



No.3, Circle Square Non-Technical Summary

July 2022

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1. Introduction

Introduction

- 1.1. This Supporting Statement accompanies an application for Full Planning Permission being submitted by Bruntwood Circle Square 12 Ltd (“the Applicant”) for the redevelopment of No. 3 Circle Square, Plot 12 of the Circle Square Masterplan, Oxford Road, Manchester (the “Site”). The Applicant is seeking Planning Permission for the erection of a 15 storey office building, new public realm and a refuse store (“the Proposed Development”).
- 1.2. Circle Square is a strategic regeneration site within The Corridor area of Manchester City Centre. The proposal comprises phase 2 of the Circle Square Masterplan and covers an area approximately 0.96 hectares.
- 1.3. This document is a summary of the Environmental Impact Assessment (EIA) process in non-technical language. The Environment Statement (ES) sets out the findings for a full EIA which has been carried out to assess the impacts of the development.
- 1.4. The full findings of these studies and of the overall ES are presented in a comprehensive set of documents that can be viewed during normal office hours at the Planning Department of Manchester City Council (MCC) or online at www.manchester.gov.uk.

Project Background

- 1.5. The Site is located at the southern edge of Manchester City Centre. It is within the Circle Square Masterplan. It is part of a wider vision to provide a mixed-use neighbourhood in the area, creating inspiring workspace, stylish living space, and innovative retail and leisure all centred on a new city park. The Site has previously been known as Plot 12 of the Circle Square Masterplan but is now known as No.3 Circle Square.
- 1.6. A rare opportunity for large scale, comprehensive regeneration within Manchester City Centre arose in 2009 when the BBC announced that they would be relocating from their existing base at New Broadcasting House, Oxford Road to MediaCity:UK in Salford Quays. The Former BBC Site is around 4 hectares and is bounded by Oxford Road, the River Medlock and Princess Street, the Mancunian Way and Charles Street. In order to ensure that any development on the Site would contribute to the sustained economic growth and competitiveness of the City and deliver employment-led regeneration, Manchester City Council’s Executive Committee endorsed a Strategic Regeneration Framework (SRF) in July 2013.
- 1.7. Bruntwood acquired the Masterplan Site in March 2015 and developed, with their development partner, a concept Masterplan to deliver on this vision. This proposed a comprehensive, employment-led mixed use redevelopment of the Site seeking to deliver some 1.2 million sq. ft commercial office space; other business/research space; a new residential neighbourhood; ground floor retail and leisure space; and a series of public realm interventions that would see the Site becoming a vibrant new district, legibly connecting in to the wider city centre fabric. The Masterplan was endorsed in April 2015. The buildings that form Phase 1 of the Masterplan have now been completed.
- 1.8. The Proposed Development assessed as part of this EIA represents Phase 2 of the Masterplan and comprises a stand-alone application for Plot 12 of the Masterplan, ensuring a robust assessment of the future impact of the Proposed Development against the baseline and emerging on-site context. Subject to planning permission being granted, construction of the Proposed Development will commence with initial works in Q4 2022, with an anticipated completion date of end of 2024.

The Site benefits from an Extant Consent (ref: 125451/FO/2019 (as amended). approved by Manchester City Council in February 2020 for a Ground Plus 14 storey office building with ground floor commercial units. This application was supported by an Environmental Statement and suite of technical assessments that concluded that the proposal was acceptable and of an appropriate scale and massing.

Future phases of the masterplan

- 1.9. Two further development phases are set out within the Endorsed Masterplan, ensuring the comprehensive re-development of Circle Square within a circa 10 year timeframe. Phase 2 and Phase 3 will see the delivery of commercial offices, hotels and further public realm.
- 1.10. Phase 2 of the development comprises the delivery of Plot 12 for commercial office space, the subject of this Planning Application. Plot 12 will provide approximately 22,238 sq.m (GIA) commercial office floorspace to support the objectives of the Circle Square Masterplan to deliver employment-led regeneration in an area of the City Centre that is undergoing significant commercially led regeneration.

The Environmental Impact Assessment

- 1.11. The Environmental Impact Assessment (EIA) process is a procedure used to determine the potential environmental effects of a proposed development. The Environmental Statement (ES) is the document containing the findings of the EIA.
- 1.12. A formal Request for an EIA Screening and Scoping request was submitted to MCC on 30 May 2022 following ongoing liaison with the Local Planning Authority regarding the Scope of the ES. We have received a number of responses and a full formal response is due to be received following submission of the planning application.
- 1.13. As part of this scoping process the following topics have been scoped out:
- Acoustics
 - Agricultural Circumstances
 - Archaeology
 - Air Quality
 - Aviation
 - Ecology
 - Electronic Interference - Television, FM Radio and DAB Radio Reception
 - Ground Conditions
 - Heritage
 - Human Health
 - Socio-Economic
 - Transport
- 1.14. The technical chapters that were scoped out were not considered likely to cause significant effects, and a separate planning report has been prepared as appropriate.
- 1.15. Full results of the EIA process are presented within Volumes 1-2 of the ES.
- 1.16. Volume 1 of the Environmental Statement has been prepared by Deloitte and includes:
- Introduction
 - EIA Methodology
 - Site Description and Proposed Development
 - Alternatives and Design Evolution
 - Construction Phasing and Methodology
 - Climate Change
 - Daylight, Sunlight and Overshadowing
 - Townscape and Visual Impact
 - Water Quality, Drainage and Flood Risk
 - Wind Microclimate
 - Type 1 Cumulative Effects
 - Summary of Residual Impacts
- 1.17. Volume 2 contains the Technical Appendices to support the ES.
- 1.18. This Statement forms Volume 3, the Non-Technical Summary of the technical reports

Project Team

1.19. Details of the EIA Technical Team are set out in the table below:

Expertise	Consultant	Qualifications
Applicant	Bruntwood Circle Square 12 Ltd	
EIA Coordination and Town Planning	Deloitte	Members of CIWEM and ICE, IEMA
Climate Change	Elemental	MIEMA, CEnv
Sunlight, Daylight and Overshadowing	GIA	Members of the RICS
Townscape and Visual Impact	Planit	CMLI (Chartered Member of the Landscape Institute)
Water Quality, Drainage and Flood Risk	Curtins	Members of CIWEM and ICE
Wind Microclimate	Nove Fluid Mechanics	MEng ACGI PhD MRAeS

Planning Context

1.20. Throughout the design process and the EIA process, full regard has been had to Government Advice (in the form of the National Planning Policy Framework (NPPF)) and guidance set out in the relevant local planning policy documents. The application proposals have also been prepared by the project partners in consultation with Manchester City Council and a range of technical stakeholders. A full review of the proposals against planning policy is provided in the Supporting Planning Statement.

Construction Programme

1.21. Subject to planning permission, the construction programme for Plot 12 will span a period of approximately 26 months. Within this period there will be elements of piling, ground works and foundations, frame construction, façade cladding, internal fit-out and landscaping works. Construction of the Proposed Development will commence with initial works in Q4 2022, with an anticipated completion date of end of 2024.

2. Description of the Proposed Development

Site Description

- 2.1. The Site is located in Manchester City Centre and is approximately 0.96 ha. The Site bounded by Newman Street (formerly Brancaster Road) to the north, Princess Street to the east, Cloak Street and the Mancunian Way to the south and Manchester Technology Centre to the West.
- 2.2. Part of the Site, where the proposed office building will sit, most recently comprised the construction compound for Sisk, the contractors developing the other plots on the Circle Square Masterplan. It is now cleared and hoarded, awaiting development.
- 2.3. Outside of the hoarding, there is an area of temporary grass adjacent to the MCSP and car parking adjacent to Manchester Technology Centre used by Bruntwood staff, in addition car parking is included under the Mancunian Way again solely used by Bruntwood staff.
- 2.4. Sorton Street and Cloak Street also served as a continuous link through the Site, however both roads have been stopped up. In addition, there is an access off Newman Street to the car parking associated with Manchester Technology Centre.
- 2.5. A substation is located to the south of the Site adjacent to the Mancunian Way. There are no trees on or adjacent to the Site.

Site Context

- 2.6. Circle Square sits at the heart of Manchester Oxford Road Corridor, a hub of scientific research and a home to a growing and thriving community of institutions, students and professionals.
- 2.7. To the west of the Site is Manchester Technology Centre, in use as a commercial office building with retail units located on the ground floor. Bruntwood's 'Hatch' development is located adjacent to the Manchester Technology Centre and beneath the Mancunian Way and provides a range of flexible retail and leisure uses.
- 2.8. Directly to the north of the site is Princess House, the River Medlock and Vita Student, beyond this to the north west is the remainder of Circle Square.
- 2.9. To the east of the Site, beyond Princess Street, lies the University of Manchester North Campus comprising several buildings used for education and research purposes. ID Manchester, a partnership between the University of Manchester and Bruntwood SciTech, will be a world class Innovation District extending from the Charles Street Multistorey Car Park to Manchester Piccadilly Station.

Planning History

- 2.10. Since they acquired the Site, Bruntwood and Select Property Group have been developing the Masterplan concept and have submitted a number of planning applications that set the tone for the long term positive redevelopment of the Masterplan Site. These planning applications are summarised in the table below:

Phase of Development	Application Reference Number	Description of Development	Date of Approval	Status
Complete				
Enabling Works	109647/FO/2015/C1	Site preparation works including demolition of existing structures on site, removal of below ground structures, re-grading of the site, processing of removed materials, diversion of existing utilities and drainage connections, erection of perimeter hoarding and removal of 5 trees (4 adjacent to River Medlock and 1 adjacent to Brancaster Road)	06/10/2016	Complete
Phase 1A	110055/FO/2015/C1 (Plots 10 and 11)	Development comprising the erection of 1no. 12 floor serviced apartment building (Sui Generis) (Building 10) (384 units) with ground floor ancillary areas including reception, residents hub and associated facilities and 1no. part 14 floor part 18 floor serviced apartment building (Sui Generis) (Building 11) (220 units) with ground and mezzanine floor ancillary areas including reception, residents hub and amenities, plus commercial units (Use Class A1, A2, A3, A4, B1, D2) and associated access, landscaping and cycle parking facilities to include landscaping to Brancaster Road.	08/01/2016	Complete
Phase 1B	111025/FO/2016/C1 Plots 2, 3 and 4	Blocks 2,3 and 4 - Erection of two buildings (18 and 14 storeys (Blocks 2 and 4)) comprising offices (Class B1) with ground and mezzanine floor commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only)) and rooftop restaurant (Class A3) with associated external terrace (Block 4), creation of public green space with pavilion building (Block 3) for events space / uses within Classes A1, A3, A4, D1(Exhibition Hall / Public Hall only) , D2(Concert Hall / Music Hall only)(Sui Generis) accessed from ground level within basement level below alongside creation of areas of public realm including tree planting and all associated access and servicing.	02/06/2016	Complete
	111026/FO/2016/C1 (Plots 5 and 6)	Blocks 5 and 6 - Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room/ gardens, ground and mezzanine floor residential amenity uses including a gym,, plus lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping.	01/07/2016	Complete

Phase of Development	Application Reference Number	Description of Development	Date of Approval	Status
	111027/FO/2016/C1 (Plots 7 and 8)	Blocks 7 and 8 - Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping.	06/07/2016	Complete
	111028/FO/2016/C1 (Plot 14)	Block 14 - Demolition of any existing structures and erection of multi-storey car park (1028 spaces including 50 disabled) in 10 storey building, with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)) and associated access, servicing, landscaping and cycle parking facilities.	23/06/2016	Complete
	113832/FO/2016 (Plot 14)	Block 14 - Demolition of any existing structures and erection of part 12, part 18 storey building to comprise a multi-storey car park (maximum 1,100 spaces including 55 spaces for disabled car users) (ground to 11th floor) a hotel (150 beds) (12th to 17th floor) and an energy centre (ground floor and mezzanine) with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (drinking Establishment), B1 (Offices), D1 (Non-Residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)).	18/11/2016	Complete
Plot 9	114863/FO/2016	Erection of 18 storey serviced apartment building (384 units) with ancillary retail (A1, A2, A3, A4), residents hub and associated access and landscaping.	09/03/2017	Complete
Extant Permissions				
Plot 12 (Now referred to as No. 3 Circle Square)	125451/FO/2019	Erection of new 15 storey building plus basement to include basement plant room, ground floor reception, cycle store and commercial space (flexible Use Classes A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), D1 (Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only) and 14 storeys of offices (Use Class B1) together with rooftop lounge and terrace, associated means of access and external landscaping around base of building	07/02/2020	Extant.

Historic Environment

- 2.11. The Site does not contain any listed buildings or sit within a Conservation Area.
- 2.12. The Whitworth Street Conservation Area is located to the north of the Masterplan, visible from the Site along Princess Street. There are a number of listed buildings in the vicinity, including inter alia: the Grade II Listed Oddfellows Hall and 94-98 Grosvenor Street to the south, beyond Mancunian Way; the Grade II listed Lass O’Gowrie pub on Charles Street; and Grade II* Palace Hotel, Grade II Listed Oxford Road Station and Grade II Listed Dancehall on Oxford Road.

Proposal

- 2.13. The Proposed Development comprises of a 15 storey office building, new public realm and associated works, including back of house and ancillary areas. The building has been designed by Bridge Architects. The landscaping surrounding the building has been designed by Planit-IE, the landscape architect across the masterplan.
- 2.14. The formal description of development is as follows:
- “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, refuse store and other associated works”**

Use and Amount

Description	Area / Number
Site Area	0.964 ha
Floorspace (Use Class E)	33,238 sq. m GIA / 36,448 sq. m GEA including 962 sq. m (NIA) of flexible commercial space
External Roof Terraces	268 sq. m GEA
Cycle Parking	122 internal cycle parking spaces, 30 visitor external cycle parking spaces
Car Parking	0 - Car Free Development

3. Alternative Options

Consideration of Alternative Options

- 3.1. The EIA Regulations require the ES to identify the alternatives that were considered during the design process. The EIA has considered the 'Do Nothing' alternative, the use of alternative locations, alternative uses and alternative designs and layouts.

The 'do nothing' Alternative

- 3.2. The "do nothing" option represents the existing situation on the Site, which is an underutilised brownfield Site. The Site was previously cleared as part of the enabling works for the Circle Square Masterplan and was recently occupied by the construction site cabins for the development of the wider masterplan, but is now unused following completion of Phase 1. The Site is currently accessed from Newman Street.
- 3.3. In its current state, the Site does not contribute to the local area and is therefore not maximising its economic and regeneration potential. From a townscape perspective, the Site does not provide any vitality or natural surveillance within the local area.
- 3.4. On a city centre scale, the Site is located in a highly prominent and strategic location. As such, it is imperative that the Site is redeveloped to maximise the significant planning and regeneration benefits that will flow from redevelopment and to underpin the revitalisation of the local economy.
- 3.5. The Site is subject to an endorsed Strategic Regeneration Framework (2013) and Masterplan (2015), which identifies it as a key strategic area for regeneration. The Site's redevelopment is expected to bring socio-economic and regeneration benefits to Greater Manchester. Manchester's Core Strategy (2012) Policy CC1 'Primary Economic Development Focus: City Centre and Fringe' states the City Centre (within which the Site is located) is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development over the plan period.
- 3.6. In addition, the Extant Consent for office use illustrates the desire for the Site to be developed.
- 3.7. The "do nothing" scenario has been discounted due to the established need for regeneration of the Site, and the potential socio-economic benefits it is anticipated to bring. The Site is considered suitable for the Proposed Development as it is brownfield land, and suitable for commercial development in terms of its urban location and good transport links. A number of key benefits would also be missed should the Site not be redeveloped, as set out below:
- The scale and potential of the proposed building, in combination with the public realm and active ground floors will generate substantial footfall to the Site and significantly improve connections between the City Centre and the Site.
 - The proposed building will be a gateway into the Circle Square creating a link between Oxford Road and Princess Street. Enhancements to Newman Street will integrate surrounding streets and communities via Princess Street into Circle Square. This will provide access to all the opportunities that the area will deliver.
 - Creating high density employment within one of Manchester City Centre's priority regeneration areas and key strategic employment locations, and maximising the economic potential of this highly accessible Site.
 - Retail, commercial and ancillary uses at the lower floors will encourage activity and vitality to the area and provide natural surveillance to the wider area.
 - The unique mix and exceptional quality of the Proposed Development is intended to transform the character of the area, creating a new community based within a new neighbourhood, which becomes a magnet for future developments.

- The proposed public realm enhancements particularly as part of Symphony Gardens will introduce new species into the area, creating an increase in biodiversity.
- The development will meet an identified need for high quality commercial development within the City Centre.

Consideration of Alternative Locations

- 3.8. The Site is a large strategic Site within a key area of Manchester City Centre. It is subject to the endorsed Former BBC Site Strategic Regeneration Framework (Manchester City Council Executive Committee, June 2013) and an endorsed Circle Square Masterplan (Manchester City Council Executive Committee, April 2015).
- 3.9. In this context, alternative locations for regeneration within the city centre were considered at an earlier stage of the planning process and this has defined the proposed use for the Site.
- 3.10. The Site is within Manchester City Centre, and has the potential to provide economic, regeneration, and employment benefits which will contribute to wider strategic aims of the region. It is brownfield land, previously in use for temporary car parking and construction compound, and its selection for regeneration is supported by a range of policy documents, as discussed in the Planning Statement submitted in support of the planning application. Furthermore, the Extant Consent confirms the appropriateness for an office use at the Site.
- 3.11. The Site's urban location, transport links, brownfield nature, and ability to sustainably contribute to wider strategic aims are key elements in its selection as a suitable Site for mixed-use commercial and residential development.
- 3.12. Therefore, this chapter does not consider alternative Sites within the context of the planning application, as the Site's selection occurred beforehand through the Strategic Regeneration Framework processes and development Masterplan.

Consideration of Alternative Uses

- 3.13. In order to ensure that any development on the Site would contribute to the sustained economic growth and competitiveness of the city and deliver employment-led regeneration, Manchester City Council's Executive Committee endorsed the Former BBC Site Strategic Regeneration Framework (SRF) in July 2013.
- 3.14. Circle Square was identified as one that could become one of the most significant opportunities for jobs and investment in the region for many years and the SRF makes it clear that the Site should deliver a commercially-led, employment generating development and create a critical mass of economic activity to promote and encourage investment and growth opportunities. The SRF also recognised that non-employment generating uses would be required where they support the delivery of investment e.g., in public realm, which supports the key objective of establishing the wider Site as a strategic employment location.
- 3.15. The Proposed Development fully reflect this and will deliver a commercial office development as identified in the SRF and Masterplan. The exceptional quality of the Proposed Development is intended to contribute to the transformation of the character of the area, by delivering the third commercial building in the masterplan. The quality of the Proposed Development is consistent with the previous phases of development. From a wider planning point of view, the Proposed Development will provide an addition to the quality and type of commercial floorspace available helping to support the creation of a mixed use community alongside existing residential blocks.
- 3.16. The mix of uses in the Proposed Development complies with the objectives of planning policy at all levels including the NPPF and NPPG. The NPPF sets out in Paragraph 81 that significant weight should be placed on the need to support economic growth and productivity. It notes that this is particularly important where Britain can be a global leader in driving innovation and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 3.17. The NPPG sets out in Paragraph 126 that good design is a key aspect of sustainable development, creating better places in which to live and work and helps make development acceptable to communities. Paragraph 134 also sets out that great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area.

- 3.18. For the reasons above, alternative uses were discounted as the proposed commercial development contributes to the Site's viability and deliverability, while the employment uses will provide an important asset to the local and regional community.

Design Evolution

- 3.19. The form of the Proposed Development has been influenced by a range of factors, including location, surrounding uses, landscape character, and technical constraints at the Site.
- 3.20. The design has evolved over a period of many months of detailed investigation in search of the optimum arrangement in urban, architectural and technical terms.
- 3.21. The design team has investigated solutions to resolve the building size, façade colour and elevation design of the building so that the Proposed Development can be as good as it can be both for the new occupiers, residents and users as well as for the City.
- 3.22. The design of the building has developed from the Extant Consent (ref: 125451/FO/2019) to better the approved scheme in terms of the operation of the building. The building is designed to be Net Zero Carbon in operation and a commitment has been made by Bruntwood for the building to achieve a minimum NABERS rating of 5 (with 5.5 being the aspiration). In addition, and following the redevelopment of the Masterplan, including the success of Symphony Park, the public realm strategy has enhanced. This has provided the opportunity to revisit and improve on the design of the building and public spaces created.
- 3.23. The brief is to create a c.350,000 sq. ft. best-in-class office building with modern, flexible floorspace that meets the requirements of modern businesses to attract users in Bruntwood's target sectors. Vibrant external spaces, enhancing connections throughout Circle Square, are to be created alongside a landscaped garden for all to enjoy.
- 3.24. This has resulted in a re-designed building that is of a similar height and slightly larger footprint than that approved. In addition, an extensive area of public realm is proposed creating a less formal softer space with the introduction of plants, shrubs and trees providing a differentiated green space within the City Centre.
- 3.25. The Proposed Development has been developed in consultation with the Local Planning Authority, Statutory Consultees, key stakeholders and adjoining owners and occupiers. As part of the consultation process, the following key stakeholders have been engaged:
- Manchester City Council (Planning, Highways and Environmental Health)
 - Greater Manchester Police.
 - Transport for Greater Manchester.
 - Greater Manchester Archaeological Advisory Service.
 - Local Residents and Businesses
- 3.26. The strategic principles and design drivers identified for the Proposed Development were:
- Maximising the benefits of its City Centre location;
 - Contributing to the Circle Square, in line with the Masterplan;
 - Opening up connections within and through the Site;
 - Contributing to the creation of sustainable neighbourhoods with a distinctive sense of place;
 - Reinstating the historic grid pattern; and
 - Providing a landmark, high-quality development to showcase Manchester on the world stage.

- 3.27. Sustainability principles have also been incorporated throughout the design process. Key considerations included:
- Sustainable high-quality design.
 - Targeting a BREEAM Excellent rating.
 - Committing to NABERS 5, with an aspiration of 5.5.
 - Significantly reducing carbon emissions through developing an energy efficient building.
 - Promoting biodiversity.
 - Complementing sustainable transport measures and increasing accessibility.
 - Managing of water and energy resources.
 - Encouraging waste minimisation.

Alternative Designs

- 3.28. Various design iterations were developed, tested and reviewed in determining the optimum solution for the Site
- 3.29. The massing of the proposed building is established by the principles set out in the Circle Square Masterplan and the Extant Consent. However, the building footprint has been extended and there is a nominal overall increase in building height from the previously approved. The Proposed Development comprises the erection of a 15 storey building. The simple form is reflective of the wider masterplan and delivers large, flexible open floorplan office space to meet market demand.
- 3.30. The building facades have been evolved in consideration of Net Zero Carbon (NZC), buildability, programme, cost and aesthetics. The key design variations relative to the previously consented scheme are:
- Increased plot size (to take into account loss of Plot 13)
 - Re-location of main building entrance to Symphony Park/ Symphony Gardens orientation
 - Rationalisation of core, to provide more open/ flexible floorplates
 - Additional floor plate (with minimal overall impact on consented building height)
 - Omission of basement levels
- 3.31. Various design iterations were however developed, considered and evolved in creating the Proposed Development as now submitted for planning permission and fully detailed in the Design and Access Statement by Bridge Architects. The current proposals are considered to represent the most appropriate design solution in response to the Site opportunity.

Summary

- 3.32. Alternative options have been considered throughout the design process in order to develop the optimum viable solution which delivers on the Council's objectives of the Circle Square Masterplan, is respectful to its setting and makes a positive contribution to the emerging townscape around this part of the City.
- 3.33. The Proposed Development has been influenced by consultation with a variety of stakeholders. Public comments will continue to be considered during the planning post-submission process.
- 3.34. A summary of the consultation process undertaken can be found in Chapter 2, EIA Methodology of the Environmental Statement and in the Statement of Consultation submitted in support of the planning application.

4. Construction Management and Phasing

Introduction

- 4.1. This chapter of the ES describes the proposed construction programme and the likely activities that will be undertaken. Detailed consideration of potential impacts during the construction process and any necessary mitigation measures are provided in each relevant chapter of the ES. It should be read in conjunction with **Figure 5.1 (Site Logistics)** and **Appendix 5.1 Construction Management Plan**.
- 4.2. The main aim throughout the construction period is to minimise impact on the surrounding properties and roadways for the duration of the work. Close collaboration with all project teams of all construction projects will be maintained at all times to achieve this aim.
- 4.3. The following narrative explains this methodology and timescales envisaged at the time of the planning application. More detailed proposals will be developed prior to commencement on Site. This will include preparation of detailed plans to incorporate Construction Management, Construction Phase Health and Safety, Environmental Management as well as Site Waste Management, Logistics and Traffic Management.

Programme

- 4.4. Subject to planning permission, the construction programme will span a period of approximately 26 months. Within this period there will be elements of piling, ground works and foundations, frame construction, façade cladding, internal fit-out and landscaping works. The construction programme will be phased as set out below.

Substructure

- 4.5. The initial works will involve the installation of the piling mat in November 2022, from here in early 2023, piles and substructure works will be carried out and completed. Initially we will focus on completing the foundations for the core as this will enable us to begin the concrete core as the remainder of the substructure works are being completed. A tower crane will be erected in to facilitate the concrete core construction.

Superstructure - Concrete core and steel frame

- 4.6. Once the core foundations are completed and while the remaining pile caps and ground beams are being installed, the concrete core slip form will commence. When the concrete core is completed, the steel frame construction will commence and another tower crane will be erected and used for the steel frame Installation. The precast stairs will be installed using the first tower crane and when completed, both tower cranes will then be used for the erection of the steel frame.
- 4.7. The concrete composite floors will start installation once the steel frame is up to level 8 and both activities will be completed in phases around and up the building until completion.

Envelope – Roof and façade

- 4.8. Works to the envelope include the installation of the weather boarding system, window installation, brickwork and curtain walling. These works will commence from mid-late summer of 2023 and all works will be completed from fixed mast-climbers located around the building perimeter.
- 4.9. Due to logistical constraints, there will be limited storage on site, a lot of the materials will be stored off site where practical and delivered to site on a 'just in time' basis.

- 4.10. Works to the roof structure will be progressed in late spring of 2024 on completion of the roof slab. Rain water will be controlled during the build process by utilising temporary water proofing, drainage solutions and de-watering techniques so as to remove any unnecessary build up of water on site.
- 4.11. The envelope works are expected to be complete by the late summer of 2024.

Internal Fit Out & Commissioning

- 4.12. Internal fit out works include the installation of substations, partitions and ceilings, M&E installations, wall and floor finishes and internal Joinery. The fit-out works will run concurrently with the envelope works, albeit staggered slightly for sequencing and water tightness purposes.
- 4.13. Careful coordination of the fit-out works will be implemented due to the restricted footprint of the build and again, materials will be delivered to site on a 'just in time' basis. Offsite construction methods will be encouraged where possible. M&E central plant will be delivered to site in time for installation and commissioning periods. The M&E commissioning period will take place towards the end of the fit-out phase, Witnessing and statutory authority inspections will conclude the commissioning process.

External Works & Symphony Gardens

- 4.14. The Proposed Development includes the forming of a new road and the construction of Symphony Gardens. All these works will commence towards the end of the project in late summer of 2024 and will be completed as part of the overall project for the end of 2024.

Hours

- 4.15. The programme has been developed based upon normal working hours in line with Manchester City Council Guidance of 07:30 to 18:00 Monday to Friday and 08:30 to 14:00 on Saturdays. Outside of these hours, any works that take place will have been agreed in advance with the Council. Access to Site will be permitted 30 minutes prior to the working day commencing with noise kept to a minimum for the first hour of each shift. Any further out of hours working will be generally limited to internal fit out operations.
- 4.16. The close proximity of the neighbouring residents is noted and as such this methodology will be followed ensuring that the programme and working hours are adhered to in order to protect residential amenity.

Construction Methodology

- 4.17. The following is a brief overview of the methodology to be adopted for the construction and fit-out of the development. This section also considers general logistics as well as traffic management for the movement of material to the disposal of waste from the development.

Site Logistics

- 4.18. For the duration of the project, we will be locating our site offices and welfare on the existing Bruntwood car park located under the Mancunian Way and the location is shown below. The offices and welfare are in close proximity to site and provide ample accommodation for site staff, operatives, and visitors alike, Access to the sites from here will be through a pedestrian access gate located in the hoarding of both the welfare area and site. Further details of this can be found in the 'Contractors Staff and Operative Site Access' section of the Construction Management Plan.
- 4.19. Access to the Site will be controlled by electronic finger print recognition through a secure metal turnstile. This will not only monitor operatives' movements but also prevent unauthorised public access during and out of working hours. The main gates will be locked secure at all times with the exception of when a delivery is being made. The gates will be manned by a qualified banksman who will co-ordinate traffic, bank deliveries as well as ensure Newman Road and associated pavement areas are kept clear from debris and materials.
- 4.20. It is envisaged that construction vehicle access into Plot 12 will utilise a one-way delivery system for access and egress on the Site. Deliveries will access the development from Oxford Road, onto Newman Street and into the Site, deliveries will then exit the Site onto Princess Street either via Newman Street or directly from Site onto Princess Street.

- 4.21. Material storage on the site is limited, all supply chain members will co-ordinate their respective needs with the site gateman and deliveries team. All deliveries will need to be booked in on an online delivery system. This will help alleviate construction traffic in the surrounding area. Materials will be offloaded from the vehicle directly to the point of use wherever possible.
- 4.22. A footpath or partial footpath closure will be required on Princess Street for the duration of the project (full details to be confirmed with MCC Highways). Delivery routes / information will be provided to all contractors with an emphasis on utilising the main route (Oxford Road and access via Princess Street). Any significant deliveries (cranes / piling rig) will be coordinated with neighbouring sites to mitigate any disruption.
- 4.23. Double access vehicle gates and single pedestrian gates will be provided to the compound area in the Site ensuring that segregation from the general public is maintained. Where required, appropriate wheel and vehicle washing facilities will be placed to ensure delivery vehicles leave the Site clean and tidy.
- 4.24. Waste materials will be placed in skips and these will be removed on a regular basis. Food waste from canteens and eating areas will be contained with a small covered skip to prevent the encouragement of vermin.
- 4.25. The site will also be monitored out of hours by a tag guard system whereby if the motion sensors/beams are broken, a locally appointed security guard will be immediately notified and attend site to investigate and deal with the situation as necessary, as the work progresses the security will upgrade to that of a static guard.

Construction

- 4.26. The works generally comprise of the following:
- Creation of piling mat substrate
 - Piling perimeter wall and column locations
 - Excavation and removal of material to the basement within the piled perimeter
 - Construction of pile caps
 - Construction of retaining walls
 - Formation of tower crane base
 - Installation of tower crane
 - Construction of concrete core and steel frame
 - Installation of façade glazing
 - Roof coverings
 - Installation of internal mechanical and electrical systems including main lifts
 - Fit-out including walls, floors and ceilings and final finishes
 - Completion of external works
 - Removal of permanent hoardings and temporary gates
 - Decant from Site and opening of the development

Infrastructure

- 4.27. The works generally comprise of the following:
- Drainage connection to main foul adjacent to the Site
 - Rainwater discharge
 - Electrical connection
 - Mains water connection to main situated adjacent to the Site
 - Telecoms and data infrastructure connections

Traffic Management Plan

- 4.28. It is envisaged that construction vehicle access into Plot 12 will utilise a one-way delivery system for access and egress on the Site. Deliveries will access the development from Oxford Road, onto Newman Street and into the Site, deliveries will then exit the Site onto Princess Street either via Newman Street or directly from Site onto Princess Street.
- 4.29. A Site wide construction phase traffic management plan is being developed to address the following issues:
- Integration of traffic management scheme with surrounding construction developments and calming measures.
 - Access, egress, drop off and turning areas.
 - Temporary and/or permanent alterations to local traffic routes (both vehicular and pedestrian).
 - Additions, alterations and positions of any temporary signage, road markings or protection barriers.
 - Pedestrian access around Site and relevant protection, lighting and signage schemes.
 - Temporary suspension/relocation of any parking bays or bus stops.
 - Segregation of plant, materials and pedestrians on Site and safe access routes between welfare and Site areas.
 - The provisions of car parking, off and on Site, and public transport strategy for staff and operatives.
 - Loading bays, hoist positions and tower crane areas.
 - Any other measures to ensure the safe integration of pedestrians, cyclists and road users both on, off and surrounding development.

Deliveries

- 4.30. Delivery routes for the major materials and items of plant will be as per the section above. Deliveries will endeavour to be delivered outside of peak traffic hours to minimise local disruption and the normal workings of the surrounding properties. Construction traffic routes will be specified and agreed with MCC as part of a Construction Management Plan to be prepared ahead of commencement of development. As set out above, deliveries will be undertaken via the Site access and within the Site boundary.

Parking

- 4.31. There is no provision for parking within the footprint of the Site or the construction welfare compound. However, there is a MSCP next to the project and it will provide safe and controlled parking.

Health and Safety

CDM

- 4.32. The project will be carried out in accordance with the Construction, (Design and Management) Regulations 2015, and all other relevant legislation and guidance.

Construction Materials

- 4.33. There are no materials at this stage of the design process which are considered to generate a risk to construction personnel which will be unfamiliar to an experienced contractor. The hazards arising from the use of wet cement, epoxy resins and solvent based paints can be expected and appropriate measures to minimise any risk will be a requirement of the main contractor.

Site Security and Safety

- 4.34. Protecting the public from risks to their health and safety arising from the construction work is a high priority. Every care will be exercised to prevent risk to members of the public and appropriate action, including the erection of perimeter fencing to a specified standard will be taken.

- 4.35. Vandalism and theft of plant, equipment, materials and fuel is possible throughout the duration of the development. We will take appropriate action, as described in previous sections, to ensure the Site is secure at all times from unauthorised access. As described previously, the Site will have metal turnstile access system controlled by an individual proximity fob system. In the event of a lost or stolen fob, the system can be updated to prevent this fob being used again in the future.

Environmental Management

- 4.36. An Environmental Plan will be developed by the main contractor(s) to address and monitor the following issues;
- Applicable environmental legislation.
 - Pollution
 - Nuisance (noise, vibration, dust, emission and light).

Environmental Legislation

- 4.37. Applicable environmental Legislation will need to be identified in a register, to ensure that appropriate systems are put in place in order to comply with the legal requirements in question.

Pollution

- 4.38. Established procedures will be utilised to ensure the prevention of water and ground pollution, relating to the following risk activities:
- Earthworks
 - Concrete works (including washing out of concrete delivery vehicles and pumps)
 - Storage and movements fuels, oils, chemicals and other such fluids
 - Cleaning (including plant, machinery and wheel washing)

Nuisance

- 4.39. Principal concerns include the potential nuisance caused by noise and vibration associated with construction activities such as demolition, excavation, cutting, breaking out and plant movements. Mitigation measures will be considered to include low noise options, noise attenuation techniques and the carrying out certain activities during agreed hours of the day.
- 4.40. In addition, concerns relate to air quality and emissions from construction activities in the form of dust and fumes, the degree of dust deposition is usually dependent on the nature of the works. Increased levels of dust are most likely to occur during Site activities related to demolition (of which is generally being undertaken during the enabling work stage), piling, moving construction traffic and ground works.
- 4.41. In order to minimise dust and fumes, we will consider the following;
- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable
 - Dampening down of exposed stored materials, which will be stored as far from sensitive receptors as possible;
 - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
 - Avoidance of activities that generate large amounts of dust during windy conditions;
 - Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
 - Avoid dry sweeping;
 - Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site, This may require the sweeper being continuously in use;
 - Ensure vehicles entering and leaving the site are covered to prevent escape of materials during transport;
 - Minimisation of vehicle movements and limitation of vehicle speeds to 5mph

Public Relation

- 4.42. The contractor will ensure that regular contact is made with local residents and community groups to ensure they are kept up to date with general progress on the Site, respond to issues promptly and transparently.
- 4.43. Risks of noise, dust and air pollution will be considered for each proposed activity and associated mitigation measures will be implemented.
- 4.44. The contractor will be obliged to follow the Considerate Constructor's scheme.

Waste Management Strategy

- 4.45. In line with the 'Site Waste Management Plan Regulations 2008' a Site waste management plan (SWMP) will be developed by the principal contractor(s) and agreed with Manchester City Council.

Operational Waste Removal

- 4.46. All waste generated during the construction phase will be disposed of using skips that have been supplied by reputable suppliers. Waste management licenses and waste carrier's licenses will be obtained from all suppliers prior to removing the waste from site thus ensuring that all waste has been dealt with in accordance with the regulations.
- 4.47. Any hazardous waste i.e. empty spray paint cans, oily rags etc will be disposed of in the site hazardous waste drums. Once these are full, they will be collected and disposed of by GMI's designated waste management contractor.
- 4.48. Some of the waste produced during the construction phase will be recyclable and the waste collection contractor will segregate (off site) all the waste that can be recycled. All spoil arisings from the groundworks will either be removed from site or used as capping material where permitted. Designated skips will be used to recycle other waste.
- Effective management of waste on site will consist of the following measures;
 - Closed skip container (food waste etc.)
 - Regular clean-up of the site
 - Careful handling and transportation to avoid damage
 - Efficient ordering
 - Off-site manufacturing (where possible).
 - Skips will be located in the site storage compound.

5. Climate Change

- 5.1. The climate impacts associated with the Proposed Development have been assessed, addressing the product, construction, operational use (excluding B1) and end of use stages of the proposed development. The emissions have been assigned a level of significance to demonstrate the residual impact of the scheme, in accordance with the latest IEMA guidance and RIBA 2025/2030 targets.
- 5.2. The baseline condition of the Site is considered to have a minor impact on the climate, as the site will be affected by the Green House Gas emissions related to the current infrastructure of the wider scheme. The stages which will present the most significant impact on the environment are the construction (A1-A5) and operational (B4-B7) emissions prior to any mitigation measures. To reduce the impact of these stages, mitigating action should be taken which aligns with the GLA's Whole Life Carbon Assessment and Circular Economy Statement.
- 5.3. Following mitigation measures, the residual impact of the scheme is considered to be adverse, and the level of significance has been determined to be moderate to minor.

6. Daylight, Sunlight and Overshadowing

- 11.1 An assessment has been undertaken to establish the likely significant effects of the Proposed Development upon the amount of daylight and sunlight received by properties adjacent to the Site. The assessment has been undertaken in accordance with the methodologies set out in The Building Research Establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice 2011, 2nd edition'.
- 11.2 To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight, one associated with the amount of daylight available at the window, Vertical Sky Component (VSC), and one associated with the amount of daylight visible throughout a room, No Sky Line (NSL). Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 11.3 For the assessment of sunlight, the approach considers the amount of available sunlight that can be seen at the windows serving a room based on the average, or probable, sunlight that occurs during an average year. This is known as Annual Probable Sunlight Hours (APSH). Windows are checked to see if they are facing 90° due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.
- 11.4 The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that:
- "the guidelines are intended for use for rooms in adjoining dwellings where light is required, including living rooms, kitchens and bedrooms."*
- 11.5 The scope of residential properties that have been assessed has been determined through professional judgement, considering their orientation and proximity to the Proposed Development.
- 11.6 The following properties are defined as receptors and will be considered due to their proximity to the Site, and their use:
- Vita Living
 - Montana House
 - Princess House, 144 Princess Street
- 11.7 The baseline conditions around the site were assessed to understand the levels of daylight and sunlight to existing surrounding residential properties.
- 11.8 A total of 278 windows facing the Site serving 115 rooms within three buildings were assessed for VSC and NSL for daylight and 56 rooms were assessed for APSH for sunlight within three buildings.
- 11.9 Out of the 278 windows assessed for daylight, 83 (30%) meet the BRE guidelines for VSC. For NSL, 72 (63%) of the 115 rooms assessed meet the BRE criteria. For sunlight, 44 (79%) of the 56 rooms assessed meet the BRE criteria for both Winter and Annual APSH.
- 11.10 Overall, this baseline scenario is considered a low level of compliance due to the city centre context of the Site.
- 11.11 Planning permission was approved on the Site in February 2020 (ref: 125451/FO/2019) for a 15-storey office building. The impact associated with this extant permission was considered appropriate during its determination, as such there is an expectation of a reduction in daylight and sunlight amenity. The Proposed Development comprises a similar scale building that is the same number of storeys, albeit slightly taller as a result of the structural approach, with a larger footprint that extends westward.

- 11.12 The impacts on daylight and sunlight to surrounding receptors are comparable for the extant permission and the Proposed Development.
- 11.13 Whilst there are some additional localised impacts due to the proposed massing, the overall significance of these impacts are unchanged from the extant permission and the Proposed Development.
- 11.14 In the Proposed Scenario, out of the 278 windows assessed for daylight, 61 (22%) meet the BRE guidelines for VSC. 64 (56%) of the 115 rooms assessed meet the BRE criteria for NSL. The effects identified are negligible to moderate adverse in nature and are therefore considered to be not significant in EIA terms. Given the context of the Site and nature of effects, no mitigation is considered necessary.
- 11.15 For sunlight, 39 (70%) of the 56 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are negligible to moderate adverse in nature and are therefore considered to be not significant in EIA terms. Given the context of the Site and nature of effects, no mitigation is considered necessary.
- 11.16 The residual environmental effects with the proposed development in place are as follows:

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
Construction Phase				
Daylight	Scoped Out	-	-	-
Sunlight	Scoped Out	-	-	-
Operational Phase				
Daylight	Vita Living	None Required	N/A	Minor Permanent Adverse (Non-Significant Effect)
	Montana House	None Required	N/A	Negligible Permanent Adverse (Non-Significant Effect)
	Princess House	None Required	N/A	Moderate Permanent Adverse (Non-Significant Effect)
Sunlight	Vita Living	None Required	N/A	Minor Permanent Adverse (Non-Significant Effect)
	Montana House	None Required	N/A	Negligible Permanent Adverse (Non-Significant Effect)
	Princess House	None Required	N/A	Moderate Permanent Adverse (Non-Significant Effect)

7. Townscape and Visual Impact

- 7.1. The Site forms part of the Circle Square Masterplan. The Circle Square Masterplan and Delivery Strategy was endorsed by Manchester City Council's Executive Committee in April and July 2015. The first phase comprised Plots 2, 3, 4, 5, 6, 7, 8 and 14 of the Circle Square Masterplan. These developments are now complete and form part of the baseline for this application and EIA.
- 7.2. There are no heritage designations within the Site.
- 7.3. The Site is located within the city centre, in an area defined as 'The Corridor' townscape character area within the Local Plan Strategy. The Corridor contains major educational and medical institutions located alongside a linear route (Oxford Road) in a variety of large scale buildings.
- 7.4. The Site is currently surrounded by hoarding and is mostly hardstanding, and has been used as a construction compound for building works around the masterplan area. There is no vegetation on Site or permanent structures.
- 7.5. The Site forms a 'gap' in the built development and with no permanent land use, buildings or designated green space it currently detracts from the Circle Square masterplan and wider city centre.

Methodology

- 7.6. The Townscape and Visual Assessment (TVIA) was carried out in April-June 2022 by Planit-IE Ltd, a registered practice of the Landscape Institute with considerable experience in landscape and visual assessment. The Assessment was carried out in accordance with the "Guidelines for Landscape and Visual Impact Assessment" (the Guidelines).
- 7.7. A three-stage assessment process has been adopted for assessing impact. Firstly, the nature of receptors (sensitivity) has been assessed, and secondly, the nature of effects (magnitude) likely to result from the proposed development has been assessed. From this, the overall significance of the identified effects on receptors have been assessed. Whilst there would be a degree of professional judgement involved in determining the significance of townscape and visual effects, they can broadly be determined by the interaction of the sensitivity of the receptor and the magnitude of change. This methodology is in accordance with the Guidelines.

Summary of Likely Effects and Mitigation

- 7.8. The implementation of good site management, maintenance and housekeeping would ensure that the temporary deterioration to townscape character and visual amenity will be kept to a practical minimum. Despite these better practice measures, there would still remain inevitable adverse effects during construction works.
- 7.9. The Proposed Development has been designed through an iterative process, which avoids, reduces or offsets potential impacts on townscape and views, minimising the need for additional mitigation. The extent of mitigation 'designed in' to the Proposed Development means that townscape and visual effects are likely to remain as residual effects after any supplementary mitigation has been implemented. It is possible to identify some broad impacts that may arise during the construction phase relevant to townscape and views:
- Site setup and site compound (visual effects).
 - Site/boundary fencing (visual effects).
 - Site clearance (townscape character and visual effects).
 - Ground Works including site remediation, levelling & preparation (visual effects).
 - Highways alterations (movement and linkages – townscape effects).
 - Contractor parking, plant and equipment (visual effects).
 - Creation of Symphony Gardens and built development (townscape and visual effects).
- 7.10. Townscape effects include impacts on the following identified townscape receptors:

- Townscape character;
- Urban grain;
- Land use;
- Building heights;
- Movement and linkages;
- Public open space, and;
- Site character.

- 7.11. Due to the poor quality and under-use of the existing Site, there are not predicted to be any significant townscape effects during the construction phase.
- 7.12. There are predicted to be significant beneficial effects during the operational phase for movement and linkages (moderate beneficial), public open space (moderate beneficial) and site character (major beneficial). The beneficial effects on movement and linkages are as assessed for the consented scheme (future baseline). The consented scheme predicted 'no change' to the effects on public open space. The current assessment therefore predicts a substantial improvement to public open space as a result of the Proposed Development due to the inclusion of Symphony Gardens when compared to the future baseline.
- 7.13. The following key views have been identified:
- Viewpoint 1: View from junction of Princess Street/Whitworth Street;
 - Viewpoint 2: View from junction of A34/Charles Street;
 - Viewpoint 3: View from Sackville Street;
 - Viewpoint 4: View from Mancunian Way pedestrian island;
 - Viewpoint 5: View from junction of Upper Brook/Grosvenor Street, and;
 - Viewpoint 6: View from Oxford Road down Brancaster Road.
- 7.14. There are predicted to be moderately significant effects during the construction phase on viewpoints 3 and 4 due to the clear views of construction works and close-range of the views. The effects are predicted to be 'neutral' in nature however, and are not considered to be harmful. The assessment of a neutral effect has been determined due to the ongoing construction that has been undertaken within the wider context. The Proposed Development will symbolise the final stages of regeneration within the Circle Square development. Redevelopment of the Site will involve revitalisation and reuse of an area which is currently visually very poor, and detracts from the wider Circle Square masterplan area.
- 7.15. The visual effects for the operational phase are as predicted for the consented scheme (future baseline), and are beneficial in nature. There are predicted to be significant beneficial effects for view 3 (moderate beneficial), and view 4 (moderate beneficial)

Table 8.10 Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e. Temporary/Permanent)
Construction Phase				
Minor neutral effects	Townscape character	None	N/A	Minor neutral effects. Temporary. Minor significance.
Minor neutral effects	Urban grain	None	N/A	Minor neutral effects. Temporary. Minor significance.
No Change	Land use	None	N/A	No Change. Temporary. Not Significant.
Minor neutral effects	Building heights	None	N/A	Minor neutral effects. Temporary. Minor significance.
Minor neutral effects	Movement and linkages	None	N/A	Minor neutral effects. Temporary. Not Significant.
No Change	Public open space	None	N/A	No Change. Temporary. Not Significant.

Minor neutral effects	Site character	None	N/A	Minor neutral effects. Temporary. Minor significance.
Minor adverse effects	Viewpoint 1	None	N/A	Minor adverse effects. Temporary. Minor significance.
Minor neutral effects	Viewpoint 2	None	N/A	Minor neutral effects. Temporary. Minor significance.
Moderate neutral effects.	Viewpoint 3	None	N/A	Moderate neutral effects. Temporary. Minor significance.
Moderate neutral effects.	Viewpoint 4	None	N/A	Moderate neutral effects. Temporary. Minor significance.
Minor neutral effects	Viewpoint 5	None	N/A	Minor neutral effects. Temporary. Minor significance.
Minor neutral effects	Viewpoint 6	None	N/A	Minor neutral effects. Temporary. Minor significance.
Operational Phase				
Minor beneficial effects	Townscape character	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Minor beneficial effects	Urban grain	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Minor beneficial effects	Land use	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Minor beneficial effects	Building heights	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Moderate beneficial effects	Movement and linkages	None	N/A	Moderate beneficial effect. Permanent. Moderately significant.
Moderate beneficial effects	Public open space	None	N/A	Moderate beneficial effect. Permanent. Moderately significant.
Major beneficial	Site character	None	N/A	Major beneficial effect. Permanent. Moderately significant.
Minor beneficial effects	Viewpoint 1	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Minor beneficial effects	Viewpoint 2	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Moderate beneficial effects	Viewpoint 3	None	N/A	Moderate beneficial effect. Permanent. Moderately significant.
Moderate beneficial effects	Viewpoint 4	None	N/A	Moderate beneficial effect. Permanent. Moderately significant.
Minor beneficial effects	Viewpoint 5	None	N/A	Minor beneficial effect. Permanent. Minor significance.
Minor beneficial effects	Viewpoint 6	None	N/A	Minor beneficial effect. Permanent. Not significant

8. Water Quality, Drainage and Flood Risk

- 8.1. The scope of the assessment is based on the guidance set out in the National Planning Policy Framework, Planning Practice Guidance, and the Non-statutory Sustainable Drainage Technical standards (2015). An assessment of the flood risk to and from the site has been carried out and mitigation recommended to ensure flood protection.
- 8.2. The process includes assessing the freely available flood maps from the Environment Agency, correspondence with stakeholders and CCTV surveys to assess the flood risk to the development. A drainage strategy has been developed in accordance with NPPF, PPG and the Non-Statutory Sustainable Drainage Technical standards and Building Regulations Part H (Drainage and Waste Disposal), 2010. Statutory guidance for building drainage and sewerage.
- 8.3. The Site comprises of brownfield land is bound by Newman Street (formerly Brancaster Road) to the north, Princess Street to the east, Premier Inn and MSCP, and Mancunian Way to the south and Manchester Technology Centre to the West.
- 8.4. The majority of the existing site lies within Flood Zone 1, with the Northern boundary of the site located within Flood Zone 2, the site is also at a residual risk of Reservoir flooding. The potential environmental impacts relate to flood risk to and from the site and potential for increased contamination risk in the operational and construction phase.
- 8.5. The receptors considered for the Environmental Statement chapter are:
- The Proposed Development site and site end user
 - Wider Catchment Area
 - Local Watercourses
 - Water supply and Sewer infrastructure
 - Groundwater Quality
- 8.6. Each receptor has been assessed against the significant environmental risks identified for the proposed development and given a pre-mitigation risk status. Mitigation is then recommended for each risk and receptor to reduce the impact of the scheme on the environment.
- 8.7. The environment impacts of the scheme are higher in the construction phase. These are typically related to material storage, waste management and maintenance/refuelling activities on plant. As such the risk can be monitored and mitigated by regular maintenance and site set up. Once the scheme is in place, the risk to the water environment is reduced by design as recommended by the EA, LLFA and set out in the SuDS guidance.
- 8.8. Following the mitigation, the risk to the environment is considered **negligible** and therefore **not significant** for the operational phase and the maximum risk during the construction phase is **Minor- adverse** and therefore **not significant** and will be managed through on-site monitoring and site management.

9. Wind Microclimate

- 9.1. A boundary layer wind tunnel study has been carried out by NOVA Fluid Mechanics Ltd to assess the wind microclimate for the Proposed Development.
- 9.2. The boundary layer wind tunnel study has enabled the pedestrian level wind microclimate at the to be quantified and classified in terms of suitability for current and planned usage, based on the industry standard Lawson criteria for pedestrian comfort and safety.
- 9.3. The study combines measured pedestrian level wind speeds at key areas in and around the Development Site with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria. This defines the type of activities for which the wind conditions would be safe and comfortable.
- 9.4. On the basis of the wind tunnel modelling, the following conclusions have been drawn:
- Wind conditions around the existing site are suitable, in terms of pedestrian safety and comfort, for the existing uses, with the sole exception of the outdoor seating area on the south-west corner of the Vita Living building to the north-west, which is suitable for short-term sitting / standing only.
 - With the introduction of the Proposed Development in existing surrounds wind conditions remain suitable, in terms of pedestrian safety and comfort, for intended uses at the vast majority of locations.
 - Whilst there are some minor localised exceedances, in terms of comfort only, at a few corners along the thoroughfares and in the outdoor seating to the west of the south-west corner of the Proposed Development, wind conditions are still expected to be tolerable, if not entirely suitable for the intended uses.
- 9.5. Consequently, the assessment has not identified any significant adverse impacts with respect to the wind microclimate for the Proposed Development, meaning that no wind specific mitigation is required, and the residual effects will be **negligible** to **minor adverse** and **not significant**.



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