
One Medlock Street

Premier Inn Hotels and Dominvs Group

November 2022



ENVIRONMENTAL STATEMENT

One Medlock Street
Environmental Statement
November 2022



ENVIRONMENTAL STATEMENT VOLUME 1: NON-TECHNICAL SUMMARY

**Prepared
for:**

Tristram Taylor
Premier Inn Hotels and Dominvs Group

**Prepared
by:**

Tsz Kan Woo (and technical specialists)
Senior Consultant

Temple Group Limited
Express Building
3 George Leigh Street
M4 5AD
Manchester
Tszkan.woo@templegroup.co.uk

www.templegroup.co.uk

Document Control

Version No.	Date	Author	Reviewed	Approved
1.0	04.11.2022	Tsz Kan Woo and technical specialists	Stephen Price	Stephen Price

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1.0 Introduction

- 1.1.1 This document is a Non-Technical Summary (NTS) of the Environmental Statement (ES) prepared on behalf of Premier Inn Hotels and Dominvs Group ('the Applicant'), and accompanies a full planning application for the proposed redevelopment of land known as One Medlock Street ("the Site"), which currently comprises a Premier Inn Hotel and car parking, to provide a development delivering office floorspace (Class E); purpose built student accommodation floorspace (Sui generis); and flexible community use (Class E/F1/F2) ("the Proposed Development").
- 1.1.2 The Site covers an area of approximately 0.94 hectares (ha) and is located on the southern edge of Manchester City Centre. The Site is situated at Ordnance Survey (OS) National Grid Reference (NGR) SJ836971. The Site boundary is shown in **Figure 1.1**.
- 1.1.3 The full planning application comprises:
- A building of 13 storeys in height, providing 36,494 square metres (m²) gross internal area of commercial office floorspace;
 - A building of 37 storeys in height providing 1,014 purpose-built student accommodation units;
 - 293m² of flexible community floorspace;
 - Internal and external amenity space;
 - Hard and soft landscaping; and
 - Associated highway works.

Figure 1.1: Site Location Boundary



2.0 Environmental Impact Assessment Overview

- 2.1.1 Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, SI 2017/571 (“the EIA Regulations”) an Environmental Impact Assessment (EIA) has been prepared. As the Proposed Development exceeds the thresholds for an EIA (i.e., the Proposed Development provides more than 150 dwelling equivalents) and has the potential to generate significant environmental effects, as set out in the EIA Regulations, an EIA has been undertaken to consider the likely significant effects of the Proposed Development.
- 2.1.2 EIA is a process used to ensure planning decisions are made with full knowledge of a proposed development’s likely significant effects. It helps to ensure that any effects are reduced or prevented, whilst encouraging the enhancement of positive effects. The Proposed Development has been assessed with consideration to the existing use of the Site, adjacent land uses, planning policies and law, the need for the Proposed Development and consideration of suitable alternatives, and the effects during the demolition and construction and operational use.
- 2.1.3 An Environmental Statement (ES) is a report which describes the EIA process and its findings. The Non-Technical Summary (NTS, this document) is designed to convey key information in a summarised and accessible form to enable the public and other stakeholders to understand and assess the Proposed Development and the potential effects.
- 2.1.4 The ES consists of four volumes:
- ES Volume 1: Non-Technical Summary NTS – this document, which is provided as a standalone document but also forms Volume 1 of the ES, summarising the other Volumes;
 - ES: Volume 2: Main Text – contains the main text of the ES and should be read in conjunction with Volume 3;
 - ES Volume 3: Townscape and Visual Impact Assessment (TVIA) – this document provides an assessment of the heritage, townscape and visual effects of the Proposed Development and is accompanied by visualisations; and
 - ES Volume 4: Technical Appendices – the appendices to the ES, including additional information, data, and figures.

- 2.1.5 The ES is available for viewing on the Manchester City Council (MCC) planning portal, accessible at: <https://pa.manchester.gov.uk/online-applications/search.do?action=simple&searchType=Application>.
- 2.1.6 The ES is also available for viewing by public during normal office hours at **MCC Planning Department, Town Hall, Manchester, M60 2LA**, which would be subject to arrangement with MCC.
- 2.1.7 Copies of the NTS, the full ES and other associated documents are available (subject to availability) to purchase as either hard or digital copies from Temple Group Ltd, Express Building, 2 George Leigh Street, M4 5AD, Manchester or hello@templegroup.co.uk. Further details, including pricing, are available on request.

3.0 Assessment Approach

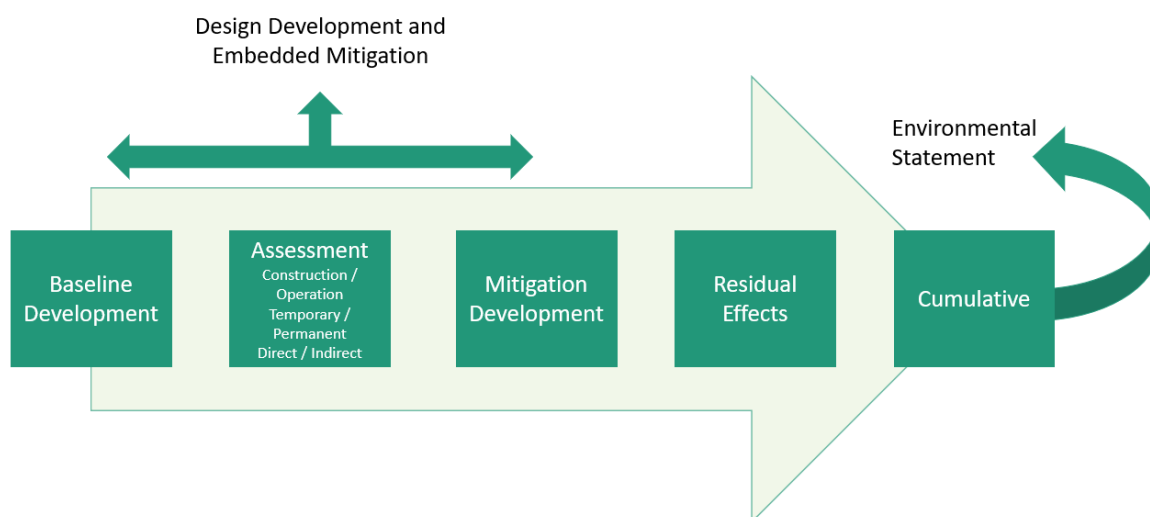
- 3.1.1 The general approach to assessing environmental impacts and effects is to consider the current conditions on and around the Site for each environmental issue or topic, and then to compare them with the predicted conditions during the demolition and construction and operational phases of the Proposed Development. Where there are international, national, or local standards or policies and guidelines of relevance to these proposals, these are also taken into account.
- 3.1.2 In order to assess the potential impacts and effects of the Proposed Development on the environment, the sensitivity of resources (or receptors¹) is considered in conjunction with the scale (or magnitude) of the predicted impacts, to establish the significance of the predicted effects.
- 3.1.3 When considering the sensitivity of resources (or receptors) and the scale (or magnitude) of the predicted impacts, 'embedded' mitigation measures are taken into account, to determine the significance (or level) of an effect. Such embedded mitigation measures include design features or standard practice/legislative requirements (e.g. the production of a Construction Environmental Management Plan (CEMP)), which are taken into account in an initial assessment of effects.
- 3.1.4 Following an initial assessment of effects, additional mitigation measures are proposed to reduce the significance of an effect, typically by reducing the magnitude of an impact. Such additional mitigation measures include those which go above and beyond design features or standard practice/legislative requirements (e.g. the

¹ Receptors could include people and ecological receptors (both animals and plants). They are evaluated in terms of their value and their sensitivity or susceptibility to likely changes.

production of a Travel Plan). The effect is then reassessed to determine if the effect has been fully mitigated and identify the likely remaining (residual) effect, if any.

- 3.1.5 Each topic area takes this same general approach to the assessment, as outlined in **Figure 3.1**.

Figure 3.1: The Assessment Process



- 3.1.6 **Section 6** sets out the findings of the EIA process. The order of topic sub-sections matches the order in which they have been considered in **Volume 2** of the ES.
- 3.1.7 Potential environmental topics in relation to the Proposed Development were evaluated, having regard to the EIA Regulations, as part of a ‘scoping’ exercise and key statutory² and non-statutory consultees were consulted. This was carried out in order to determine which topics should be included in the EIA, having regard to whether the Proposed Development is likely to give rise to significant topic effects.
- 3.1.8 As part of the scoping exercise, it was agreed with MCC (and statutory consultees) which topics would be scoped in and out of the EIA. These are as follows:
- Scoped in
 - Socio-Economics;
 - Air Quality;
 - Noise and Vibration;

² Organisations and bodies, defined by law, which local planning authorities are legally required to consult before reaching a decision on relevant planning applications.

- Wind Microclimate;
- Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution;
- Built Heritage; and
- Climate Change.
- Scoped Out
 - Archaeology;
 - Biodiversity;
 - Ground conditions and Contamination;
 - Flood risk, drainage, and water quality;
 - Transport
 - Materials and waste;
 - Major accidents and/or natural disasters

3.1.9 Topics were scoped out of the ES on the basis that they are unlikely to result in significant environmental effects. Further detail can be found in **ES Volume 2, Chapter 3: EIA Methodology**.

3.1.10 In addition to assessing the effects arising from the Proposed Development in isolation, those additional effects (referred to as cumulative effects) arising from the Proposed Development in conjunction with other committed developments³ in the vicinity of the Site have also been assessed. Further detail can be found in **ES Volume 2, Chapter 13: Effect Interactions**.

3.1.11 Engagement with statutory and non-statutory bodies was also undertaken, as it was critical to the preparation of a comprehensive and balanced scheme, to help focus the environmental studies and identify specific issues that required further investigation and to understand the views of the local community. A number of consultation and engagement events were undertaken between September 2022 and October 2022, including (but not limited to) an engagement session with the Deansgate and Hulme ward councillors, a live webinar and a Question and Answer (Q&A) session.

3.1.12 Further details of public consultation and exhibition events are provided within the Statement of Community Engagement submitted as part of the planning application.

³ Other existing and/or approved schemes within 500m from the boundary of the Site e.g. approved but uncompleted schemes or schemes which a planning application has been submitted and which is under consideration by the local planning authority.

4.0 The Site and its Context

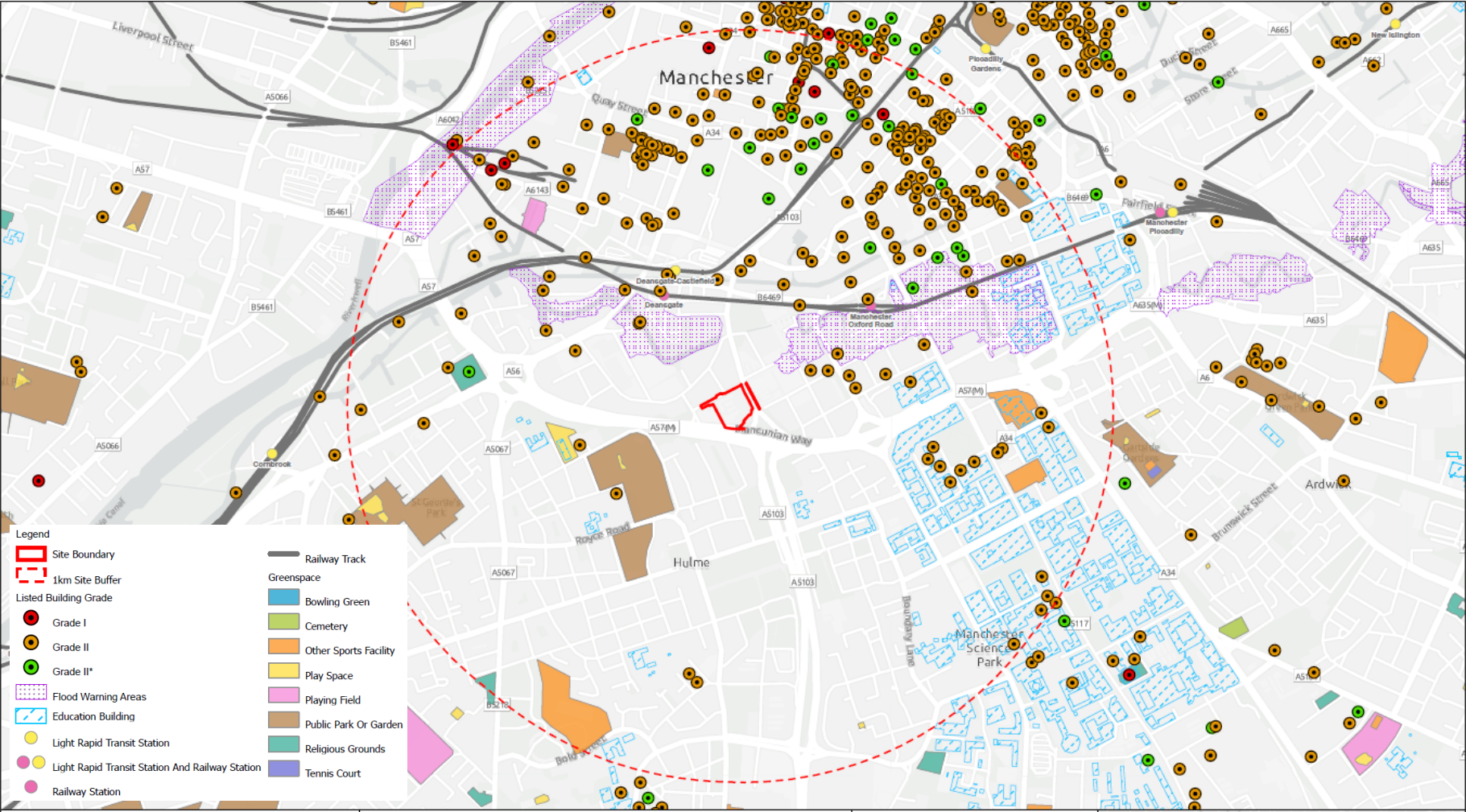
- 4.1.1 The Site covers an area of approximately 0.94 hectares (ha) and is located on the southern edge of Manchester City Centre, within the Deansgate ward of Manchester. It is centred on Ordnance Survey (OS) National Grid Reference (NGR) SJ836971.
- 4.1.2 Currently, the Site is occupied by a Premier Inn hotel and car park. It comprises one five-storey building and hardstanding, with pockets of trees and bushes within the car park at the southern end of the Site, adjacent to Mancunian Way. The Site is bounded by:
- River Street to the north;
 - Medlock Street to the east and south-east;
 - the Mancunian Way, its exit slip Road and the Mancunian Way/Princess Parkway junction to the south; and
 - River Street Tower purpose-built student accommodation (PBSA) development to the west.
- 4.1.3 Vehicular access to the site is granted via River Street.
- 4.1.4 The Site is located directly adjacent to Medlock Street (the A5103) and the Mancunian Way Ring Road and there are approximately two bus stops within a 200m radius of the Site, providing services to route 256, serving Piccadilly Gardens, Hulme, Stretford, Lostock and Flixton.
- 4.1.5 Most of the Site is covered by buildings or hardstanding as car parking, service yards and other ancillary areas. Areas of green space are limited to urban trees, amenity grassland and a small area of introduced shrub.
- 4.1.6 The Site has a Greater Manchester Accessibility Level (GMAL) of 8 (very high), demonstrating that the Site has a very high level of accessibility. The Site is situated approximately 330m to the south-east of Deansgate Railway station, served by Northern trains, and approximately 430m to the south-west of Oxford Road Railway Station, served by Northern, East Midlands Railway. Transport for Wales and Transpennine Express trains. Additionally, the Site is located approximately 395m to the south-east of the Deansgate-Castlefield stop of the Metrolink network, which is situated just opposite Deansgate Railway Station.
- 4.1.7 The existing building on-site is not a Listed Building, though there are approximately 235 Listed Buildings within a 1km radius of the Site. The closest Listed Buildings include the Grade II listed Former Cotton Mill on the west side of the junction with Cambridge Street (approximately 185m to the north-east of the Site); the Grade II listed Mill Chimney Stack on the west side of the junction with Cambridge Street (approximately 245m to the north-east of the Site); Grade II listed Chorlton Old Mill

(approximately 285m) to the north-east of the Site); and the Grade II listed Mill on the north-east corner of the junction with Chester Street (approximately 300m to the east of the Site).

- 4.1.8 The Site is not located in a Conservation Area; the closest Conservation Area is the Castlefield Conservation Area, situated approximately 385m to the north-west of the Site. There is one Scheduled Monument (Remains of eastern wall of the Roman fort) situated approximately 490m to the north-west of the Site. There are no known prehistoric remains within 250m of the Site and the potential for buried archaeological remains deriving from prehistoric activity within the Site is thus considered to be low.
- 4.1.9 There are no Local Nature Reserves (LNRs), National Nature Reserves (NNRs) or Sites of Special Scientific Interest (SSSIs) within 1km of the Site. There are no European designated sites (Special Protection Areas (SPAs) or Special Areas of Conservation (SACs), within 5km of the Site.
- 4.1.10 There are no Sites of Biological Interest within 2km of the Site; the closest Sites of Biological Interest (Chorlton Ees, Hardy Farm, Barlow Eye Tip and Chorlton Water Park) are situated approximately 4.6km to 5km to the south-west of the Site.
- 4.1.11 The Site is located within Flood Zone 1⁴; a small area in the centre of the Site has a low risk of surface water flooding, whereas a small area in the south of the Site has a medium to high risk of surface water flooding. The Site is located in the Conurbation Core Critical Drainage Area.
- 4.1.12 There are no National Parks or Areas of Outstanding Natural Beauty (AONBs) within 1km of the Site.
- 4.1.13 **Figure 4.1** presents the Site location and surrounding context.

⁴ Locations which are determined to have a low probability – less than 1 in 1,000 annual probability – of river or sea flooding.

Figure 4.1: Site Context



5.0 Design and Construction of the Proposed Development

5.1 Alternatives Considered

- 5.1.1 An alternative location for the Site was not considered, given that the Site is the only location under the Applicant's control.
- 5.1.2 In these circumstances, it is an acceptable approach to look at the reasonable design alternatives studied by the Applicant on the Site.

'Do Nothing' Scenario

- 5.1.3 The consideration of alternatives, as required by the EIA Regulations, should address the evolution of the Site in the event that the Proposed Development does not proceed. This is known as the 'do nothing' scenario.
- 5.1.4 In the absence of the Proposed Development, it is reasonable to assume that the Site would remain as the existing Premier Inn hotel and car park. Whilst the Site is located in the First Street Strategic Development Area and the First Street Development Framework⁵/First Street Development Framework Addendum⁶ states that a commercially led mixed-use development would be suitable on the Site, there is currently no firm alternative redevelopment proposal for the Site. Consequently, it is reasonable to assume that the Site will continue to operate as the existing Premier Inn hotel and car park, thereby making a positive contribution to the City's hotel bedspace numbers.
- 5.1.5 Although it may be reasonable to assume that the Site will remain as the existing Premier Inn hotel and car park, given the Site's location in the First Street Strategic Development Area and the need for office provision and additional student accommodation, it is considered that leaving the Site in its current state is not an efficient or effective use of land.
- 5.1.6 In view of the above, leaving the Site in its current state would not result in a positive impact on the supply of much needed office and student accommodation development floorspace.

⁵ MCC, 2018; First Street Development Framework.

⁶ MCC, 2020; First Street Development Framework Addendum.

Design Evolution

- 5.1.7 The Proposed Development has gone through a design evolution process, taking into account the key constraints and opportunities of the Site to inform the design. This, in combination with public consultation, has resulted in numerous iterations of the Proposed Development.
- 5.1.8 As a result of the design evolution process, the Proposed Development has been designed with the environmental constraints and opportunities of the Site and immediate surroundings in mind and it represents the most appropriate option in the context of the characteristics of the Site and the immediate surroundings.

2019 Scheme

- 5.1.9 The Proposed Development was first brought forward for consultation in the first half of 2019, when the proposals were for three buildings to be located on the Site (as shown in **Figure 5.1**) to deliver:
- A building providing 301 residential apartments over 21 storeys;
 - A building providing approximately 24,155 square metres (m²) (gross area) of commercial floorspace over 13 storeys; and
 - A building providing 256 residential apartments over 33 storeys (hereafter referred to as the 2019 Scheme).

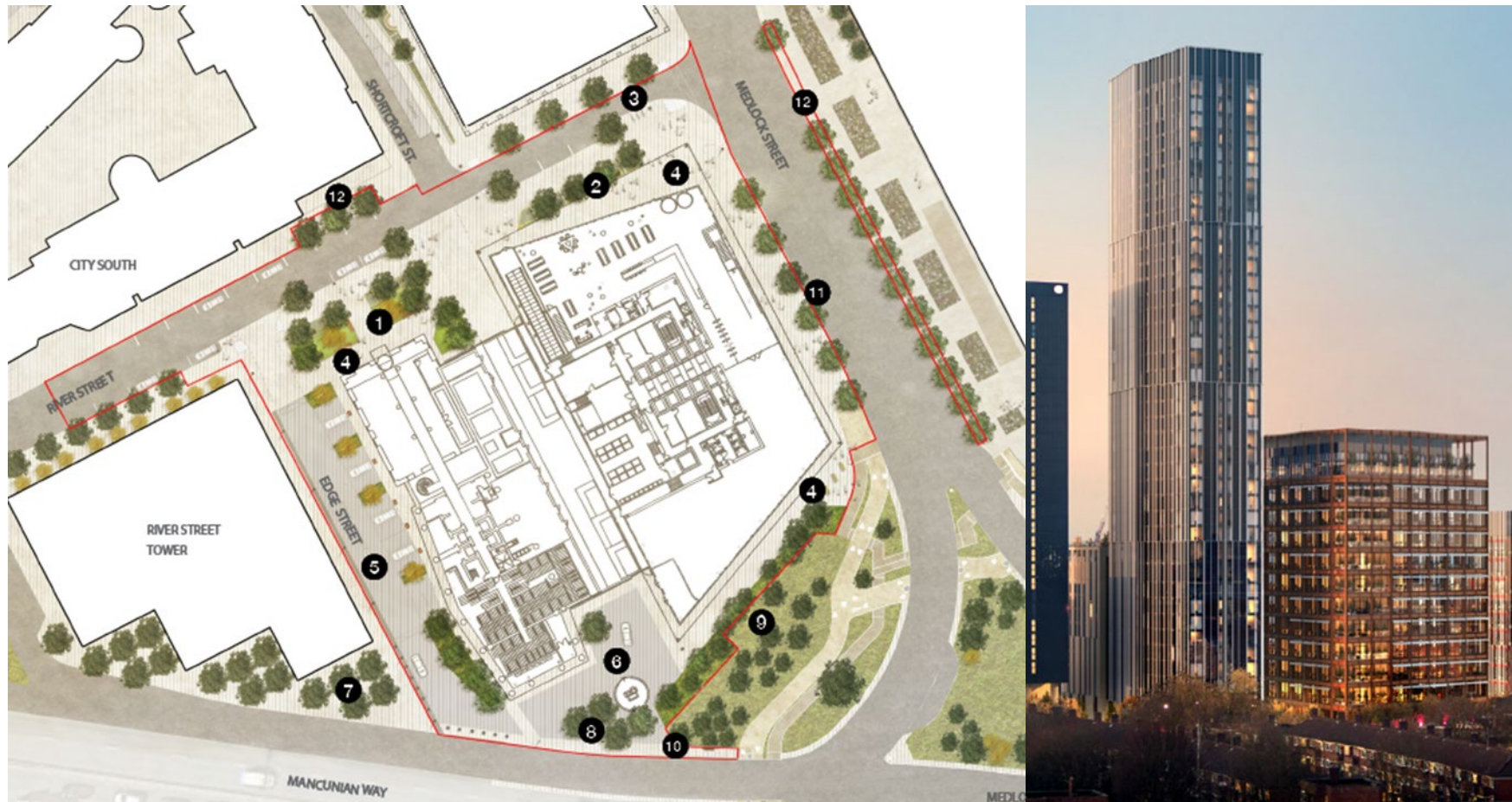
2020 Scheme

- 5.1.10 The 2019 Scheme was considered to be too dense and therefore did not proceed to a planning application. Additionally, the Applicant decided to increase the provision of commercial floorspace.
- 5.1.11 Consequently, the design was amended to deliver two buildings on Site (as shown in **Figure 5.2**), to provide:
- A building providing 372 residential apartments over 41 storeys; and
 - A building providing approximately 36,510 m² (gross area) of commercial office floorspace over 13 storeys (hereafter referred to as the '2020 Scheme').

Figure 5.1: Layout and Massing of the 2019 Scheme



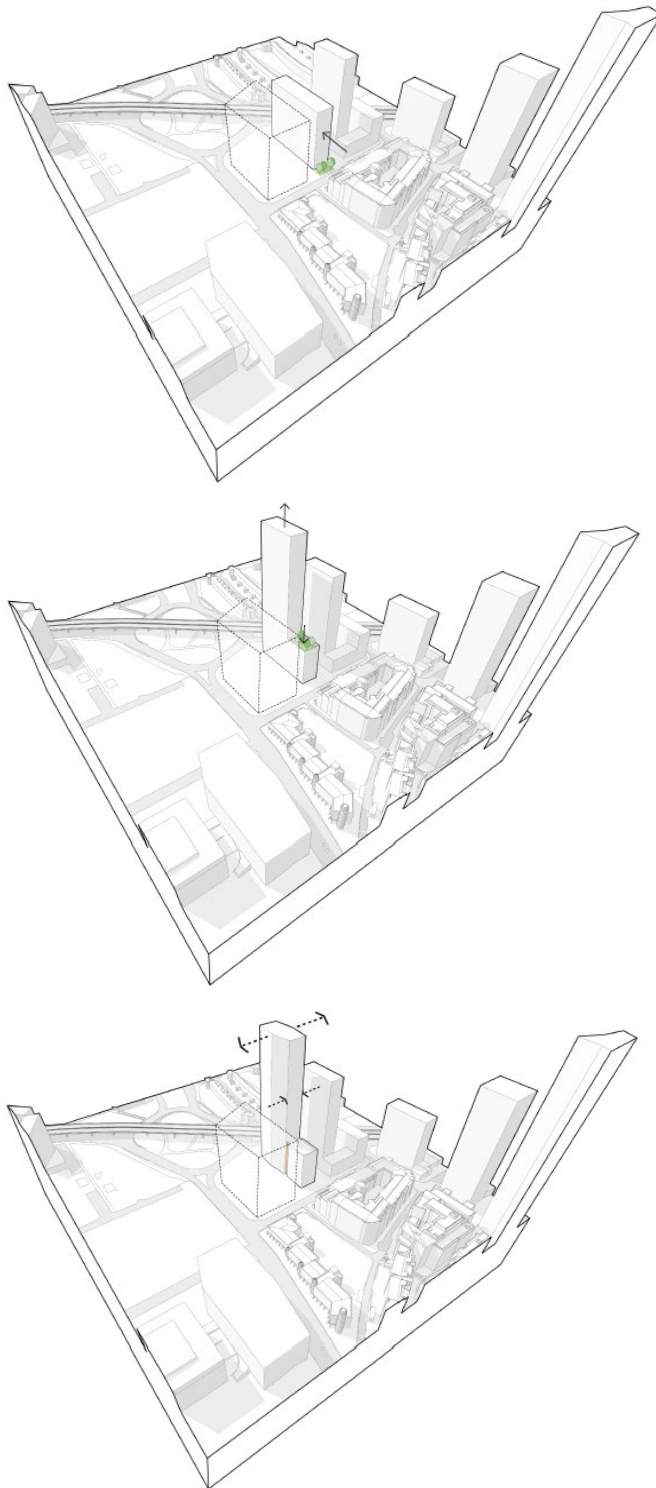
Figure 5.2: Layout and Massing of the 2020 Scheme



Massing Evolution of the Proposed Development

5.1.12 Given the need for office and student accommodation development, the massing of the taller block of the 2020 Scheme was reviewed, to deliver the Proposed Development. **Figure 5.3** presents the massing evolution of the taller block of the Proposed Development.

Figure 5.3: Massing Evolution of the Taller Block of the Proposed Development



Environmental Considerations

- 5.1.13 The heights and massing of the 2019 Scheme and 2020 Scheme were designed from a practical viewpoint, to allow maximum development of the Site. However, following the decision to deliver an office and PBSA scheme (i.e. the Proposed Development) instead of a residential and office scheme (i.e. the 2019 Scheme and 2020 Scheme), the heights and massing of the Proposed Development were amended to provide two buildings on the Site. This included the decision to reduce the tower building by approximately 16m for efficiency and viability purposes and to minimise townscape and microclimate (wind and daylight, sunlight and overshadowing) impacts across the Site and surroundings.
- 5.1.14 Technical specialists were appointed early on and undertook assessments, such as the following, to assess the residential and office scheme (i.e. the 2020 Scheme):
- a wind tunnel test was undertaken to identify the key risks and mitigation strategies with respect to wind microclimate;
 - daylight analysis was carried out to identify and mitigate potential daylight impacts; and
 - a Townscape and Visual Impact Assessment was undertaken to inform the understanding of potential impacts on townscape and visual amenity.
- 5.1.15 The results of the above listed assessments contributed towards the evolution of the office and student accommodation scheme (i.e. the Proposed Development), which ensured comfortable wind conditions and acceptable levels of daylight to surrounding sensitive receptors.
- 5.1.16 In addition to the above, as part of the evolution of the Proposed Development, the north elevation of the lower element of Block B (delivering PBSA), which will be made from precast concrete, will now feature a new piece of public art. This will increase the social value of the Proposed Development and enhance future Site users' experience of the Proposed Development.

5.2 Proposed Development Description

- 5.2.1 The Proposed Development will comprise the demolition of the existing hotel building and structures and the development of the Site for office uses, flexible office/community use and student accommodation. The Proposed Development will be delivered in the form of two separate buildings, along with

associated internal and external amenity space, hard and soft landscaping, and associated highway works.

- 5.2.2 At 13 storeys in height, a block building (known as 'Block A') will provide the commercial office floorspace and be 97.71m above the existing ground level in height, to the top of the roof.
- 5.2.3 At 37 storeys in height, a tower building (known as 'Block B') will provide the PBSA and be 151.99m above the existing ground level in height, to the top of the roof.
- 5.2.4 Gross Internal Area (GIA) and Gross External Area (GEA) for the anticipated uses of the Proposed Development are described in **Table 5.1**.

Table 5.1 Floorspace Area by Use Class of the Proposed Development

Use Class	Gross Internal Area (GIA) (m ²)	Gross External Area (GEA) (m ²)
Commercial office	36,494	37,790
Student accommodation	30,590	33,749
Community Space	293	312
Total	67,377	71,851

- 5.2.5 The unit mix of the student accommodation is set out in **Table 5.2**.

Table 5.2 Proposed Unit Mix of PBSA

Unit Type	Total Units	Total Beds
Studio	272	272
Twodio ⁷	34	68
Threedio ⁸	34	102
6 Bed Cluster	44	264
7 Bed Cluster	44	308
Total	428	1,014

Appearance

- 5.2.6 The appearance of Block A (commercial building) will be determined by the steel structure (as shown in **Figure 5.4**). The 6m structural grid will provide the

⁷ Two bedrooms, with a shared shower room and a shared kitchen and dining area.

⁸ One ensuite room and two bedrooms with a shower room and a shared kitchen and dining area.

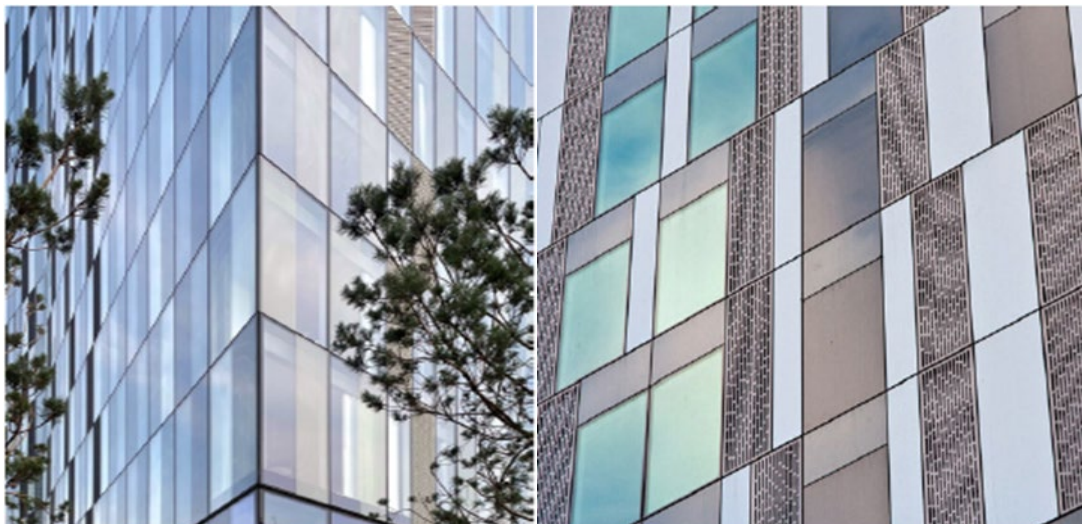
framework for a regular order. Columns will be located on the corners of the building, providing a picture frame to the building. The steel frame and cladding panels will provide solid elements to the front of the building.

Figure 5.4 Proposed appearance of Block A (office building)



- 5.2.7 Block B (student accommodation) will be covered in a panel system made up of glazed and metal panels. Further details will be added through the use of holes/gaps in the metal panels and glazing made of finely porous glass, forming a chequerboard effect over the front (as shown in **Figure 5.5**).

Figure 5.5: Proposed appearance of Block B (student accommodation)



Vehicular Car Parking

- 5.2.8 A series of eight disabled car parking spaces will be provided across the Site, six associated with Block A (office building) and two on Edge Street for Block B (student accommodation).

Vehicular Access

- 5.2.9 There will be two vehicular access points into the Site from River Street, connected within the Site to create a loop road around Block B (student accommodation). The western-most of these access points onto River Street will be located in the approximate location of the existing Premier Inn hotel car park access at the western edge of the Site. This is known as Edge Street and will provide access to the front of Block B (including two proposed disabled car parking spaces which will be located there) and will act as a route for servicing vehicles to access the service yard to the rear of Block B.
- 5.2.10 An additional vehicular access will be created running between the two buildings and provide access to the servicing area and the disabled parking spaces for Block A (office building). The proposed access will emerge onto River Street.

Pedestrian and Cycle Access and Cycle parking

- 5.2.11 The main pedestrian access to Block A (office building) will be at the north-east corner of the building, facing onto the junction of River Street and Medlock Street. An area of public space will be provided in front of the main entrance and will accommodate some cycle parking stands for short-stay cycle parking activity.
- 5.2.12 The main pedestrian access to Block B (student accommodation) will be via pedestrian access points along the River Street frontage and the Edge Street frontage, both facing onto new areas of public realm.
- 5.2.13 Long-stay cycle parking will be provided within each building. Block A (office building) will provide 284 long stay cycle parking spaces within the basement level and Block B (student accommodation) will provide 434 long stay cycle parking spaces at ground and mezzanine levels. Shower and changing facilities will be provided in the basement level of the Block A (office building.)

Public Space and Landscaping

- 5.2.14 The landscaping of the Proposed Development will deliver a series of urban spaces and streets that wrap around and go through the Proposed Development, as shown in **Figure 5.6**.

- 5.2.15 At the heart of the proposed landscaping will be a series of linear rain gardens proposed along River Street that will incorporate sustainable drainage, tree planting and an ecologically diverse planting scheme.
- 5.2.16 The linear garden will culminate in a new pocket park on River Street, providing seating opportunities within a green setting.
- 5.2.17 Semi-mature planting will be located along Medlock Street, River Street and Edge Street (as shown in **Figure 5.6**), to improve pedestrian experience, provide an instant setting for the Proposed Development and to help increase the number of trees growing in the city.
- 5.2.18 The soft landscaping of the Proposed Development will include:
- semi-mature trees;
 - trees in raised planters;
 - shrub planting; and
 - rain garden planting.
- 5.2.19 A total of 72 new trees will be planted to mitigate the loss of 29 trees during the demolition and construction process.
- 5.2.20 The rain gardens proposed along River Street will consist of level areas of planting with the growing medium set slightly lower than the adjacent surface. Hard surfaces will be laid to fall towards the rain gardens and water will be stored within the rain garden at the surface and will soak into the soils before being absorbed by the plants.
- 5.2.21 The planted areas will contribute to a sustainable drainage network and also to the biodiversity and amenity value of the public space.
- 5.2.22 Further detail is provided in the **Design and Access Statement** which forms part of the planning application package.

Figure 5.6: Proposed Landscaping



Biodiversity Net Gain

- 5.2.23 The Department for Environment, Food and Rural Affairs (DEFRA) Biodiversity Metric 3.1 methodology was used to demonstrate the change in biodiversity value from pre-development to post-development, with a 59.79% increase in the biodiversity value delivered by the Proposed Development.
- 5.2.24 Further detail is provided in the **Biodiversity Net Gain Assessment** which forms part of the planning application package.

Energy Strategy

- 5.2.25 The Proposed Development will follow an energy strategy which has been formulated in line with MCC's Energy Hierarchy: 'Be Lean, Be Clean and Be Green'⁹.
- 5.2.26 Air Source Heat Pumps (ASHPs) and photovoltaic (PV) panels will be provided to generate heating, hot water electricity within Block A (office building). The Proposed Development will use ASHPs to provide heating and hot water to Block B (student accommodation). There will be no need to for an energy centre on the Site.
- 5.2.27 Further information is provided in the **Energy Strategy** which forms part of the planning application package.

Sustainability Statement

- 5.2.28 The Proposed Development will incorporate sustainable design and construction methods, energy and water saving measures, waste reduction techniques and measures to enhance the ecological value of the Site. Some of the key sustainability features of the Proposed Development include, but are not limited to, the following:
- BREEAM: the Proposed Development will achieve a 'very good' rating for all spaces;
 - transport: the provision of a Travel Plan for the Site will include measures to encourage the uses of sustainable modes of transport;
 - materials: the Proposed Development will be designed to be durable and resilient, which will help reduce the need to repair and replace materials resulting from damage to exposed elements of the building and landscape;

⁹ MCC, 2012; Core Strategy Development Plan

- waste: the Proposed Development will minimise waste as much as possible in line with best practice efficiency benchmarks, through the provision of a communal bin store and dedicated recycling area; and
- landscaping: the maximisation of greening opportunities through the introduction of semi-mature trees, trees in raised planters, shrub planting and rain garden planting.

Drainage Strategy

5.2.29 The surface water Drainage Strategy will optimise the use of sustainable urban drainage (SuDS) features in line with best practice, national and local policy, and has been developed in discussion with relevant stakeholders. Key features that have been incorporated into the design include permeable paving/porous surfacing, green/brown roofs and blue roofs.

5.2.30 Below ground storage tanks and large diameter pipes will also be located on the Site to help manage surface water flows. Further information is provided in the **Flood Risk and Drainage Strategy** which forms part of the planning application package and is subject to further detailed design.

Waste Strategy

5.2.31 The proposed waste strategy for Block A (office building) will involve the collection of waste by cleaners at the end of the day, to be brought down to the ground floor bin store. Confidential waste will be disposed of accordingly by a relevant confidential waste contractor.

5.2.32 The proposed waste strategy for Block B (student accommodation) will include a waste chute within the building and students will press a button depending on the type of waste that is being deposited.

5.2.33 Students may have large waste/rubbish items which cannot be sent down the waste chute. To avoid problems, the management company will arrange for the students to bring their waste to specific bins in the refuse store for collection, under the supervision of the on-Site management team.

5.2.34 Further information is provided in the **Waste and Servicing Strategy Report** which forms part of the planning application package.

5.3 Demolition and Construction Programme and Activities

5.3.1 The Proposed Development will consist of one overall construction phase and is anticipated to take place over a 3-year period, from Q4 2023 to Q4 2026, subject to securing planning permission.

5.3.2 Given that it is currently unknown whether Block A or Block B would come forward first, for the purposes of the EIA, it has been assumed that Block A and

Block B would come forward at the same time, representing a worst-case scenario.

- 5.3.3 The demolition and construction methodology for the Proposed Development is detailed within **ES Volume 2, Chapter 5: The Proposed Development and Demolition and Construction Overview**.
- 5.3.4 In summary, the demolition and construction of the Proposed Development will include the mechanical demolition (i.e. no form of explosive demolition will be required) of the existing Premier Inn hotel on the Site, from the highest point downward. This will be undertaken prior to the construction of the Proposed Development commencing, along with the removal of floor slabs and below ground foundations.
- 5.3.5 There are also 29 trees across the Site which will be removed and it has been assumed that there are no other features that will be retained on the Site.
- 5.3.6 Following the demolition works, the existing ground (i.e. hardstanding) will be stripped and excavations works will be undertaken to create a proposed basement area below Block A (office building).
- 5.3.7 Once the relevant excavation works have taken place, below ground foundations will be installed and Block A (office building) and Block B (student accommodation) will be built out.

6.0 Summary of ES Topic Assessments

6.1 Introduction

- 6.1.1 Environmental effects have been assessed for the demolition and construction phase and operational phase for the majority of topics agreed with MCC through the EIA Scoping process, and these are summarised in the remainder of this section.

6.2 Socio-Economics

- 6.2.1 The baseline assessment noted that economic activity and employment rates are lower locally in Manchester in comparison to the wider Greater Manchester Combined Authority (GMCA) and nationally. The number of people claiming benefits primarily associated with unemployment remains notably higher in Manchester and the GMCA area than prior to the pandemic. This is coupled with relatively low rates of employment growth forecast over the period 2023-26 in both areas as well as the Bank of England's forecasts of recession in 2022 and expectation of unemployment growth nationally from 2023.
- 6.2.2 There is no overarching guidance which sets out the preferred methodology for the preparation of assessments of the likely effects of development proposals in terms of socio-economic impact. However, there are several methodological guides which cover key elements of the assessment. These have been drawn upon as appropriate within the assessment, with the Government's Homes and Communities Agency's Additionality Guide¹⁰, alongside statistical evidence published by organisations such as the Office of National Statistics (ONS), being of particular relevance to the assessment of economic impacts.
- 6.2.3 Embedded mitigation implemented during the Proposed Development's respective phases includes:
- demolition and construction: Site security and health and safety arrangements will be in line with the requirements set out in the Construction (Design and Management) Regulations 2015¹¹; and
 - operational: The Proposed Development will provide office floorspace and the design of the Proposed Development will be informed by 'Secured by Design' principles and appropriate measures to enhance community safety.

¹⁰ Homes and Communities Agency (2014) Additionality Guide (4th Edition).

¹¹ UK Government (2015). UK Statutory Instruments: The Construction (Design and Management) Regulations 2015.

- 6.2.4 Throughout the 3-year demolition and construction phase, the Proposed Development has the capacity to support an annual average of 475 full-time equivalent (FTE) jobs on and off Site. The effect on the labour force in Manchester and the GMCA area, as a result of employment generated during the demolition and construction phase, is considered to be moderate beneficial, which is significant.
- 6.2.5 Once operational, the Proposed Development has the capacity to support 2,200 gross direct on-Site jobs. The effect on the labour force in Manchester and the GMCA, as a result of employment generated during the operational phase, is considered to be major beneficial, which is significant.
- 6.2.6 An outline Local Benefits Proposal has been prepared and submitted as part of the planning application. This enhancement measure will seek to maximise the benefits to the local communities, as a result of the employment generated during the demolition and construction and operational phase. This could, for example, including communicating with local job centres and other private and third-party sector organisations to advertise and promote the uptake of available roles. Whilst this enhancement measure is proposed, the residual effects for the labour force in Manchester and the GMCA area are the same as that reported under the pre-mitigation scenario.

6.3 Air Quality

- 6.3.1 An assessment of potential air quality effects associated with the Proposed Development was undertaken.
- 6.3.2 The Site is located within an Air Quality Management Area which has been declared by MCC due to elevated pollutant levels. Local monitoring results also indicate that concentrations in the vicinity of the Site are above the relevant air quality standards.
- 6.3.3 Consultation was undertaken with MCC in order to agree the proposed assessment methodology and highlight any requirement to consider any additional elements.
- 6.3.4 A CEMP will be provided as embedded mitigation for the demolition and construction phase of the Proposed Development.
- 6.3.5 The use of ASHPs for the provision of heating and hot water has been considered as embedded mitigation for the operational phase of the Proposed Development.
- 6.3.6 During the demolition and construction phase, there is potential for air quality impacts as a result of fugitive dust emissions from the Site. These were assessed in accordance with the relevant best practice guidance. This indicated

that the potential risk of dust generated by demolition, earthworks, construction and trackout activities ranged between high and low.

- 6.3.7 During the demolition and construction phase, there is the potential for air quality impacts as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were predicted to be negligible (not significant) at all receptor locations.
- 6.3.8 During the operational phase, there is also the potential for air quality impacts as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were predicted to be negligible (not significant) at all receptor locations.
- 6.3.9 The potential for exposure of future occupants to poor air quality was also assessed using dispersion modelling. This indicated that pollutant concentrations were below the relevant air quality objectives and Air Quality Limit Value (AQLVs) across the Site. As such, mitigation measures were not considered necessary and the predicted effect is negligible (not significant).

6.4 Noise and Vibration

- 6.4.1 A noise and vibration assessment has been undertaken, based on environmental surveys, predictions and calculations for the Proposed Development.
- 6.4.2 The main sources of noise on the Site and surrounding receptors are road noise sources from Medlock Street and Mancunian Way.
- 6.4.3 The impact of noise during demolition and construction of the Proposed Development has been predicted and assessed in accordance with BS 5228: Code of practice for noise and vibration control on construction and open sites¹² guidance. Impacts from demolition and construction activities are predicted at the closest noise sensitive receptors to the works, with temporary negligible to moderate-minor adverse effects (not significant to significant) anticipated to arise. This takes into account the implementation of Best Practicable Means (BPM) and a CEMP.
- 6.4.4 The impact of noise from demolition and construction traffic has been predicted and assessed in accordance with criteria presented in the Design

¹² British Standards (BS) 5228-1:2009+A1:2014 & BS 5223-2:2009 Code of practice for noise and vibration control on construction and open sites.

Manual for Roads and Bridges (DMRB)¹³. The effect of demolition and construction traffic noise is anticipated to be negligible (not significant) at the highest sensitive receptor (i.e. residential properties).

- 6.4.5 The impact of vibration during demolition and construction of the Proposed Development has been predicted and assessed in line with BS 5228 guidance. At a distance of approximately 20m from the worst-case vibration source (i.e. the approximate distance between the worst-case vibration source and the nearest and most sensitive receptors), the effect of vibration is anticipated to be moderate-minor adverse at worst case, though likely negligible (not significant) in practice.
- 6.4.6 During the operational phase, plant noise is anticipated to have a negligible (not significant) effect on the nearest noise-sensitive (i.e. residential) receptors. Any noise from the proposed gym, to be located in the student accommodation, is predicted to have a negligible (not significant) effect on the nearest noise-sensitive receptors and adjoined student accommodation.
- 6.4.7 A Site suitability assessment has also been undertaken, to predict traffic noise levels at the front of the Proposed Development. Based on the assumption that internal noise levels provided in BS 8233 and MCC criteria will be achieved, the anticipated effect is predicted to be negligible (not significant).

6.5 Wind Microclimate

- 6.5.1 A wind microclimate assessment has been undertaken as the Proposed Development has the potential to introduce downdraughts into the public space within the Site, which could then accelerate around existing and proposed building corners, creating exceedances of the wind comfort and safety criteria.
- 6.5.2 A boundary layer wind tunnel assessment was conducted, which provided a reliable quantification of wind speed probability at a variety of accessible spaces in and around the Proposed Development. The industry standard criteria for wind microclimate assessments, the LDDC (London Docklands Development Corporation) variant of the Lawson criteria, has been employed for the assessment.
- 6.5.3 Wind conditions currently meet the criteria for pedestrian safety and comfort.
- 6.5.4 The wind microclimate has been assessed for the Proposed Development with the current soft landscaping proposals and surrounding landscaping.

¹³ Highways England (2020); Design Manual for Roads and Bridges, Sustainability & Environment LA 111 Noise and vibration Revision 2.

- 6.5.5 Following the introduction of the Proposed Development, wind conditions are generally suitable for designated pedestrian and occupant activities. Minor localised exceptions are predicted to occur at the main entrance on the western front of Block B and at thoroughfares across Medlock Street. These conditions are very marginal, local and seasonal exceedances and are not expected to materially differ from more comfortable uses. Therefore, they are still expected to be comfortable for use.
- 6.5.6 Conditions on the balconies of Block A are similarly suitable, with only very marginal exceedances outside the summer months. These conditions are expected to be suitable for comfortable occupant use and no mitigation is therefore required.
- 6.5.7 The introduction of robust landscaping to the south of the main entrance to the western front of Block B will mitigate the exceedances and create conditions suitable for use.
- 6.5.8 Following the effective implementation of the recommended mitigation measures proposed above, no significant residual effects are expected as a result from the Proposed Development during the operational phase. Only negligible (not significant) effects are anticipated to occur at the Site and surrounding areas.

6.6 Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

- 6.6.1 A daylight, sunlight, overshadowing, solar glare and light pollution assessment has been undertaken of the Proposed Development.
- 6.6.2 The daylight, sunlight and overshadowing assessments have been undertaken by reference to the Building Research Establishment (BRE) Guidelines and for all of the sensitive receptors surrounding the Site. To assess the surrounding existing residential properties, the BRE Guidelines provide two main methods for assessing daylight: 'Vertical Sky Component' (VSC) and 'No Sky Line' (NSL). For the assessment of sunlight, the approach considers the 'Annual Probable Sunlight Hours' (APSH) on a window. For the assessment of overshadowing, the approach considers the 'Sun Hours on Ground' (SHOG).
- 6.6.3 For the assessment of solar glare, an assessment of the duration and location of reflections visible to drivers at surrounding road junctions has been undertaken.
- 6.6.4 For the assessment of light pollution, the approach considers the Institute of Lighting Professionals (ILP) Guidelines for pre-curfew (6am-11pm) and post-curfew (11pm-6am) light levels hitting residential windows.

- 6.6.5 The baseline daylight sunlight and overshadowing assessment of the Site shows that there are moderate levels of compliance with the BRE Guidelines, in terms of the levels of daylight and sunlight received by sensitive receptors considered. This is due to the city centre context of the Site. In terms of overshadowing, all five amenity spaces assessed meet the BRE criteria, which demonstrates a very good level of compliance for the city centre context of the Site.
- 6.6.6 Solar glare and light pollution are not comparative assessments and so they are not considered in the baseline condition.
- 6.6.7 The potential daylight, sunlight, overshadowing, solar glare and light pollution effects during demolition and construction would gradually increase in magnitude as the massing of the Proposed Development increases. When considering the construction of the Proposed Development, the effects would be noticeable; however, such effects would be less than that of the completed Proposed Development.
- 6.6.8 During the operational phase, for daylight, a total of 2 buildings were assessed: City South Apartments and River Street Tower. It was determined that both buildings would experience overall moderate adverse effects, which would typically be considered to be significant; however, in this case, given factors such as the context of the Site, the moderate adverse effects are considered to be 'not significant'.
- 6.6.9 In terms of sunlight during the operational phase, one building (City South Apartments) was assessed and it was predicted to experience an overall moderate adverse effect, would typically be considered to be significant; however, in this case, given factors such as the context of the Site, the moderate adverse effect is considered to be 'not significant'.
- 6.6.10 During the operational phase, for overshadowing, the five amenity areas (within the City South Apartments) assessed were predicted to remain BRE compliant and so would experience a negligible (not significant) effect.
- 6.6.11 The solar glare assessment of the operational phase found that of the 24 road locations considered, one would experience a negligible effect and 23 would experience minor adverse effects, which are not significant.
- 6.6.12 The light pollution assessment undertaken for the operational phase has shown no impact from Block A (the office building) to the City South Apartments and River Street Tower. The proposed Block B (student accommodation) would, however, experience a moderate adverse (significant) effect. However, this effect will be reduced to not significant with the incorporation of mitigation measures, which could include the following:
- low visible light transmittance glazing;
 - occupancy sensors to all lighting;

- providing a detailed lighting design designed to minimise the illuminance levels to the west of the floor plan;
- the dimming of lights at the perimeter of the floor plan post-curfew; and
- automatic blinds post-curfew.

6.6.13 With the incorporation of one or more of the proposed mitigation measures, the residual light pollution effects would be negligible to the three existing receptor and future receptors.

6.6.14 In summary, no significant effects are anticipated to occur with regards to daylight, sunlight and overshadowing amenity to surrounding residential properties, solar glare to surrounding road locations, and light pollution to surrounding and future residential properties.

6.7 Built Heritage

6.7.1 A built heritage assessment has been undertaken to assess the likely significant environmental effects of the Proposed Development on the above ground historic built environment of the Site and the surrounding area during the demolition and construction and operational phases.

6.7.2 There are no designated or non-designated built heritage assets within the Site; however, there are assets within the wider area.

6.7.3 Directly to the east of the Site is a grouping of five grade II listed former mills and an associated mill chimney stack, dating to the late 18th or early 19th century. These comprise the following:

- Chorlton New Mill and attached chimney (grade II);
- Chorlton Old Mill (grade II);
- Mill on north east corner of junction with Chester Street (grade II);
- Mill Chimney Stack on the west side of junction with Cambridge Street (grade II); and
- the Former Cotton Mill on the west side of junction with Cambridge Street (grade II).

6.7.4 An assessment of the significance of designated and non-designated built heritage assets within a 500m radius Study Area of the Proposed Development has been undertaken, including an assessment of the contribution made by their setting. This is set out within the accompanying Heritage Assessment (**ES Volume 4, Appendix G**) and has been undertaken in accordance with best practice and guidance contained within the National Planning Policy Framework

(NPPF)¹⁴, Planning Practice Guidance (PPG)¹⁵, DMRB¹⁶ and Historic England guidance^{17, 18}.

- 6.7.5 Embedded mitigation has been proposed for both the demolition and construction and operational phases, including the use of hoardings during the demolition and construction phase that will secure the Site and the use of appropriate scale, mass and materiality during the operational phase.
- 6.7.6 Due to the extent of current inter visibility between the listed buildings to the east of the Site, it is concluded that there would be a temporary, minor adverse (not significant) effect on the identified heritage assets during the demolition and construction phase.
- 6.7.7 During the operation of the Proposed Development, due to the visual impact of the Proposed Development in views from the west, it is concluded that there would be a negligible (not significant) effect on the identified heritage assets.

6.8 Climate Change

- 6.8.1 The contribution of the Proposed Development to climate change from the release of greenhouse gases (GHGs) during construction (including demolition of the existing hotel building) and its subsequent operation has been evaluated.
- 6.8.2 Predicted construction and operational GHG emissions have been considered in the context of existing GHG emissions from the existing operational hotel on Site, the MCC administrative area and North-West England, and also to future carbon budgets set for Manchester and to help achieve “carbon neutrality” by 2050.
- 6.8.3 Within this context, emissions from the construction and operation of the Proposed Development are largely of negligible magnitude (i.e. less than a 1% change in emissions), except when comparing construction emissions of the Proposed Development to Manchester’s carbon budget for that demolition and

¹⁴ Ministry of Housing, Communities and Local Government (MHCLG), (2021); National Planning Policy Framework.

¹⁵ Department for Levelling Up, Housing and Communities and MHCLG, (2021); Planning Practice Guidance.

¹⁶ Design Manual for Roads and Bridges 2020 (DMRB) ((LA 104 Environmental Assessment and Monitoring) and (LA 106 Cultural Heritage Assessment)).

¹⁷ Historic England Good Practice Advice Note 3: The Setting of Heritage Assets (2017).

¹⁸ Historic England Good Practice Advice Note 2: Managing Significance in Decision Taking in the Historic Environment (2015).

construction period (i.e. 2023-26), where a small increase (i.e. between a 1% and 5% change in emissions) is predicted.

- 6.8.4 Furthermore, the construction and operational stage GHG emissions performance of the Proposed Development is in line with, or better than, benchmarks published by the Royal Institute of British Architects (RIBA) to help ensure new buildings meet the UK's "net zero carbon" target by 2050. As a result, the Proposed Development is considered to make an appropriate contribution to the UK's net zero trajectory for a project of this type, during both demolition and construction and operation.
- 6.8.5 Embedded mitigation measures contributing to this performance include an "all-electric" energy strategy, including solar panels and low carbon heating (such as heat pumps) in place of traditional heating systems which use fossil fuels (e.g. gas boilers) and, therefore, have greater climate change impacts.
- 6.8.6 In view of the above, the Proposed Development is considered to have only a minor adverse effect in relation to climate change, which is not significant (in accordance with guidance from the Institute of Environmental Management & Assessment (IEMA)).

6.9 Townscape and Visual Impact Assessment

- 6.9.1 The Proposed Development has been assessed in the Townscape and Visual Impact Assessment (TVIA) for its effect on townscape character areas and a number of views of the Site.
- 6.9.2 The townscape assessment of the TVIA considered the townscape character, urban grain, land use, building heights, movement and linkages and public open space/public realm surrounding the Site. The Site character was also taken into account.
- 6.9.3 The TVIA also established a set of viewpoint locations from which 'before' and 'after' views were provided. The study area was centred on the Site and was limited to location from which the Site can be seen or from which the Proposed Development will be seen. The views assessed are presented in **Figure 6.1**.
- 6.9.4 Embedded mitigation during the demolition and construction of the Proposed Development was considered to be the enclosure of the Site with hoarding/fencing; the adoption of a Traffic Logistics Plan (TLP) (or equivalent); and the control of intrusive lighting through the implementation of best practice measures. Embedded mitigation during the operation of the Proposed Development was considered to be the modern style of the Proposed building complementing the modern buildings within the surrounding area; the high-quality appearance design as well as an improved area of public realm; and

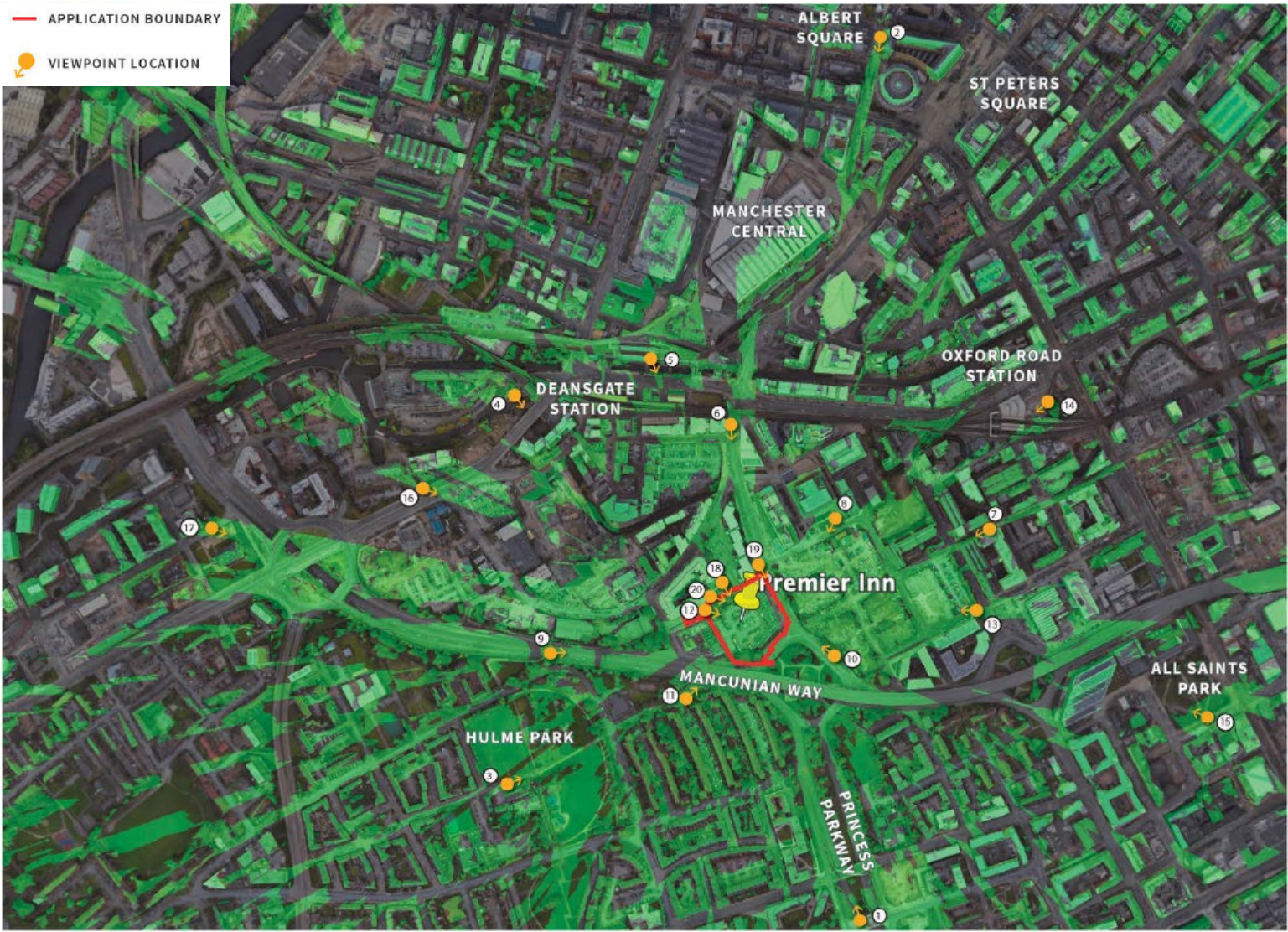
new high-quality landscape and street planting to all sides of the Proposed Development. No additional mitigation measures were proposed.

6.9.5 The demolition and construction of the Proposed Development was considered to lead to minor adverse (not significant) effects on the townscape character and Site character, and no change or negligible adverse (not significant) effects to moderate adverse (significant) effects on views assessed. Whilst effects that were identified as moderate or greater were considered to be significant, any adverse effects would be temporary and would be superseded by beneficial or neutral effects once the Proposed Development is complete and operational.

6.9.6 The operation of the Proposed Development was considered to lead to:

- a moderate beneficial (significant) effect on townscape character;
- a minor beneficial (not significant) effect on urban grain, land use, and movement and linkages surrounding the area.
- a moderate beneficial (significant) effect on building heights and public open space/public realm surrounding the area and Site character; and
- moderate beneficial (significant) effects on views 2, 5, 6, 7, 10, 11, 12, 18 and 19. The effects on all other views were no change or negligible to minor beneficial (not significant).

Figure 6.1: Views Assessed



6.10 Cumulative Effects

6.10.1 There are two types of cumulative effects: Intra-Project effects which result from the interaction of individual effects from the Proposed Development on a particular receptor and Inter-Project effects which result from the combined effects of other projects alongside the Proposed Development. Details of the cumulative schemes can be found in **ES Volume 2, Chapter 3: EIA Methodology**.

Intra-Project Effects

6.10.2 Individual impacts that have the potential to interact during the demolition and construction phase were considered and it was determined that there would be no interactive effects during the demolition and construction of the Proposed Development.

6.10.3 Individual impacts that have the potential to interact during the operational phase were considered and it was determined that there would be no interactive effects during the operation of the Proposed Development.

Inter-Project Effects

6.10.4 There will also be some significant cumulative effects when considering the Proposed Development with the surrounding committed schemes. Significant beneficial cumulative effects will result from:

- the generation of demolition and construction employment;
- changes to the urban grain;
- changes to land use;
- changes to movement and linkages; and
- changes to the character and amenity of viewpoint 13.

6.10.5 Significant adverse cumulative effects will also result from:

- demolition and construction noise and vibration; and
- decrease in the quality of the setting of heritage assets from the presence of mobile cranes, visible machinery, earthworks and material management and demolition and construction traffic movement.

7.0 Conclusion

7.1.1 **Table 7.1** outlines the significant residual effects which have been considered likely to occur during both the demolition and construction and operational phases, once measures have been put in place to minimise any likely adverse environmental effects, and in some cases, enhance the benefits from the Proposed Development.

Table 7.1: Significant Residual Effects

Topic	Residual Effect
Socio-Economics	
Demolition and Construction	Employment generation (moderate beneficial)
Operation	Employment generation (major beneficial)
Air Quality	
Demolition and Construction	None
Operation	None
Noise and Vibration	
Demolition and Construction	Demolition and construction noise and vibration on City South (moderate-minor adverse)
	Demolition and construction noise and vibration on Canvas Students Manchester (i.e. the River Street Tower student accommodation to the west of the Site) (moderate-minor adverse)
Operation	None
Wind Microclimate	
Demolition and Construction	None
Operation	None
Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution	
Demolition and Construction	None
Operation	None
Built Heritage	
Demolition and Construction	None
Operation	None
Climate Change	
Demolition and Construction	None
Operation	None
Townscape and Visual Impact Assessment	
Demolition and Construction	Changes to character and amenity of viewpoint 7 (moderate adverse)
	Changes to character and amenity of viewpoint 10 (moderate adverse)
	Changes to character and amenity of viewpoint 11 (moderate adverse)

Topic	Residual Effect
	Changes to character and amenity of viewpoint 12 (moderate adverse)
	Changes to character and amenity of viewpoint 18 (moderate adverse)
	Changes to character and amenity of viewpoint 19 (moderate adverse)
Operation	Changes to townscape character area (moderate beneficial)
	Changes to building heights (moderate beneficial)
	Changes to public realm and open space (moderate beneficial)
	Changes to Site character (moderate beneficial)
	Changes to character and amenity of viewpoint 2 (moderate beneficial)
	Changes to character and amenity of viewpoint 5 (moderate beneficial)
	Changes to character and amenity of viewpoint 6 (moderate beneficial)
	Changes to character and amenity of viewpoint 7 (moderate beneficial)
	Changes to character and amenity of viewpoint 10 (moderate beneficial)
	Changes to character and amenity of viewpoint 11 (moderate beneficial)
	Changes to character and amenity of viewpoint 12 (moderate beneficial)
	Changes to character and amenity of viewpoint 18 (moderate beneficial)
	Changes to character and amenity of viewpoint 19 (moderate beneficial)
Cumulative Effects	
Demolition and Construction	Employment generation (major beneficial)
	Noise and vibration (moderate adverse)
	Decrease in the quality of the setting of heritage assets (moderate adverse)
Operation	Employment generation (major beneficial)
	Changes to the urban grain (moderate beneficial)
	Changes to land use (moderate beneficial)
	Changes to movement and linkages (moderate beneficial)
	Changes to the character and amenity of viewpoint 13 (moderate beneficial)

temple

CREATING SUSTAINABLE FUTURES

Manchester

Express Building
3 George Leigh Street
M4 5AD
Manchester

+44 (0)161 509 4900

enquiries@templegroup.co.uk

templegroup.co.uk