office space (Use Class E(g)(i)) and ancillary flexible commercial uses (Use Class E), rooftop terrace, highway works, landscaping, and other associated works	200m north-west
125799/FO/2019	MMU Science and Engineering Building Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.	420m north-west
125573/FO/2019	First Street South Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.	675m north-west
124972/FO/2019	Mayfield Plot O - Baring Street Office Number of storeys: 9 Office space: 97,316	570m northeast
125248/FO/2019	The Republic Number of storeys: 13 Office space: 315,544 sqft Ground floor commercial space: 16,813 sqft (A1-4, D1, 2)	550m northeast

Planning Ref.	Description	Approx. Distance
N/A	Upper Brook Street Redevelopment Demolition of existing structures on site and the erection of two blocks of varying height comprising student accommodation and life sciences use.	Adjacent to the Site's southern boundary

- 13.2 The cumulative effects have been assessed where relevant in **ES Volume 2: Main Text, Chapters 6-12**. The results have identified that there is anticipated to be significant cumulative effects in relation to townscape and visual amenity on; TCA 6 New Brunswick, Viewpoints 3 (Upper Brook Street), 4 (Hanworth Close), 5 (Gartside Gardens) and 12 (Sylvia Pankhurst Way). One significant cumulative effect relating to daylight amenity on road facing windows at Kincardine Court is expected. All other cumulative effects range between negligible to minor-moderate, between the proposed and committed developments during the construction and completed development phase, which is not significant.

14. Summary and Conclusions

- 14.1 A comprehensive assessment of the potential effects of the construction and operational phases of the Proposed Development has been undertaken as part of this EIA to establish the environmental changes associated with the development. The Proposed Development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures. Those effects associated with the construction activities will be controlled by the CMP.
- 14.2 Effects during the demolition and construction period are considered to be short term **minor adverse, negligible** or **minor-moderate adverse** for the majority of impacts and one **moderate beneficial** impact relating to socio economics, which are considered **not significant**. There are some **moderate** and **major adverse** impacts relating to the townscape and visual amenity of the site and one **moderate adverse** heritage impact during construction on the setting of the Former Unitarian Chapel. Those **major** and **moderate adverse** impacts are considered **significant**, however construction related impacts are considered temporary and short term.
- 14.3 Potential environmental impacts of the completed development range from **negligible** to **major adverse**, with the majority of impacts being **negligible** or **minor adverse**, which is **not significant**. However, some significant impacts are expected. The significant effects identified in the ES are found within the Townscape and Visual, Built Heritage and Daylight and Sunlight assessments and are summarised below.
- 14.4 Upon completion of the development changes to nearby Townscape Character Areas (TCA) and visual amenity from certain viewpoints are anticipated to lead to significant impacts for the following:

Adverse

- Viewpoint 4 Hanworth Close (Major)
- Viewpoint 5 – Gartside Gardens (Major)
- Viewpoint 12 Sylvia Pankhurst Way (Major)
- Viewpoint 14 Grosvenor Street (Moderate)

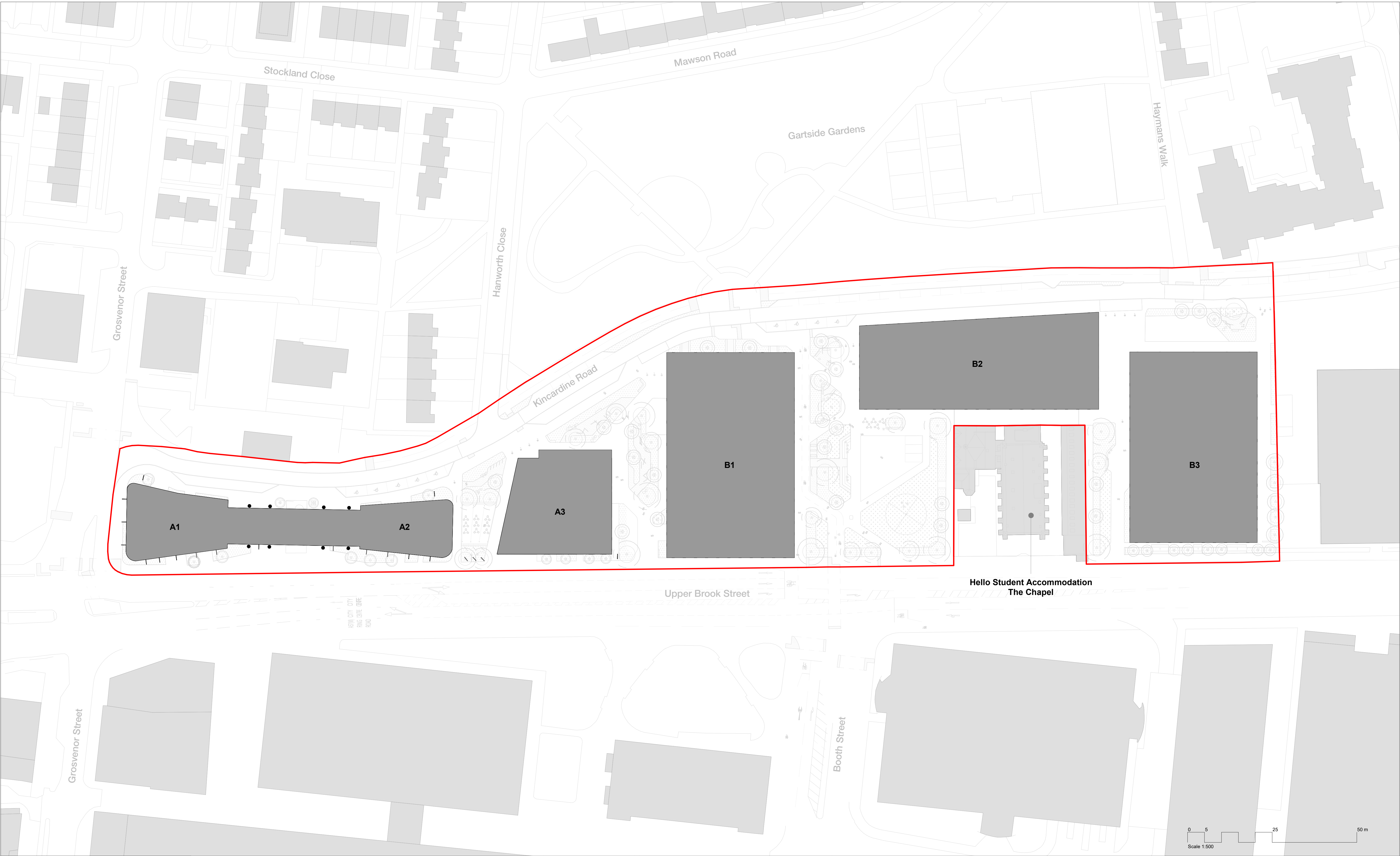
Beneficial

- TCA 05 Upper Brook Street (Moderate)
- Viewpoint 1 Upper Brook Street (Moderate)

Neutral

- TCA 06 – New Brunswick (Moderate)
 - Viewpoint 10 – Mayfield Park (Moderate)
- 14.5 The majority of impacts upon built heritage will remain as **not significant** once the development is completed and operational. However, a **moderate adverse** permanent impact is expected on the setting of the Former Unitarian Chapel, which is **significant**.
- 14.6 Once the development is completed, impacts upon Daylight, Sunlight and Overshadowing will be predominantly **not significant**. However, impacts upon daylight and sunlight amenity at the Former Unitarian Chapel will result in **moderate adverse** impacts. A reduction in sunlight amenity to the rear gardens of 38-46 Mawson Road will result in a **major adverse** impact. These impacts are considered **significant**.
- 14.7 **Minor** and **moderate beneficial** impacts which are not significant are anticipated in relation to socio economics through provision of direct and indirect job creation and the development contributing to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North West.
- 14.8 Although there are anticipated to be some significant adverse impacts as a result of the Proposed Development, it is important to weigh the potential direct and indirect benefits and improvements which will occur as a result of the proposals. The proposals comprise a high quality mixed-use development with active frontages offering community and commercial space which has been designed in consultation with the local community and other stakeholders. The Proposed Development is supported by a cohesive and extensive landscaping scheme, which will significantly boost the appearance of the currently derelict site.
- 14.9 In summary, the development is in line with the wider strategic regeneration objectives of the Council due to its sustainable location, the reuse of underutilised, previously developed land and buildings, the delivery of life science buildings which will bring about substantial economic benefits, and compliance with criteria required for new student accommodation.

Appendix 1 – Site Location Plan



Rev	Description	Date
P1	Issued for Planning	23.06.23

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No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Key

Application Boundary



Scale @ A1	Date	Job Number	Project
1 : 500	June 2023	220077	Upper Brook Street Manchester M1 2EH
Drawn By	Checked By	Status	
JD	LB	S2	
Drawing No.	Rev	Purpose of Issue	Drawing
UBS-HBA-SW-00-DR-A-081005	P1	For Planning	Proposed Illustrative Masterplan - Site Plan

Scale 1:500

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