

Town and Country Planning Act 1990

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Application no. 137226/FO/2023

Proposal: Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.

Location: Part of Plot C and Plot E, Great Jackson Street, Manchester M15 4NP

Applicant Renaker Build Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, Hanover Building, Corporation Street,
Manchester M4 4AH

Statement under Regulation 29 of the above Regulations

The City Council has taken the environmental information (as defined in the EIA regulations) into consideration in the determination of this application. During the EIA process it was considered that the development could give rise to significant effects as set out in the submitted Environmental Statement (ES) and ES Addendum, the report to the Planning and Highways Committee and the Delegated Report. It is considered that any significant environmental effects can be mitigated to overcome potential adverse impacts of the development as outlined below.

Air Quality

The site is in an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance and a construction management plan. A condition requiring a Demolition Management Plan is recommended for phases 3 and 4 (conditions 99 and 139) and a Construction Management Plan (CMP) is recommended for each phase (conditions 20, 60, 100 and 140) to ensure that mitigation measures are carried out.

In terms of the operational development, the Air Quality Assessment concludes that no specific mitigation measures are required for the homes. Car usage could have an impact on air quality and the proposal incorporates measures to reduce air quality impacts, including: up to 20% Electric Vehicle Charging Points on a demand-led basis; 100% cycle parking spaces; improvements to pedestrian and cycle links; and Travel Plan implementation. Conditions are recommended to ensure these measures are carried out for each phase (conditions 38, 78, 118, 158 (air quality); 46, 89, 126, 166 (cycle parking); 49, 89, 129, 169 (EVCs); and 48, 88, 128, 168 (travel plan)).

Climate Change

The likely Green House Gas (GHG) emissions of the proposal have been considered in terms of:

- Whole life embodied carbon emissions;
- Operational carbon emissions;
- Operational transport emissions;
- The global climate as the relevant environmental receptor.

The whole life embodied carbon emissions estimated to be generated by the homes and the commercial space part of the proposed development are likely to be minor adverse (not significant).

The effect from operational energy emissions for the domestic and non-domestic parts of the proposed development are considered likely to be minor adverse (not significant).

Based on the magnitude of carbon emissions from transport and it being the highest contributor (76%) to the overall carbon emissions from the proposed development, the operational transport carbon emissions are expected to be major-moderate adverse (significant).

To reduce the whole life embodied emissions, the emphasis will be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency.

Mitigation of the operational transport emissions should include encouraging the use of public transport through measures proposed in the Travel Plan and the installation of EV charging infrastructure, both of which are conditioned, in order to achieve a negligible or moderate-minor (non-significant) residual effect for the emission categories assessed. The following conditions are attached to mitigate the impacts on climate change for each phase: 99, 139 (DMP), 20, 60, 100, 140 (CMP); 53, 92, 132, 172 (ESS); 49, 89, 129, 169 (EVCs); 46, 86, 126, 166 (cycle parking); 48, 88, 128, 168 (travel plan); 50, 90, 130, 170 (highway works); and 22, 62, 102, 142 (landscape).

Daylight, Sunlight and Overshadowing

The application was accompanied by a daylight and sunlight analysis, which found that the overall impacts of the development in terms of daylight, sunlight and overshadowing on surrounding and future developments would be negligible to moderate adverse, which is considered to be not significant in EIA terms and no mitigation measures are required.

Noise and Vibration

Noise levels as a result of construction work during the construction period are expected to lead to negligible to moderate adverse impacts if no mitigation measures are in place. Construction impact should be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods should be used wherever practicable and appropriate acoustic screening should be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be negligible to minor adverse (not significant). The impact of construction vibration on existing sensitive receptors is expected to be negligible (not significant).

During the operational development there is expected to be long-term potential environmental noise from building services plant. This should be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required to meet the noise emissions criteria at each noise sensitive receptor at and around the

site. Limits have been set for all non-emergency plant at 5dB below the typical background for each façade of the blocks. Limits for emergency plant have been set at 10dB above the typical background. Conditions ensuring mitigation measures are employed to achieve acceptable noise conditions from plant are attached. With these mitigation measures a negligible impact (not significant) should be achieved.

The minimum required sound insulation performance of the curtain wall to the dwellings of the proposed development has been identified. Compliance with the performance criteria should ensure that the impact of environmental noise levels at the site on the occupants of the proposed development is negligible (not significant). The acoustic report has shown that the internal noise criteria should be achieved with the recommended glazing specifications. All apartments should be provided with MVHR with summer bypass and the level two overheating assessment has shown that vents only need to be open for one hour per day in July and August and can be closed at night. A detailed acoustic mitigation scheme will need to be submitted once the detailed design of the façade has been confirmed to show compliance with the acoustic report. This is conditioned.

External noise criteria have been specified for the allowable levels of activity noise egress from the proposed amenity spaces and commercial units. Compliance with the criteria should lead to negligible noise effects at sensitive receptors. Any additional mitigation measures to the base build for all the non-residential uses will need to be agreed prior to fit out. Acoustic reports will be required for each non-residential use and these should include structure-borne noise transfer as well as noise break out. These requirements are conditioned.

An assessment of road traffic flows shows that the impact of increases in noise levels due to changes in traffic flows will be negligible.

The following conditions are attached to ensure that the noise and vibration impacts of the proposed development are mitigated for each phase:

- restricting the residential use class to control potentially noisy uses (conditions 7 and 8);
- restricting the commercial use classes to control potentially noisy uses (condition 9);
- controlling the break-out of noise from non-residential uses (conditions 32, 72, 112 and 152);
- specifying a noise insulation and ventilation scheme for the residential accommodation (conditions 33, 73, 113 and 153);
- controlling the noise impacts from plant equipment (conditions 34, 74, 114 and 154);
- controlling the testing of emergency plant (conditions 35, 75, 115 and 155);
- controlling the use of external areas associated with the development (conditions 36, 76, 116 and 156);
- restricting the hours of use for all non-residential uses (conditions 42, 82, 122 and 162);
- controlling the hours use of and amplified sound within the external areas associated with the commercial units (conditions 36, 76, 116 and 156);
- requiring an operating schedule for external areas associated with the commercial units (conditions 37, 79, 117 and 157);
- controlling servicing hours (conditions 41, 81, 121 and 161); and
- controlling opening hours of the commercial units (conditions 42, 82, 122 and 162).

Post completion reports should be undertaken to verify that the development achieves the appropriate noise environment and this forms part of the conditions of the planning permission.

Human Health

The provision of good quality residential units in such a sustainable location is likely to have moderate positive effects for healthy housing. Employment arising through the construction and operational phases is likely to provide minor beneficial effects. Minor adverse effects were identified for the cumulative effects of the proposed development with other developments nearby due to the increased demand for healthcare facilities – GPs and dentists. For potential townscape and visual effects, mitigation measures have been embedded into the location and design of the proposed development such that impacts on townscape character and viewpoints were found to be negligible or beneficial. The proposed development improves the visual diversity, composition, and townscape character.

Air quality and noise is mostly associated with road traffic. There will be some noise from the building services plant but this was found to be not significant with mitigation which is conditioned. During construction, there is a potential for nuisance noise and dust but this is temporary and will be controlled through good practice measures. Overall, the location of the site in an area with excellent accessibility to public transport, and with varied access to pedestrian and cycle networks for employment, services, and facilities in the city centre, will encourage active travel with likely positive effects in the local area. Changes to daylight or sunlight, and the wind microclimate can adversely affect health and well-being with regard to a healthy environment but effects are found to be primarily negligible. No significant adverse residual effects are identified and therefore, no further mitigation measures are required.

Solar Glare

A Solar Glare Impact Assessment has assessed the impact of glare from the facades of the proposal on 17 locations which are sensitive for road users. The assessment is based on a worst-case scenario, which includes assuming clear skies and high reflectivity glazing. The impact on 15 of the locations was found to be minor adverse and not significant. Two locations (Melbourne Street junction with Great Jackson Street and Mancunian Way westbound) are considered to experience moderate adverse effects overall. Given the potential impacts, the following mitigation measures have been incorporated into the detailed design façade:

- Angled facades for the towers which reflect light at different times of the day and year from smaller areas of the façade at any one time;
- Anodised aluminium panels with a non-specular finish (a finish that reduces the reflectivity of the surface) to break up reflections; and
- Ventilation panels to break up reflections.

An additional study has been undertaken to ensure that the reflections that do occur are low intensity and below the threshold for glare. Visible Light Reflectance (VLR) is the measurable amount of visible light that is reflected out by glazing. Glazing with a low VLR means that most of the daylight is passing through the window rather than being reflected. The maximum Visible Light Reflectance (VLR) for the glazing on the Great Jackson Street elevation of the Plot E2 podium is 16%. Glazing below these VLR thresholds would not result in glare and therefore would not impact the visibility of drivers at the two locations where significant effects have been reported, the impact at these two locations would be reduced to minor adverse and not significant. This VLR glazing requirement is conditioned (condition 52).

Townscape and Visual Impact

The Townscape and Visual Impact assessment has examined the impact of the proposed development on the townscape character of the areas surrounding the application site. From this assessment, it is considered that the proposal would not have a significant adverse impact on

any important townscape views and would create a positive landmark and maintain a strong sense of place. It would be a high quality architectural statement and enhance the skyline and have a positive effect on the townscape.

Mitigating the effects of the construction phase should involve high quality hoardings that should be used to limit unsightly visual impacts during the construction phase at street level. These should secure and protect the proposed development site and prevent views of an unsightly construction site.

Mitigation measures for the operational phase are embedded within the design of the building. These mitigation measures deal with the proposed development's relationship to the site's heritage, the establishment of a sense of place derived from a unitized approach to the design of the scheme and the use of materials and features which sit comfortably with the surrounding neighbourhood. Conditions requiring details of the materials to be used in the elevations of the buildings (conditions 21, 61, 101 and 141), as well as details of hard and soft landscape (conditions 22, 62, 102 and 142) are attached to ensure a high quality development is achieved as set out in the planning application documents.

Traffic and Transport

The Transport Assessment concludes that the proposal would not have a significant impact on traffic and network capacity. The site is close to bus routes and bus stops, Oxford Rd and Deansgate Railway Stations and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links and the proposal would introduce further pedestrian and cycle linkages. The scheme would introduce services and amenities in addition to the services and amenities that are nearby.

The proposal would provide 100% cycle parking. Other improvements to the pedestrian/cyclist environment include:

- Upgraded footways;
- Widened carriageway on Silvercroft Street to allow for safer movement of cyclists;
- Tactile paving and dropped kerbs at all crossings.
- 5.5m carriageway and raised carriageway table on Great Jackson Street to encourage low speeds and facilitate pedestrian movements across the road;
- Traffic calming (including a speed hump and other measures) on Melbourne Street slip road to encourage low speeds;
- Shared use (cyclists and pedestrians) along the southern footway; and
- New signalised pedestrian crossing on Melbourne Street.

A Framework Travel Plan (TP) sets out a package of practical measures to reduce the transportation and traffic impact, including the appointment of a Travel Plan coordinator, the provision of information about public transport, walking and cycling and car sharing clubs. The TP would encourage people to choose alternative modes over single occupancy car use and where possible reduce the need to travel.

Conditions are attached requiring a scheme of highway works based on Stage 1 and Stage 2 road safety audits (conditions 50, 90, 130 and 170); a Travel Plan (conditions 48, 88, 128 and 168); Electric Vehicle Charging points (EVCs) (conditions 49, 89, 129 and 169); a deliveries and servicing management strategy for each phase (conditions 51, 91, 131 and 171); residential waste management (conditions 39, 79, 119 and 159); commercial waste management (conditions 40, 80, 120 and 160); a dilapidation survey (condition 14); a Demolition Management Plan (conditions 99 and 139) and a Construction Management Plan (conditions 20, 60, 99 and 138).

Wind Microclimate

A wind microclimate study has assessed the different scenarios that the phasing of the development could result in. The scheme has been designed using specialist wind engineering advice and incorporates wind mitigation measures as an integral part of the architectural and landscaping design, including the following:

- Balustrades – 1.5m tall, modelled as 50% porous;
- Hedging – 1m tall, within 0.5m planters;
- 50% porous screening – 4m tall, 2m wide;
- 50% porous screening – 2.5m tall, 2m wide;
- Green wall / porous screening – 3.7m tall;
- 50% porous screening – 2.5m tall;
- Planters – 0.5m tall; and
- Trees – 4.5m tall, evergreen.

The following sensitive receptors have been identified and assessed: all pedestrian circulation routes, building entrances, waiting areas (e.g., bus stops and pick-up/drop off points) and leisure open areas in the surrounding vicinity and within the site.

In terms of the pedestrian safety assessment, impacts from wind on all receptors is negligible and therefore not significant.

In terms of pedestrian comfort, impacts from wind on all receptors, other than the roof terraces within the development, is negligible and therefore not significant.

Some areas of the private external roof terraces would be only suitable for walking in summer, therefore, seating has only been proposed in areas where the wind conditions are suitable for at least standing / short periods of sitting in summer. At the entrance to Phase 3 on the Level 2 terrace, local shelter in the form of side screens is expected to be required to improve the wind comfort conditions at this particular location. These mitigation measures would result in wind conditions that would not be significantly detrimental. The above results are conservative as the CFD wind simulations have not included any landscaping across the private terraces, the inclusion of which could mitigate wind effects.

From the assessment of Deansgate Square roof terrace, it is expected that the wind conditions across the roof terrace at Deansgate Square would remain similar to the ones predicted at the time of the planning application for Deansgate Square.

There would not be any unsafe wind conditions on accessible areas of roof terraces on the podiums of towers C7,C8, E1 and E2, which have a 1.5m glass balustrade around them.

Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, it is considered that, with appropriate mitigation these would be acceptable and not significant. Conditions requiring final details of the measures required for wind mitigation relating to each phase are attached (conditions 24, 64, 104 and 144).

Socio-Economics

The proposal would deliver 1,746 new purpose-built homes within a high-density development, directly supporting the delivery of housing development targets established within the Manchester Places for Everyone Plan and the Manchester Core Strategy. Within the construction phase, the proposed development would generate, on average, 460 full-time equivalent (FTE) jobs within the construction sector each year over the course of the 8.25 years construction period. Within

the context of the size of Manchester's existing construction workforce this would have a temporary, moderately beneficial effect which is considered to be significant in EIA terms.

During the operational phase, the proposed development would generate minor adverse impacts in respect to the additional demand for healthcare facilities, however this is not considered to be significant in EIA terms.

The homes would be a mix of sizes that could attract a range of occupants and help to foster a mixed community. Public realm and private residential amenity spaces and facilities would be provided and would have a minor beneficial impact (not significant) with regards to satisfying additional demand for the use of leisure facilities and open/amenity space.

The proposed development is assessed as generating a permanent and negligible effect in relation to the remaining socio-economic impacts, including changes in employment and contributions to the local economy. A reduction in crime as a result of Secured by Design (SBD) standards being applied to construction should be achieved and the achievement of SBD certification is conditioned for each phase (conditions 45, 85, 125 and 165). Conditions regarding a Local Labour Proposal for construction (conditions 18, 58, 97 and 137) , a Local Labour Proposal for the end uses (conditions 19, 59, 98 and 138) and a S106 agreement for a late stage review of viability for a contribution towards affordable housing are also attached.

Monitoring

It is considered that no monitoring is required, other than the acoustic conditions requiring verification reports to verify that the appropriate noise levels are achieved, the requirement for Secured by Design certification, verification of highway works and verification that the environmental standards conditions have been complied with.



Julie Roscoe
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