

Town and Country Planning Act 1990

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Application no. 141773/FO/2024

Proposal: Demolition of buildings at 2 and 4 Whitworth Street West and the construction of a residential building (Class C3) with associated servicing arrangements, landscaping, and associated works.

Location: 2-4 Whitworth Street West, M1 5WY

Applicant Glenbrook WWS Ltd, C/o Agent

Agent Miss Jennifer Chatfield, Deloitte LLP, 100 Embankment, Cathedral Approach, Manchester M3 7FB

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 the further environmental information provided in March 2025 under Regulation 25 of the EIA Regulations with regard to solar glare and daylight, sunlight and overshadowing; 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.

Climate Change

The likely Green House Gas (GHG) emissions that the proposal would produce through being constructed and operated compared to the RIBA 2030 Climate Challenge targets have been considered in terms of:

- Whole life embodied carbon emissions; and
- Operational carbon emissions.

Both the operational energy and Embodied Carbon emissions estimated to be generated by the proposed development are likely to be 'Moderate Adverse' (significant).

Carbon emissions during the construction phase should be reduced through the procurement of materials with a lower embodied carbon, material efficiencies, and product specification appraisal through regular design team and engagement with the Carbon Consultant. Emphasis should be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency. A carbon monitoring programme should be undertaken.

During the operational phase carbon emissions should be reduced through material selection for repairs/maintenance, completing Whole-life Carbon Assessments at later project stages and gateways, and by following Energy Hierarchy:

- Be Lean - Demand Reduction by adopting passive measures such as improved U-values and air tightness. In addition, ensuring G-values are appropriate for reducing heat gain and losses.
- Be Clean - Increase efficiencies across lighting, hot water, heat recovery and motors. In addition, utilizing combined natural and mechanical heat recovery ventilation systems.
- Be Green - Renewable Energy generation and Low/zero carbon energy generation should be adoption to reduce energy demand.

In addition to the high level Low/Zero carbon (LZC) technology assessment undertaken by Futureserv, a more specific assessment should be undertaken at later project phases. This would ensure that all potential LZC technologies are assessed for their potential use in the projects. In addition, it would assess the extent to which their deployment would help reduce operational carbon emissions.

The following conditions are attached to mitigate the impacts on climate change for the development: 13 (DMP), 14 (CMP); 33 (cycle parking); 34 (travel plan); 30 (highway works); and 16 and 17 (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 minor adverse, which is considered to be not significant in EIA terms and no mitigation measures are required.

Heritage

The potential likely impact of the proposed development during construction and operation has been assessed with respect to the significance and settings of heritage assets in the vicinity.

It is considered that there would be localised temporary minor adverse impacts to the settings of the heritage assets closest to the site during the demolition and construction phases. Mitigation measures include:

- Regular cleaning of roads and the public realm surrounding the site;
- Edge protection to be affixed whilst concreting operations are in place;
- Implementation of a traffic management plan;
- Vibration monitoring.

Demolition Management Plan and Construction Management Plan conditions are attached to ensure these mitigation measures are undertaken (conditions 13 and 14).

It is considered that 2 and 4 Whitworth Street West do not qualify to be considered as non-designated heritage assets. Likewise, Rowendale Street has been assessed that it is not a non-designated heritage asset in its own right but is within the setting of other heritage assets. For these reasons, the demolition of the existing structures and the infilling of Rowendale Street are assessed as alterations to the settings of the heritage assets in the vicinity. Mitigation measures

of recording prior to demolition should be carried out for these elements and condition 10 (Archaeology) is attached to ensure this takes place.

No significant adverse effects resulting from the operational phase of the proposed development have been identified with regard to Heritage with mitigation for any instances of harm being the public benefits of the proposed development as set out in the Committee report. Furthermore, the use of high quality materials, including terracotta, provides a sympathetic and contextual choice which is a beneficial and mitigating factor of the proposed development. Condition 15 is attached to ensure appropriate materials and detailing are achieved.

Human Health

The provision of good quality residential units in such a sustainable location is likely to have moderate positive effects for healthy housing. There would be minor beneficial effects for employment and the local economy. No significant adverse effects were found with regard to provision and availability of healthcare and educational facilities, open space and amenity space. 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 minor beneficial or minor adverse. The proposed development would be in keeping with its surroundings in the city centre context and there would be minor beneficial effects for residents and visitors through new and improved high quality public realm.

There would be some noise from roads, the railway line, the nearby Rebellion nightclub and 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 would be controlled through good practice measures.

The location of the development would encourage active travel with likely major 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 and not significant.

Noise and Vibration

Noise levels as a result of demolition/construction work are expected to lead to negligible adverse effects if no mitigation measures are in place. The impact of demolition and construction vibration on existing sensitive receptors is expected to be negligible (not significant).

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.

Future residential users of the proposed development may be exposed to elevated environmental noise levels where façades overlook the main road and railway line running to the north and south of the site respectively. With the provision of a suitable glazing and ventilation strategy, conditions suitable for residential amenity inside the new residential properties can be achieved. The noise surveys showed that levels of music noise from the Rebellion nightclub during DJ sets on certain nights are such that mitigation is required to attenuate noise ingress to a level compliant with MCC's entertainment noise limits in the apartments. It is anticipated that this would be achieved via either insulation within the façade build-up or attenuation measures at source within the

nightclub premises, or a combination of the two. This and the noise from other external factors would be controlled by conditions attached to the consent.

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 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 4 and 5);
- specifying a noise insulation and ventilation scheme for the residential accommodation (condition 22);
- controlling the noise impacts from plant equipment (conditions 23);
- controlling the noise impacts from the proposed gymnasium (condition 24);
- controlling the use of external areas associated with the development (condition 25);
- controlling servicing hours (condition 29).

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.

Socio-Economics

The proposal would deliver 364 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, 200 full-time equivalent (FTE) jobs within the construction sector each year over the construction period. It is considered that this would have a temporary effect of minor beneficial significance.

During the operational phase, the proposed development would generate benefits of additional revenue to MCC through Council Tax from new homes. It is considered that this would be a permanent effect of minor beneficial significance at the District (Manchester) level, which is not significant in EIA terms.

The proposal could lead to a minor adverse effect in relation to primary and early years education, although it is noted that worst case assumptions have been adopted in assessing this environmental effect and it is not considered to be significant in EIA terms and there is no requirement for mitigation.

The proposal would generate negligible effects in relation to healthcare facilities and open/amenity space and children's playspace provision. These effects are not 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. Private residential amenity spaces and facilities would be provided and would satisfy additional demand for the use of leisure facilities.

A reduction in crime as a result of Secured by Design (SBD) standards being applied to the development should be achieved with a condition attached requiring SBD certification (condition 38). Conditions regarding a Local Labour Proposal for demolition (condition 11), a Local Labour Proposal for construction (condition 12) and a S106 agreement for a late stage review of viability for a contribution towards affordable housing are also attached.

Solar Glare

A Solar Glare Impact Assessment has assessed the impact of glare from the facades of the proposal on 9 road locations and 5 train/tram lines. It is based on a worst-case scenario, which assumes highly reflective glazing and clear skies with the sun shining for all days of the year for the full duration of daylight hours. The sun would be directly visible and cause intense glare at many of the viewpoints without the proposal.

The impact on 5 locations would be negligible or minor adverse and not significant. It is considered that the following locations would experience significant effects overall:

- CSCP - Collier Street Car Park pedestrian crossing (Minor-Moderate adverse)
- Tram 4-6 - Eastbound trams from Cornbrook to Deansgate-Castlefield (Minor-Moderate Adverse)
- Rail 1-2 - Westbound trains from Manchester Oxford Road Station to Deansgate Station (Moderate Adverse)
- Rail 3-6 - Eastbound trains from Trafford Park (Moderate Adverse)
- Rail 3,4 & 7 - Eastbound trains from Salford – (Minor-Moderate Adverse).

Given the potential impacts, the following mitigation measures have been incorporated into the façade:

- the use of solid façade elements to break up reflections; and
- the use of low reflectance glazing where necessary.

The assessment recommends that low reflectance glazing is specified on the following facades:

- Northern Elevation - full height;
- Eastern Elevation - full height;
- Southern Elevation - up to Level 20; and
- Western Elevation - full height.

It is not necessary to include temporary mitigation measures during the demolition/construction phase. The permanent mitigation measures embedded in the façade design would apply to the construction phase also. With the mitigation measures in place, the impact at two locations would be reduced to minor adverse and not significant.

The impact at the other three locations, one road location and two train, would remain significant but the potential for the reflections to be considered an instance of glare are reduced. At Collier Street Car Park, the dynamic nature of traffic movement would mean that the potential effects would occur only momentarily when looking precisely at the affected traffic light, 12 metres from the junction and between just two hours of the day, on sunny days for four months of the year. Given the momentary nature of the reflections and the inclusion of low reflectivity glazing that would ensure the reflections are low intensity, the low traffic volume at this location and the speed vehicles would be travelling at, the effects are not considered to present a safety concern.

At the two train track locations, given the dynamic nature of train movement travelling along a set of tracks, the potential effects would occur only momentarily when at each of the precise viewpoints assessed and for a short duration of the day and year. Given the momentary nature of the reflections and the inclusion of low reflectivity glazing that will ensure the reflections are low intensity, the effects are not considered to present a safety concern.

A condition (condition 35) requiring low reflective glazing within the relevant facades is attached to the permission.

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, overall, there would be a minor/moderate significance of impact on the townscape and visual receptors. During the construction phase the nature of effect would be adverse but this would reduce once the building is operational, so that in most instances the nature of the effect becomes neutral.

During the operational phase, the building would have a neutral effect for the majority of views assessed. Whilst there are instances of adverse impact from a minority of views, the building would generally be experienced as a member of an established cluster of tall buildings formed around the Deansgate-Castlefield transport hub. Proposed architecture and materials connect the building to its ground level and skyline settings. In terms of townscape, it is considered that the proposal would have a beneficial effect on land use, public realm and the site's character.

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 include:

- creating space for public realm and enhancements to the street scene;
- creating an active frontage onto Whitworth Street West through ground floor amenity space;
- the design of the base of the development reflects the form, colour and height of existing buildings;
- Enhancement of pedestrian links around the site and between Whitworth Street West and Hewitt Street, including soft landscape on Whitworth Street West, Bugle Street and Cameron Street;
- The materials palette for the building and public realm reflects the colour and texture of the existing buildings on the site and complements the materials of the heritage assets nearby.

Conditions requiring details of the materials to be used in the elevations of the buildings (condition 15), as well as details of hard and soft landscape (condition 16 and 17) are attached to ensure a high quality development is achieved as set out in the planning application documents.

Wind Microclimate

A wind microclimate study has assessed the impact that the proposal would have on the wind environment based on the existing scenario and the cumulative future scenario with surrounding permitted schemes that have not yet started on site. The following sensitive receptors have been identified and assessed: all pedestrian circulation routes, building entrances, waiting areas (eg,

tram and train platforms and bus stops) and leisure open areas in the surrounding vicinity and within the site.

During construction, conditions would gradually change from baseline to conditions to the completed and operational conditions. Therefore, construction effects can be inferred from the effects due to the completed and operational development.

There would be no safety exceedance and the wind effects of the proposal on most of the sensitive receptors would be negligible. There would be a minor adverse wind effect on the northern platform of Deansgate Railway Station in both the existing scenario and the future cumulative scenario, where conditions would be comfortable for leisure walking rather than sitting and standing. However, this would only be experienced during winter (December to February) and for five to six days per year when the wind speeds would exceed the comfortable limit for standing on the platform.

Given the above, it is considered that no mitigation measures in relation to wind are required either at the construction or operational phases.

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, verification of contaminated land remediation and verification that the environmental standards conditions have been complied with.

A handwritten signature in black ink, appearing to read 'Julie Roscoe', with a stylized, cursive script.

Julie Roscoe
Director of Planning, Licensing and Building Control