Environmental Impact Assessment (EIA) Scoping Report

Albert Bridge House, Manchester

April 2025

Applicant
Oval Real Estate

Our reference
01382

April 2025

Turley

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Glossary of Terms

Term	Description
Applicant	Oval Real Estate
Application	A full planning application for the redevelopment of the Albert Bridge House site under the Town and Country Planning Act 1990[1]
High-Level Development Specification	The principles that have been agreed upon by the project team about the Proposed Scheme at this stage.
Local Planning Authority	Manchester City Council (MCC)
Proposed Scheme	The 'project' for the purposes of the EIA process (see **Chapter 4** for further details)
Site	The maximum extent of all direct permanent and temporary works as part of the Proposed Scheme

[1] Town and Country Planning Act 1990 c.8.

1. Introduction

Overview

1.1 Oval Real Estate Limited (the 'Applicant') is preparing an application for full planning permission[2] (the 'Application') for a mixed-use development on land that currently accommodates Albert Bridge House and two car parks in Manchester City Centre (the 'Proposed Scheme').

1.2 The Applicant has instructed Turley to lead, manage and control the Environmental Impact Assessment (EIA) process for the Proposed Scheme in line with The Town and Country Planning (EIA) Regulations 2017[3] (as amended) (the 'EIA Regulations').

1.3 The project team have developed a description of the Proposed Scheme, which is provided in **Chapter 4**. Whilst the Proposed Scheme continues to be refined and the development principles agreed, this description provides factual and sufficient information to inform the EIA Scoping process and the preparation of this EIA Scoping Report.

1.4 The boundary for the EIA (the 'Site') is considered to comprise the maximum extent of all direct temporary and permanent works currently anticipated as part of the Proposed Scheme at this stage. The Site covers approximately 1.4 hectares (ha) within Manchester City Council's (MCC) administrative area. The Site boundary is shown in **Figure 1.1**. Further details on the Site and its context are provided in **Chapter 3**.

Planning History

1.5 It is noted that the Albert Bridge House site has been subject to a previous full planning application submitted by the Applicant for demolition and redevelopment to provide a mixed-use development (the '2022 Application')[4]. The 2022 Application was described as:

'Demolition of the existing building complex and the construction of a mixed use development comprising two separate components in the form of an office building of up to 19 storeys with ground floor commercial, leisure, food and drink uses (All Use Class E) and/ or drinking establishment Sui Generis, and, a residential building up to 45 storeys (Use Class C3) with additional roof top plant, basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highway alterations and other associated works'.

1.6 The 2022 Application has received resolution to grant planning permission.

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[2] Under the Town and Country Planning 1990 c.8.
[3] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 No. 571 (as amended).
[44] MCC planning reference: 135834/FO/2022.

1.7 The 2022 Application was subject to EIA. In accordance with Regulation 15, Paragraph 1 of the EIA Regulations, a formal request for a Scoping Opinion supported by an EIA Scoping Report was submitted to MCC on 27th September 2022. A Scoping Opinion was received from MCC on 7th November 2022. The 2022 Application was accompanied by an Environmental Statement (the '2022 ES'), in accordance with the EIA Regulations.

1.8 For clarity, this EIA Scoping Report and the EIA process that is being undertaken relates to the new Application only.

Request for a Scoping Opinion

1.9 The EIA will be led by Turley, with competent experts contributing to the process (see **Chapter 2**). To inform the EIA process, in accordance with Regulation 15 of the EIA Regulations, Turley requests a Scoping Opinion from the Local Planning Authority (MCC) informed by this report.

1.10 In line with Regulation 15 Paragraph 2(a) of the EIA Regulations, this report contains the following:

- A plan sufficient to identify the land (the Site boundary – **Figure 1.1**);
- A description of the Project for Assessment, including its nature, purpose, location and technical capacity (**Chapter 4**);
- An explanation of the likely significant effects of the Proposed Scheme on the environment (**Chapters 6 – 11**); and
- Such other information or representations as the person making the request may wish to provide or make.

1.11 This report aims to ensure that there is a clear and agreed scope for the EIA. As such, the Scoping Opinion is sought on the breadth of the technical topics and associated effects to be considered within the EIA and reported in the ES, as well as the scope and methodology for assessment. This is set out in **Chapters 6 – 11**. The approach for the assessment of cumulative effects is provided in **Chapter 12**.

1.12 Based on your receipt of this report and in accordance with Regulation 15 Paragraph 4 of the EIA Regulations, it is anticipated that the statutory timescales will be met and that Turley will be in receipt of a Scoping Opinion no later than five weeks from the date of receipt of this request.

1.13 Furthermore, in line with Regulation 28, it is anticipated that the Local Planning Authority will make available this report and their corresponding Scoping Opinion, with accompanying consultee comments where applicable, for public inspection, either through the Local Planning Authority planning portal website or by other means.

Definition of EIA

1.14 Within the Town and Country Planning regime, the term 'EIA' has the meaning given by Regulation 4 Paragraph 1 of the EIA Regulations, as *'a process consisting of -*

(a) the preparation of an environmental statement;

(b) any consultation, public and notification required by, or by virtue of, these Regulations or any other enactment in respect of EIA development; and

(c) the steps required under regulation 26' (consideration of whether planning permission or subsequent consent should be granted)'.

1.15 Under Regulation 4 Paragraph 2 an EIA must *'identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors -*

(a) population and human health

(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(1) and Directive 2009/147/EC(2);

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape; and

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d)'.

1.16 EIA is a procedure that must be followed for certain types of projects before 'development consent' (e.g. planning permission) can be given. The procedure is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects and the scope for reducing or mitigating them are properly understood by the public and the relevant Local Planning Authority (in this case, MCC) before they make their decision.

1.17 The aim of EIA, as outlined by national Planning Practice Guidance (PPG), is to *'protect the environment by ensuring that a local planning authority when deciding to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process….'* and *'..also to ensure that the public are given early and effective opportunities to participate in the decision making procedures'*[5].

[5] Department for Levelling Up, Housing & Communities (DLUHC) and Ministry of Housing, Communities & Local Government (MHCLG), PPG, Paragraph 002 Reference ID: 4-002-20140306 [Online].

Requirement for EIA

1.18 The Proposed Scheme (see **Chapter 4**) has been compared to descriptions of development set out within Schedule 1 and Schedule 2 of the EIA Regulations.

1.19 The Proposed Scheme does not fall under any of the descriptions in Schedule 1 and, as such, it is not 'Schedule 1 Development'.

1.20 The Proposed Scheme does fall under the description in Paragraph 10 (b) *Infrastructure projects – Urban development projects* and exceeds one of the relevant thresholds, in that over 150 residential dwellings are proposed. Therefore, the Proposed Scheme is 'Schedule 2 Development'.

1.21 At this stage, a number of potential likely significant effects have been identified (see **Chapters 6 – 11**). Therefore, the Applicant confirms it intends to prepare and submit an ES with the Application.

1.22 The EIA is intended to be used as a tool to identify and manage the environmental impacts and where possible avoid, reduce or offset them as part of the design process (see further details in **Chapter 2**).

Stakeholder Engagement

1.23 Consultation is an important part of the EIA process. It is the responsibility of MCC to undertake the appropriate level of consultation, including the identification of relevant statutory and non-statutory consultees, required to inform their Scoping Opinion.

1.24 It is anticipated that the following key stakeholders (not an exhaustive list) will be consulted as part of the EIA Scoping process:

- MCC (including Highways Services, Environmental Health, Flood Risk Management and Works and Skills);
- Natural England;
- Environment Agency;
- Historic England;
- Greater Manchester Ecology Unit;
- Greater Manchester Archaeological Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- United Utilities;
- Aerodrome Safeguarding; and
- Greater Manchester Police.

2. Approach to EIA

Introduction

2.1 This report has been prepared in line with common EIA practice, whereby the appointed project team, based on an understanding of the Site and the preliminary understanding of the Proposed Scheme (as set out in **Chapter 4**), have:

- Established the existing technical baseline, either through desk-top studies / reviews, surveys and evaluation of available technical data;
- Identified the technical topics and effects that are unlikely / not significant due to the absence of a receptor (due to the location of the Site), source of an effect due to the nature of the Proposed Scheme (as defined in **Chapter 4**) and / or through the commitment to mitigation;
- Identified the effects that are likely / significant and the sensitive receptors that will be assessed in the ES; and
- Established the methodology for assessing the effects in the ES which are likely to be significant.

2.2 Where appropriate, information and analysis that informed the ES prepared for the previous application has been reviewed and used to define the scope for this new EIA process.

2.3 The above is documented in **Chapters 5 – 11**.

2.4 This Chapter sets out the overarching approach to the EIA process. This has been informed by the regulatory framework set by the EIA Regulations, relevant case law and the following best practice documents and guidance:

- PPG[6]; and
- Institute of Sustainability and Environment Professionals (ISEP) (formerly the Institute of Environmental Management and Assessment (IEMA)) Implementing the Mitigation Hierarchy from Concept to Construction[7].

[6] Department for Levelling-up, Housing and Communities (DLUHC) / Ministry of Housing, Communities & Local Government (MHCLG) (2020) Planning Practice Guidance [Online], available at: https://www.gov.uk/guidance/environmental-impact-assessment [Accessed: 27/02/2025].

[7] IEMA (now ISEP) (2024) Guidelines: Implementing the Mitigation Hierarchy from Concept to Construction.

Iterative Approach to Scoping

2.5 Whilst this report seeks to establish the overall framework for the EIA in relation to the technical topics and associated likely significant effects that will be subject to detailed assessment, iterative 're-scoping' will continue as the design and strategy are refined, plans and principles are developed and additional technical work is completed.

2.6 The EIA process (as reported within the ES) will be based on the Scoping Opinion (as required by Regulation 18, Paragraph 4(a)), though it will take account of the continued scope development. This iterative 're-scoping' process will continue up until the point when the assessments within the ES are in their first draft, in advance of submission.

2.7 Any deviation between the scope of effects considered within this report and the ES will be communicated in the ES. This is in accordance with PPG[8], which states that '*…where it becomes evident during the assessment process...that a particular environmental factor is absent or unlikely to be significantly affected by a proposed development, there should be no need for further assessment of that factor even though it was identified in the scoping process…*'.

2.8 It is requested that such an approach is clearly established within the Scoping Opinion issued by the Local Planning Authority.

Approach to Assessment and Consideration of Alternatives

2.9 The EIA Regulations[9] and PPG[10] do not require that an Applicant considers alternatives but instead where reasonable alternatives have been considered by the Applicant, these should be described and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects, should be provided.

2.10 The EIA Regulations and the PPG do not identify a specific methodology for the assessment of alternatives nor the criteria to be used to inform the assessment of reasonable alternatives. Therefore, the methodology to be adopted will be based on professional experience of similar projects and an understanding of the Proposed Scheme and its characteristics (see **Chapter 4**) as well as a focus on the delivery of a proportionate report in line with PPG.

2.11 The consideration of alternatives has followed a two-step approach, with Step 1 completed as part of this report:

- **Step 1**: Consideration of 'factors' that constitute alternatives based on the EIA Regulations (i.e. alternative sites, alternative designs, alternative

[8] DLUHC and MHCLG, PPG, Paragraph: 038 Reference ID: 4-038-20170728 [Online].
[9] Schedule 4 Paragraph 2.
[10] DLUHC and MHCLG, PPG, Paragraph 041 Reference ID: 4-041-20170728 [Online].

technologies and the 'do nothing' scenario) and justification / discussion of their inclusion / exclusion from further assessment; and

- **Step 2**: Qualitative appraisal of the 'factors' brought forward from Step 1 and, where appropriate, a comparison of the environmental effects.

Step 1 – Consideration of Factors

2.12 The relevant factors have been considered to determine the need for further assessment:

- **Alternative sites** – while the Application is standalone to any other planning application, the Site sits within the St. Mary's Parsonage Strategic Regeneration Framework Area[11], specifically Zone 2: Albert Bridge House. This provides a 'key opportunity for an important landmark development that identifies the key connections with Salford to the west, Spinningfields commercial quarter to the south and the St. Mary's Parsonage SRF and Ramada SRF areas to the north'. In addition, the land within the Site is within the control of the Applicant. On this basis, alternative sites were not considered to be applicable and will not be taken forward to Step 2;

- **Alternative technologies** – as the Proposed Scheme is a mixed-use development, alternative 'technologies' do not apply to its fundamental operation as would be the case for other types of development (i.e. industrial processes or energy generation). However, energy strategy technologies have been considered for the Proposed Scheme. Therefore, alternative technologies are considered applicable and will be taken forward to Step 2;

- **Alternative designs**[12] – it is acknowledged that there is a previous planning application for the redevelopment of the Site (as referenced in **Chapter 1: Introduction**) however the revised proposals have been amended to better align with economic and market conditions. As such, the previous planning application has not been considered further by the Applicant and will not be considered further within the ES. The design of the Proposed Scheme has evolved in response to stakeholder engagement, market demand / feedback, technical studies and environmental constraints and opportunities (where present in an urban context). As such, a design process has been undertaken where 'alternatives' have been considered and disregarded. Therefore, alternative development designs are considered to be applicable and will be taken forward to Step 2; and

- **'Do Nothing' Scenario** – broadly the 'do nothing' scenario hypothesis that the likely significant effects identified in the EIA and reported in the ES would not occur (i.e. no adverse or beneficial effects). However, the Site and its surrounds will continue to change regardless of the Proposed

[11] KPF (2020) St. Mary's Parsonage Strategic Regeneration Framework.

[12] Interpreted as layout / arrangement, scale (in terms of massing) and land use / quantum.

Scheme due to deterioration of the vacant on-site buildings, changes in socio-economic conditions, vegetation growth and wider development / regeneration of Manchester City Centre. Given the desire for MCC to target growth and redevelopment of the area, it is considered likely that if the Proposed Scheme was not to come forward another form of proposed re-development would likely be proposed, the environmental effects of which are unknown at this time as they would be based on the nature of any other proposal(s).

2.13 As set out above, alternative technologies and designs will be taken forward to Step 2 and reported in the ES.

Defining the Project

2.14 The Proposed Scheme is outlined within the High-Level Development Specification provided in **Chapter 4**.

2.15 Off-site mitigation will potentially relate to aspects such as utilities upgraded / reinforcement works. Works up to the Site have not been incorporated within the Site boundary (**Figure 1.1**) as they would be undertaken by a third party (e.g. the district network operators). The specifics of such works, including routing, would be established by these third parties, subject to further investigations.

2.16 It is considered appropriate that such mitigation does not need to be within the Site as any impact will be assessed and controlled as part of a separate approval process for such works, which will be subject to its own protocols to understand any environmental issues.

2.17 Where appropriate, however, the EIA will consider works associated with the implementation / operation of such mitigation as far as reasonably possible to identify any potential secondary effects and these will be reported in the ES. The level of assessment will be based on the information available on the form, extent and scale of such works.

2.18 If any further off-site mitigation is identified to be required, this will be set out as above within the ES.

2.19 This approach ensures that the EIA has considered all direct, indirect and secondary environmental effects associated with the Proposed Scheme as far as possible.

Study Boundaries for Data Collection

2.20 The Site, upon which baseline data has been collected, is defined in **Figure 1.1**.

2.21 To ensure that the maximum extents of all direct permanent and temporary works associated with the Proposed Scheme are included within the Site boundary for the EIA, this includes the following additional areas to the Application boundary:

- A section of the River Irwell, adjacent to the northern boundary of the Site;

- Open space around Trinity Bridge, adjacent to the north-eastern boundary of the Site; and

- Part of the A34 (Bridge Street) to the west of the Site.

2.22 With the inclusion of the above, the Site boundary is larger than that associated with the Application.

2.23 Where required, technical specific study areas (informed by relevant best practice and guidance) will be based upon the Site (i.e. radius of searches will be from the Site).

Baseline Scenario for Use in the EIA

2.24 Likely significant effects as a result of the Proposed Scheme will be described in the ES in relation to the deviation from baseline conditions within the Site and / or relevant technical study areas.

2.25 For the majority of technical topics and associated effects, the baseline environment will comprise the existing environmental characteristics and conditions based on the following:

- Site visits and surveys;

- Desk-based studies;

- Review of existing site-specific information or public literature;

- Modelling;

- Review of relevant national and local planning policies; and

- Consultation with the relevant statutory and non-statutory consultees through the EIA process.

2.26 Where there is a deviation from the use of 'existing' environmental characteristics and conditions this will be outlined within the ES, with supporting justification (for a specific example, see 'Assessment Scenarios' below).

2.27 The data used to inform the baseline conditions for the technical assessments reported in the ES (for those technical topics 'scoped in', see **Chapters 6 – 11** for more details) will vary depending upon the timing of the survey or the date when data sources will have been accessed.

2.28 Where relevant, older data has been / will be obtained to validate the existing data (i.e. before 2025) though may still be relevant to the baseline scenario if there have been no notable changes or is the latest available information. The origin of all data, the dates of surveys and the dates when data sources have been accessed will be clearly outlined within the ES alongside any limitations and assumptions.

2.29 Albert Bridge House has been vacant since late 2022 and no works have been undertaken within the Site since this time, other than fencing and provision of facilities for site security.

2.30 There have been a number of projects / ongoing activities in the vicinity of the Site that will have influenced the prevailing environmental conditions for data gathered prior to 2025 (e.g. Four New Bailey). Where there are additional projects / ongoing activities that have influenced the prevailing environmental conditions, this will be outlined within the ES.

Future Baseline

2.31 As required under the EIA Regulations[13], the ES will report on the anticipated future baseline scenario. The discussion will focus on how the Site and wider technical study area(s) may change assuming the Proposed Scheme did not go forward and the continuation of the existing management regime and surrounding operational land uses / activities.

Identification of Sensitive Receptors

2.32 Informed by baseline information and data, a series of receptors or receptor groups are identified and evaluated to determine if they may experience likely significant effects. Where such potential exists, these receptors will be subject to assessment within the ES.

2.33 As well as baseline information data, the receptors associated with the Proposed Scheme have also been considered in terms of future receptors, for example, future residents. This will ensure that all effects of the Proposed Scheme are considered throughout all stages.

2.34 Details of the receptors identified to be subject to likely / significant effects at this stage are set out in **Chapters 6 – 11**.

Development Specification and Supporting Plans

2.35 As set out in **Chapter 1: Introduction**, the Applicant is detailed in nature.

2.36 The Application is required to provide sufficient information about the Proposed Scheme and likely significant effects such that the Local Planning Authority (MCC) can reasonably be satisfied that they have sufficient information to decide that they have full knowledge of the likely significant environmental effects of the Proposed Scheme.

2.37 The technical assessments undertaken as part of the EIA and reported in the ES will be based on a suite of supporting plans and a Development Specification (see the structure of the ES in **Appendix 2**)). Details of the supporting plans will be provided within the ES. The Development Specification will describe the Proposed

[13] Schedule 4, Paragraph 3.

Scheme, alongside construction activities, phasing and programme and underlying design principles and strategies.

2.38 Together the supporting plans and Development Specification will provide sufficient information to meet the requirements of the EIA Regulations and to inform the technical assessments undertaken as part of the EIA and reported in the ES.

2.39 Information on the key aspects that have informed the technical assessments will be provided within the ES.

Assessment Scenarios

2.40 The EIA will assess the likely effects arising from the Proposed Scheme, taking account of the site preparation / enabling works, earthworks, remedial works and construction (collectively referred to as 'construction') and operational stages.

2.41 The following main assessment scenarios will be utilised where relevant to each technical topic and associated likely significant effects:

- **Peak construction** – this will vary across technical topics and will not be attributed to a specific year, rather it will be determined at what point the worst-case effect could occur. This will be clearly defined within the technical assessments reported in the ES; and

- **Operation** – this will consider environmental effects associated with the fully completed / operational Proposed Scheme.

2.42 Additional assessment scenarios will be considered for specific technical topics / likely significant effects within the ES as follows:

- **Consideration of phasing**

  – As the phasing of the Proposed Scheme is not confirmed at this stage, a 'worst-case' approach will be taken within the technical assessments. This will include an appraisal of impacts arising in a 'part-built' interim scenario, where considered appropriate (i.e. within wind microclimate), and the consideration of impacts on future on-site receptors from construction activities, where considered appropriate (i.e. within noise and vibration).

- **Daylight, sunlight and overshadowing**:

  – In addition to the scenarios above, the daylight, sunlight and overshadowing assessment will consider a future 'Consented Baseline', which includes the existing baseline and assumes that relevant Cumulative Projects in proximity to the Site are fully built out but that the Proposed Scheme is not present. The impacts of the Proposed Scheme will then be evaluated in addition, outlining how it would impact neighbouring receptors with the Cumulative Projects in

place. This allows the contribution of the impact from the Proposed Scheme in isolation to be identified to the overall impacts;

– The results of the assessment of the Proposed Scheme and the outputs of the assessments undertaken for the previous application will be compared to allow contextualisation of the impacts and for information. The conclusions on the level of effect and significance (see 'Approach to Determining Level of Effect and Significance' below) will be based on the impacts of the Proposed Scheme on the existing baseline conditions.

- **Climate change**:

  – The assessment of Greenhouse Gas (GHG) emissions will consider emissions associated with both the construction and operational stages of the Proposed Scheme separately. In addition, the 'in-combination' GHG emissions associated with construction and operation together will be assessed and presented in the ES.

2.43 Further details of the scenarios utilised within each technical assessment will be provided in the ES.

2.44 It should be noted that the assessment scenarios set out above are for purposes of the EIA only. For a number of standalone technical assessments (see 'Interaction of the ES with Other Application Documents and Plans' below), alternative or additional scenarios may be considered and / or required.

Defining Mitigation and how this will be Controlled

2.45 In accordance with the EIA Regulations[14], through the EIA process different types of mitigation have been / will be identified and developed and these are defined as:

- **Primary mitigation** – modifications to the location or design of the Proposed Scheme made during the pre-application phase that are an inherent part of the project;

- **Secondary mitigation** – actions that will require further activity in order to achieve the anticipated outcome and secured by planning condition / and or obligation; and

- **Tertiary mitigation** – actions that would occur with or without input from the EIA feeding into the design process. These include actions that will be undertaken to meet other existing legislative requirements or actions that are considered to be standard practices used to manage commonly occurring environmental effects.

[14] Schedule 4, Part 7.

2.46 The assessment of the effects of the Proposed Scheme within the ES will be based on the information contained within a 'Development Specification' (see '*Development Specification and Supporting Plans*' above), which will include primary and tertiary mitigation. Examples of primary mitigation include specified block / building heights and surface water drainage strategy. Examples of tertiary mitigation include the adoption of best practice measures that can be controlled via a Construction Environmental Management Plan (CEMP) or measures required by legislative requirements (e.g. the Construction (Design and Management) Regulations 2015[15]).

2.47 Within the ES, following the conclusion of the likely significant effects based on the Proposed Scheme (inclusive of primary and tertiary mitigation), any further mitigation (secondary mitigation) to reduce an adverse effect or enhance a beneficial one will be identified.

2.48 Secondary or tertiary mitigation measures are only considered appropriate if there is a high level of confidence in their mechanism for implementation (by the Applicant or third party).

2.49 Primary and tertiary mitigation known at this stage have been considered within **Chapter 4** and across the discussion of technical topics in **Chapters 5 – 11**.

2.50 An Environmental Management Plan (EMP) will detail all mitigation identified within the EIA process and will form Volume 3 of the ES (see '*Format of the ES*' below). This document will define all the environmental requirements of the Proposed Scheme to ensure that the impacts concluded through the EIA process can be relied upon. The EMP can be extracted by the Local Planning Authority (MCC) to support the preparation of appropriate planning conditions / obligations attached to any planning permission, where necessary. A Preliminary EMP has been prepared as part of this EIA Scoping Report to capture the measures and commitments identified at this stage and is provided in **Appendix 1**.

Approach to Defining Level of Effect and Significance

2.51 A stepped approach will be adopted to define likely significant effects arising from the Proposed Scheme. The steps comprise the following. Note that cumulative effects will be considered as a single co-ordinated assessment as outlined in **Chapter 16**.

Step 1: Define the Sensitivity (Value, Importance, etc.) of a Receptor / Receiving Environment to Change

2.52 The sensitivity (or value, importance, etc.) of a receptor or a receiving environment to change includes aspects such as adaptability, tolerance to change or recoverability from a change. Sensitivity (or value, importance, etc.) will be assessed on a scale of high, medium, low and negligible.

Step 2: Define the Magnitude of Change or Impact

[15] Construction (Design and Management) Regulations 2015 No. 51.

2.53 The magnitude of change or impact from the baseline conditions and / or against a prescribed threshold / criteria incorporates aspects such as probability, likelihood of occurrence, geographical extent, complexity, duration, frequency and reversibility (i.e. temporary or permanent). The magnitude of change (or impact) will be assessed on a scale of large, medium, small and negligible.

2.54 For Steps 1 and 2, where relevant, other factors such as feedback from stakeholders, relevant legislation, international / national / regional / local standards and guidance and the inter-relationship between effects will also be considered. The interpretation and use of Step 1 and 2 will be set out within the assessment methodology for each technical topic in the ES.

Step 3: Assignment of the Level of Effect

2.55 The assignment of the level of effect will be based on professional judgement with the support of the matrix below (**Table 2.1**), which is seen as a tool to assist with the process. Whilst the matrix within **Table 2.1** provides ranges, this is to guide the competent expert and a definitive level of effect will be provided, where possible, for each effect. The level of effect can be adverse or beneficial.

Table 2.1: Matrix to support determining the level of effect

Magnitude of change (or impact)	Sensitivity (or value, importance, etc.)			
	High	Medium	Low	Negligible
Large	Major	Moderate to Major	Minor to Moderate	Negligible
Medium	Moderate to Major	Moderate	Minor	Negligible
Small	Minor to Moderate	Minor	Negligible to Minor	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

2.56 For some technical topics, relevant guidance or the nature of the effect requires that differing criteria or scales for determining the level of effect be used. For consistency within the ES, the final 'level of effect' will be reported using the terminology and conclusions set out above. This enables the conclusions of assessments across all technical topics to be understood for the decision-making process, along with allowing robust analysis and appraisal as part of the assessment of cumulative effects.

Step 4: Determination of significance

2.57 For each effect, a binary judgement will be made as to whether the effect is 'Significant' or 'Not Significant'. This determination will be based on professional judgement and / or relevant guidance and standards, where applicable. Significance will only be concluded for residual effects (i.e. following the identification of secondary mitigation or enhancement).

Descriptors of Effects

2.58 Effects will be described in line with the requirements of the EIA Regulations (i.e. as direct or indirect, short (<1 year), medium (1 – 10 years) or long-term (10+ years) and permanent or temporary).

2.59 Summary of effect tables that outline the likely significant effects, receptors, residual level of effect and whether this is considered to be 'Significant' or 'Not Significant' will be provided at the end of each Technical Chapter within the ES.

Use of Limitations and Assumptions

2.60 In line with the EIA Regulations[16], where the technical assessments have limitations or are based on assumptions these will be clearly identified within the ES.

Format of the ES

2.61 The ES will comprise four volumes:

- **Volume 1: Primary Report and Supporting Graphics**;
- **Volume 2: Technical Appendices to the Primary Report**;
- **Volume 3: Environmental Management Plan**; and
- **Volume 4: Non-Technical Summary**.

2.62 The proposed format and structure of the ES is provided in **Appendix 2**.

Competent Expertise

2.63 Regulation 18, Paragraph 5(a) of the EIA Regulations requires the ES to be prepared by competent experts.

2.64 The EIA will be led by Turley. ISEP (formerly IEMA) has awarded Turley the EIA Quality Mark in recognition of our technical quality and commitment to improvement in practice.

2.65 All technical assessments within the EIA will be undertaken by a suitably qualified project team, inclusive of a thorough technical review to assure technical credibility, followed by a subsequent procedural review by the EIA co-ordination team and EIA Project Director.

2.66 In line with the EIA Regulations, all contributors to the EIA are competent experts in EIA and this will be demonstrated in the ES with an overview of each key expert's qualifications, professional accreditations and experience.

Interaction of the ES with Other Application Documents and Plans

2.67 The Application will be accompanied by a number of documents and plans, some of which will inform the ES and therefore should be read in conjunction with the ES, whilst others are standalone documents and plans, which provide a greater level of detail of how the Proposed Scheme is likely to come forward or how it complies with relevant policy.

2.68 The other Application documents and plans are anticipated to include:

[16] Schedule 4, Paragraph 6.

- Design and Access Statement;
- Accommodation Schedule;
- Planning and Tall Building Statement;
- Statement of Community Involvement;
- Archaeological Desk-Based Assessment;
- Biodiversity Net Gain Assessment and Biodiversity Enhancement Management Plan;
- Tree Report;
- Air Quality Assessment;
- Broadband Assessment;
- Crime Impact Statement;
- Preliminary Ecological Appraisal;
- Energy Strategy;
- Environmental Standards Statement;
- BREEAM New Construction 2018 Pre-Assessment Report;
- Fire Engineering Brief;
- Flood Risk Assessment;
- Drainage Strategy Report;
- Green and Blue Infrastructure Statement;
- Phase I Desk Study Report;
- Phase II Site Investigation Report;
- Heritage Statement;
- Local Labour Agreement;
- Residential and Operational Management Strategy;
- Environmental Noise Survey;
- TV Reception Survey;
- Technical Aerodrome Safety Assessment;

- Interim Travel Plan;
- Transport Statement;
- Ventilation Strategy;
- Viability Assessment; and
- Waste Management Strategy.

3. Site Context

Overview

3.1 This Chapter summarises the location and existing land uses within the Site alongside historic and future land uses.

3.2 Technical baseline information is provided for each technical topic in **Chapter 5** (for those topics for which no likely significant effects have been identified) or in **Chapters 6 – 11** (for those topics for which likely significant effects are identified).

Site Location and Existing Land Uses

3.3 The Site encompasses Albert Bridge House, which comprises three interconnected blocks of three, six and 18 storeys in height as well as associated plant and substation. There is also a basement level underneath each of the three blocks. The total existing Gross Internal Area (GIA) floorspace is 19,432sqm. Albert Bridge House has been vacant since late 2022.

3.4 There are also two car parks within the Site, with a total of 137 car parking spaces. Only one of these car parks is currently operational.

3.5 In addition to the above, the Site incorporates sections of the A34 Bridge Street, the Trinity Bridge public open space and the River Irwell.

3.6 The Site is bound by:

- The River Irwell to the north;
- St. Mary's Parsonage and Trinity Bridge to the east;
- Bridge Street and commercial premises to the south; and
- Bridge Street and commercial premises / Manchester Civic Justice Centre to the west.

3.7 Existing surrounding land uses are predominantly commercial and residential, with civic uses, areas of vacant land, green space / public open space and transport infrastructure interspersed.

Historic Land Uses

3.8 The Site is located close to St. Mary's Parsonage, which is recorded from 1398. Extensive gardens were developed from the medieval period and by the early 17th century, Parsonage Croft / Gardens consisted of a two-acre plot on the western side of Deansgate. By the late 18th century, the Site was centred on Water Street, along which were a mixture of industrial, commercial and domestic properties and a Riding School.

3.9 In the early to mid-19th century, the Site was partially occupied by 'Manchester Gas Works – Reserve Station No. 1'. There are also a number of mills, works and residential buildings which abut the River Irwell. In 1844, Albert Bridge was constructed.

3.10 By the later 19th century, the gas works were no longer present, though a number of works continued to occupy the Site. A police station and hotels were also present on-site. Tramway routes were present within / along key roads in the vicinity of the Site.

3.11 Broadly, the same configuration of buildings occupied the Site until at least the mid-1930s. These buildings were progressively cleared in the 1940s and 1950s and the existing thoroughfares and surrounding roads were concurrently reconfigured.

3.12 Albert Bridge House (originally named The New Crown Buildings) was constructed in 1958 – 1959, commissioned by the Government and designed by architect E. H. Banks of the Ministry of Works. No significant changes have subsequently occurred within the Site. Trinity Footbridge was constructed to the north of the Site in 1995.

Future Land Uses

3.13 There are two approved planning applications for development in close proximity to the Site – at Alberton House and Reedham House. Further details are provided in **Chapter 12** and the location of these developments are shown on **Figure 12.1**.

3.14 The above developments do not form part of the Proposed Scheme, as outlined in **Chapter 4**. However, the above developments will be considered as part of the in-combination effects assessment with the Proposed Scheme as outlined in **Chapter 12**.

4. High-Level Description Specification

Boundary

4.1 All direct temporary and permanent works will take place within the Site boundary as illustrated in **Figure 1.1**. The Site boundary is approximately 1.4 hectares (ha).

Overview of the Construction Stage[17]

4.2 The following activities are anticipated during the construction stage:

- Site securement;
- Enabling works, including set up of temporary site accommodation / construction compounds;
- Site clearance and the implementation of protective measures around features to be retained (such as the trees subject to Tree Preservation Orders (TPOs));
- Utility isolation / capping and diversions;
- Demolition of Albert Bridge House and associated structures on-site, with breaking out of foundations / hardstanding and removal of below-ground services / structures;
- Site preparation and appropriate surveys (including ground investigations and any remedial works, as required);
- Excavation and earthworks, including the reconfiguration / expansion of basements, formation of drainage features and reprofiling / remodelling of ground levels;
- Installation of utilities;
- Foundation preparation and installation;
- Construction of infrastructure, including vehicular access;
- Construction of building envelopes, including construction of superstructure, installation of cladding and facades;
- Internal fit-out and external finishing; and
- Implementation of the public realm and amenity areas, including lighting and hard and soft landscaping.

[17] 'Construction' includes site preparation, demolition, earthworks and construction works.

4.3 The site will be secured from the outset. Site securement will be achieved through a combination of secure fencing or hoarding, depending on the exact requirements and proximity to specific works.

4.4 Welfare facilities and other temporary infrastructure required (i.e. compound, material laydown / storage, etc.) will be set up at a designated location, as determined by the appointed contractor(s).

4.5 The existing trees on Bridge Street (those subject to TPOs) will be protected and this will include their Root Protection Zones (RPZs). The other trees / vegetation across the Site will be removed.

4.6 All existing on-site utilities and services will be identified and where required disconnected and / or diverted and made safe and appropriate notices / licenses sought. The existing main substation will be decommissioned and an interim substation(s) established.

4.7 The initial demolition works will comprise an internal 'soft strip' exercise of Albert Bridge House. All waste arisings will be removed from the building and segregated into allocated skips for appropriate processing / recycling / disposal. Given the scale of the demolition and nature of the use of the existing building, hazardous materials (including confirmed asbestos) are considered possible and will be removed, handled and disposed of in line with appropriate guidance and regulations[18].

4.8 Given the heights of the existing buildings / structures, all demolition works will be undertaken using mechanical demolition techniques from the highest point downward. Where required, appropriate additional fencing / exclusion zones will be identified and implemented by the appointed contractor(s). As above, all waste arisings will be separated into allocated skips to maximise material recycling. The total volume of the material anticipated to arise from demolition is estimated to be 5,830 m^3.

4.9 Hard-core materials will be processed and crushed on-site within designated zones. Crushed material will be stockpiled within the site for further processing, reuse or removal, as required. Surplus material will be exported off-site for disposal subject to chemical analysis, classification testing and appropriate waste removal process established and documented[19]. A waste / materials management plan will be prepared as part of a CEMP to maximise the re-use of materials and ensure appropriate material handling processes throughout the construction stage.

[18] The Hazardous Waste (England and Wales) Regulations 2005, Control of Asbestos Regulations 2012 and CIRIA (2015) Environmental good practice on site guide (4th edition) (C741).

[19] Waste classification: Guidance on the classification and assessment of waste (1st edition v1.1 GB).

4.10 Due to historic land uses, contamination associated with heavy metals and hydrocarbons may be present and the presence of asbestos within Albert Bridge House has been confirmed. There is also considered to be an elevated risk of Unexploded Ordnance (UXO) to be present. Ground investigation(s) will be undertaken to determine the presence / extent of any contamination and confirm underlying ground conditions. In preparation for these works, a detailed UXO risk assessment will be undertaken. Appropriate measures will be implemented during the works, such as supervision by a UXO specialist.

4.11 In conjunction with and / or following ground investigation work(s) and remedial activities, floor slabs, foundations and the top layer of hardstanding will be stripped and removed. The remaining areas (with the exception of the retained trees and their RPZs) will be subject to clearance works.

4.12 During the works, there may be a requirement for temporary platforms oversailing the River Irwell. These would be used for construction stage plant to reach upper levels of the existing buildings / proposed blocks. This would require vegetation clearance along the banks of the River Irwell within the site.

4.13 The existing basements under the existing buildings will be cleared out and removed / reconfigured to create basement levels for the proposed blocks. The basements will be designed and constructed in accordance with relevant guidance and standards, including Groundwater control - design and practice[20].

4.14 The existing levels range between 30.2m to 30.8m Above Ordnance Datum (AOD) across most of the site, with the exception of lower levels adjacent to the River Irwell (at approximately 21m AOD). There will be areas where levels will reduce (areas of cut) and areas where levels will increase (areas of fill). The maximum deviation from existing ground levels across the site will be circa +/- 1.5m, except for within the basements, where a greater deviation of up to circa -3m from existing levels is anticipated. Overall it is anticipated that during construction there will be a net removal of excavated material off-site.

4.15 Information regarding the likely foundations for the proposed blocks will be subject to final design and underlying ground conditions. However, it is anticipated that piled foundations will be used due to the height and size of the proposed blocks.

4.16 Protective measures will be installed on the boundary with the River Irwell and across the working areas to ensure there are no direct or indirect impacts to surface or groundwater quality. This is likely to include specific working methods / practices and monitoring requirements to minimise the risk of detrimental effects on water quality (e.g. sediment traps, inclusion of treatment facilities, etc.). A temporary drainage strategy during the works will also be implemented, which will be in accordance with British Standard 8582:2013 – Code of practice for

[20] CIRIA (2016) Groundwater control - design and practice (C750).

surface water management for development sites[21] and Control of water pollution from construction sites. Guidance for consultants and contractors[22].

4.17 Access during the construction programme will be from Bridge Street and St. Mary's Parsonage. Temporary secure site access gates will be provided to manage the movement of vehicles, plant, equipment and personnel required, controlled by a gateman / security guard who will be on-site 24/7.

4.18 Bridge Street and St. Mary's Parsonage will remain operational throughout the construction stage. There may be instances where these roads require temporary closure (i.e. for the delivery of large plant). However, this will be managed in conjunction with MCC and Transport for Greater Manchester (TfGM) to limit road closures. These roads (and associated footways) will be protected from on-site activities so that any risks to human health are managed. Where possible, hoarding during the construction stage will not entirely cover the footways. However, if this is necessary then alternative safe walking routes will be provided. Clear advertising will also be provided for any routes that are closed and signposting will be provided for suitable alternative routes.

4.19 It is assumed that the general routing of construction traffic, principally Heavy Duty Vehicles (HDVs), will be via St. Mary's Parsonage / Bridge Street onto Chapel Road and the A6 or the inner Ring Road (A6042).

4.20 The maximum number of traffic movements is assumed to be <100 vehicles a day (inclusive of <25 HGVs per day) during construction (primarily associated with demolition works across which circa 580 movements are anticipated to be generated).

4.21 Tower cranes will be required to facilitate the construction.

4.22 Working hours will be 07:30 to 18:00 Monday to Friday and 08:00 to 14:00 on Saturdays. On Sundays and Bank Holidays noisy working will generally not be planned. On some occasions there are certain operations that may be required to proceed during these periods, for example tower crane erection and dismantling. These will be infrequent and will be agreed with key stakeholders (including MCC). The frequency of these will vary and respond to demand. Access to the Site will be permitted 30 minutes prior to the working day commencing with noise being kept to a minimum for the first half hour of each day.

Phasing and Programme

4.23 The blocks within the Proposed Scheme will be delivered in phases. The enabling and demolition works may commence as early as 2026 with main construction

[21] British Standards Institution (2013) British Standard 8582:2013 – Code of practice for surface water management for development sites.
[22] CIRIA (2001) Control of water pollution from construction sites. Guidance for consultants and contractors (C532).

works commencing in 2027 and the completion of the Proposed Scheme in 2030 / 31, with a maximum construction programme of 4 years.

Scheme Principles

4.24 The Proposed Scheme will include three blocks. The proposed land uses classes and quantum across the three blocks are outlined in **Table 4.1**.

Table 4.1: Proposed land use and quantum

Land use class	Component	Maximum quantum	Notes
E(a, b, c) Retail / Restaurant / Café, Sui Generis Commercial, Business and Service	Block B	Circa 140m^2 Gross External Area (GEA)	Located at ground level
	Block C	Circa 910m^2 GEA	Situated at ground level
E(g) Office	Block C	Office: 36,600m^2 GEA	Office located in upper levels (1+)
C3 Dwellinghouses Residential	Block A	Circa 800 homes Circa 81,500m^2 GEA	Homes located in upper levels (1+)
	Block B		

4.25 Entrances, lobby and substations are located at ground level within each of the three blocks. Bin storage areas are located on the ground and the first floors in the blocks.

4.26 Basements for the proposed blocks are proposed to provide the necessary operational plant space.

4.27 The maximum building heights and massing of the three blocks are set out in **Table 4.2**.

Table 4.2: Anticipated maximum heights and massing

Block	Heights
Block A	37 storeys, circa 151.600m AOD
Block B	49 storeys, circa 166.800m AOD
Block C	18 storeys, circa 111.600m AOD

4.28 The Proposed Scheme has been designed to limit the use of cars, by prioritising pedestrian and cycle access / priority. Vehicle access into the parking area for residents / visitors will be off Bridge Street. Servicing will be via a route through the centre of the Site, from Bridge Street to St. Mary's Parsonage.

4.29 The existing 137 car parking spaces (albeit a number are fenced off and unable to be used) will be replaced with approximately <10 car parking spaces[23]. There will be cycle spaces provided.

4.30 Pedestrian connections into the Site will be available from Bridge Street and St. Mary's Parsonage.

4.31 While the design of the Proposed Scheme has not yet been finalised, it will likely include the following landscaping, biodiversity and green space elements:

- River edge landscape, along the northern boundary of the Site, providing connectivity from Bridge Street to Trinity Bridge and opening up the River Irwell;
- Garden walk situated between the blocks across the centre of the Site; and
- City square within the eastern part of the Site, fronting onto St. Mary's Parsonage and Trinity Square.

4.32 A range of accessible amenity spaces will be provided within the blocks.

4.33 The lighting philosophy will be to achieve a good level of maintained illuminance across the Proposed Scheme, minimising inconsistently lit areas and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas. All external lighting will be designed and installed in line with best practice guidance, such as the Guidance Notes for the Reduction of Obtrusive Light[24] and British Standard 5489-1:2020 Design of Road lighting[25].

4.34 No built form will be delivered within the functional floodplain along the northern boundary of the Site.

4.35 Surface water drainage system will comprise a range of sustainable drainage features, which will discharge into the existing sewer system (at a restricted rate) or into the River Irwell at an unrestricted rate (subject to further liaison with stakeholders). The features are anticipated to include rainwater harvesting, green / brown / blue roofs, rain gardens, permeable surface, swales and / or storage tanks.

4.36 Operational waste (for both commercial and residential) will be managed in accordance with MCC's established policy and existing arrangements for the commercial and residential elements.

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[23] It is noted that this may be increased in the future depending on disabled bay requirements but is unlikely to be substantially more. This is not considered to materially affect the scope of the EIA as outlined.

[24] Institution of Lighting Professionals (ILP) (2020) Guidance Notes for Reduction of Obtrusive Light.

[25] British Standard Institution (2020) British Standard 5489-1:2020 Design of Road lighting. Lighting of roads and public amenity areas. Code of practice.

4.37 The energy strategy is anticipated to include the use of air source heat pumps, air-cooled chillers and photovoltaic panels. Properties will be built in accordance with current Building Regulations to require reductions in carbon emissions compared with previous regulations. A standby diesel generator will be provided to operate in an emergency / provide standby power.

4.38 New utility connections for electricity, potable water and telecommunications will be installed.

4.39 It is assumed that the C3 uses will be operational 24 hours a day / 7 days a week. Office use will be operational 24 hours a day / 7 days a week, albeit core hours are anticipated to be 08:00 – 18:00. Restaurant and bar uses associated with land use classes E (a-c) would be operational beyond 23:00, 7 days a week.

5. Unlikely / Not Significant Topics

Overview

5.1 As part of the EIA process and based on the information available to date, there are a number of topics for which an assessment as part of the EIA is not justified and topics will not be considered within the ES.

5.2 The technical topics for which no likely significant environmental effects have been identified are:

- Air quality;
- Archaeology;
- Biodiversity.
- Built heritage;
- Ground conditions and contamination;
- Obtrusive lighting;
- Risk of major accidents and / or disasters;
- Transport and accessibility;
- Waste and resources; and
- Water environment.

5.3 The technical topics listed above are considered in turn below in this Chapter.

5.4 It should be noted that where technical topics are proposed to be 'scoped out', a standalone technical report will not necessarily be provided as part of the Application. The standalone technical reports that will be submitted as part of the Application to meet MCC's validation criteria and wider policy / guidance requirements that are related to the topics listed above include the following from the list provided in **Chapter 2**:

- Archaeological Desk-Based Assessment;
- Air Quality Assessment;
- Biodiversity Net Gain Assessment and Biodiversity Enhancement Management Plan;
- Preliminary Ecological Appraisal;
- Fire Engineering Brief;

- Flood Risk Assessment;
- Drainage Strategy Report;
- Heritage Statement;
- Phase I Desk Study Report;
- Phase II Site Investigation Report;
- Technical Aerodrome Safety Assessment;
- Interim Travel Plan;
- Transport Statement; and
- Waste Management Strategy.

Air Quality

Baseline

5.5 The Site is located in an area where the local air quality is primarily affected by road traffic emissions from the local road network surrounding the Site, including Bridge Street to the south and St. Mary's Parsonage to the east. The Site is located within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA) which was declared in 2016 for exceedances of the annual mean NO_2 Air Quality Objective (AQO). The AQMA covers the 10 districts of Greater Manchester, including arterial routes, district centre and the airport.

5.6 As outlined in their most recent air quality annual status report (2023)[26], the GMCA operated 24 automatic monitoring stations in 2023. The closest automatic monitoring station to the Site is MAN09, a roadside location approximately 80m east of the Site on Bridge Street. Recent monitoring data for the MAN09 and other automatic monitoring locations within 1km (noted to be within MCC and the neighbouring administrative area of Salford City Council (SCC)) of the Site are presented in **Table 5.1**.

5.7 As a result of the Government implemented Covid-19 lockdowns in 2020 and 2021, monitoring data from these years is not considered to be representative of normal conditions. As such, 2023 is considered to be the latest representative set of monitoring data available. Monitoring data recorded in 2020 and 2021 has been presented for reference purposes only.

[26] Greater Manchester Combined Authority (2024) Air Quality Annual Status Report 2023, Available: https://cleanairgm.com/data-hub/monitoring-reports/ [accessed: 19/02/2025]

Table 5.1: Automatic monitoring results in the vicinity of the Site

Monitoring station and distance (m) from Site boundary (approximate)	Objective	2019	2020	2021	2022	2023
NO_2						
MAN09 – Manchester Bridge Street, 80m	Annual mean (µg/m^3)	-	-	-	-	**54**
	Number of hours with concentrations >200 µg/m^3	-	-	-	-	10
MAN3 – Manchester Piccadilly, 820m	Annual mean (µg/m^3)	36	27	30	29	27
	Number of hours with concentrations >200 µg/m^3	0	0	0	0	0
SAL001 – Salford Regent Road, 995m	Annual mean (µg/m^3)	-	-	-	-	32
	Number of hours with concentrations >200 µg/m^3	-	-	-	-	0
PM_{10}						
MAN3 – Manchester Piccadilly, 820m	Annual mean (µg/m^3)	20	15	15	17	15
	Number of days with concentrations > 50 µg/m^3	7	1	2	4	1
$PM_{2.5}$						
MAN3 – Manchester Piccadilly, 820 m	Annual mean (µg/m^3)	12	8	9	10	9

Note: Data presented in **Bold** indicates an exceedance of the relevant AQO (i.e. 40 µg/m^3).

"-" indicates no data is available.

5.8 The automatic monitoring results indicate that the annual mean NO_2 AQO was exceeded at the closest automatic monitoring location to the Site, MAN09, in 2023. Although this is the closest monitoring location to the Site, the 2023 GMCA air quality annual status report[27] states that pollutant concentrations at this location are affected by vehicles idling whilst illegally parked adjacent to the monitor. This impact is anticipated to be localised at the automatic monitoring location and is therefore unlikely to occur at the boundary of the Site. As such, results from this monitoring location are not considered to be representative of air quality conditions at the Site.

5.9 The annual mean NO_2 AQO was not exceeded at MAN3 or SAL001. There were no exceedances of the 1-hour mean NO_2, annual mean PM_{10}, 24-hour mean PM_{10} or annual mean $PM_{2.5}$ AQOs at the monitoring locations in the vicinity of the Site between 2019 and 2023.

5.10 In addition, GMCA operated 356 passive diffusion tubes to monitor annual mean NO_2 concentrations in 2023. Monitoring results are presented in **Table 5.2** for the nearest passive diffusion tube locations to the Site, located in both MCC and SCC.

Table 5.2: Passive diffusion tube results (annual mean NO_2 Concentrations ($\mu g/m^3$)) in the vicinity of the Site

Diffusion tube ID	Diffusion tube name / Site type	Distance from Site (m)	2019	2020	2021	2022	2023
SA39NO	Trinity Way / Chapel Street Roadside	350	**42**	30	33	35	28
SA27NO	Trinity Way Roadside	450	37	27	29	27	25
MA24NO	24 Kerbside	545	**41**	27	32	32	30
MA26ANO	26A Urban Background	680	33	23	26	28	25
SA79NO	Chapel Street Roadside	740	**41**	27	30	31	30
MA59NO, MA60NO, MA61NO	61 Urban Background	810	32	22	25	25	24
MA77NO	77 Urban Background	840	**44**	27	31	33	32

[27] GMCA (2023) Air Quality Annual Status Report.

SA81NO	Regent Road 2 Roadside	1,000	**46**	35	**42**	**44**	**41**

Note: Data presented in **Bold** indicates an exceedance of the relevant AQO (i.e. 40 µg/m^3).

"-" indicates no data is available.

5.11 As shown in **Table 5.2**, exceedances of the annual mean NO_2 AQO (i.e. 40 µg/m_3) have been recorded at passive diffusion tube monitoring locations within the vicinity of the Site between 2019 and 2023. The closest passive diffusion tube monitoring location to the Site, Trinity Way / Chapel Street (ID: SA39NO), exceeded the annual mean AQO in 2019 but did not exceed the annual mean NO_2 AQO in the most recent year of representative monitoring data available, 2023.

5.12 The 1-hour mean objective for NO_2 is 200 µg/m^3 and should not be exceeded more than 18 times within a year[28]. Research carried out on behalf of DEFRA identified that exceedance of the 1-hour mean NO_2 objective is unlikely to occur where the annual mean concentration is below 60 µg/m^3. No passive diffusion tube monitoring locations in the vicinity of the Site recorded a NO_2 concentration in excess of 60 µg/m^3 between 2019 and 2023.

Identification of Unlikely / Not Significant Effects

Nuisance, disturbance and adverse health effects as a result of dust and particulate matter from construction activities

5.13 Dust generating construction activities have the potential to result in nuisance and or adverse health effects due to dust deposition arising from on-site construction activities, resulting in the soiling of surfaces; visible dust plumes and elevated PM_{10} concentrations.

5.14 Dust and particulate matter emissions produced during construction activities would be controlled through the implementation of a CEMP. This CEMP will be informed by the Institute of Air Quality Management (IAQM) Guidance[29] and will include prevention measures, such as screening stockpiles of materials, deployment of windbreak netting and dampening exposed soils as appropriate as well as setting out requirements for ongoing monitoring and liaison with the local community and MCC.

5.15 Therefore, nuisance, disturbance and adverse health effects are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

[28] Automatic monitoring stations record pollutant concentrations at 15-minute intervals. An hourly mean concentration is the average pollutant concentration recorded over a 60-minute period. The 1-hour NO_2 objective allows for only 18 hours in a given calendar year to exceed the threshold of 200 µg/m^3.

[29] IAQM (2024) Guidance on the assessment of dust from demolition and construction (v2.2).

A demolition and construction dust assessment will be included as part of the standalone Air Quality Assessment submitted with the Application.

Combustion emissions from Non-Road Mobile Machinery (NRMM) during construction activities

5.16 Exhaust emissions of NOx and fine particulate matter (PM_{10} and $PM_{2.5}$) from NRMM, associated with construction sites, may have a significant effect on local air quality.

5.17 It is anticipated that combustion emissions from NRMM during construction activities will be controlled through the implementation of a CEMP. In order to manage emissions from NRMM, the appropriate emission standards from EU Regulation 2016/1628[30] will be incorporated into the CEMP.

5.18 Therefore, combustion emissions from NRMM are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Exposure to elevated pollutant concentrations (emissions from vehicle exhausts) during construction

5.19 Road traffic emissions of NO_2, PM_{10} and $PM_{2.5}$ from trips generated during the construction stage of the Proposed Scheme may have a significant effect on air quality at existing sensitive receptors in the vicinity of the Site.

5.20 It is anticipated that road traffic emissions released during the construction stage would be controlled through the implementation of a CEMP and via a routing strategy. Based on the vehicle movements set out in **Chapter 4**, this anticipated to be below the indicative Environmental Protection UK (EPUK) and IAQM[31] threshold of a change in Annual Average Daily Traffic (AADT) or more than 100 LDVs and/or 25 HDVs.

5.21 Therefore, exposure of existing sensitive receptors to elevated pollutant concentrations during construction is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Emissions released from energy combustion plant during operation

5.22 Combustion plant, such as gas-fired boilers and Combined Heat and Power units can release NO_X and NO_2 emissions that can have an adverse effect on local sensitive receptors.

5.23 The Proposed Scheme will utilise an all-electric energy strategy. The only proposed energy combustion sources on-site will be for life safety purposes (such as

[30] Official Journal of the EU (2016) Regulation (EU) 2016/1628 of the European Parliament and of the Council. Available: https://eur-lex.europa.eu/eli/reg/2016/1628/oj/eng. [Accessed: 18/02/2025].

[31] EPUK and IAQM (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available: https://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf [Accessed: 18/02/2025].

firefighting / emergency lighting etc.), with limited testing. The backup generator / energy plant will be located and operated in line with best practice.

5.24 As no combustion sources are proposed for the primary energy supply, no local air quality effects are anticipated.

5.25 Therefore, emissions released from energy combustion plant are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Exposure to elevated pollutant concentrations (emissions from vehicle exhausts) during operation

5.26 Road traffic emissions of NO_2, PM_{10} and $PM_{2.5}$ from trips generated during the operational stage of the Proposed Scheme may have a significant effect on air quality at existing sensitive receptors in the vicinity of the Site.

5.27 A reduction in trips from the Site as a result of the Proposed Scheme is anticipated given the existing car parking will be removed and <10 car parking spaces will be provided as part of the Proposed Scheme[32]. As there is a net reduction in trips, there is anticipated to be a net reduction in emissions associated with road transport.

5.28 Therefore, exposure to elevated pollutant concentrations due to a change in traffic flow associated with the Proposed Scheme is unlikely to be significant and will not be considered further within the EIA or reported in the ES. A road traffic impacts screening assessment will be carried out within the standalone Air Quality Assessment submitted with the Application.

Odorous emissions from proposed Class E uses during operation

5.29 Odour emissions from any proposed Class E uses within the Proposed Scheme may have a significant effect on local air quality in the vicinity of the Site.

5.30 Odour emissions from any proposed Class E uses within the Proposed Scheme will be mitigated through the implementation of an odour management system, which would be enforced through a planning condition, linked to the detailed design of the kitchens proposed, when this is available. The odour assessment will be completed in line with EMAQ 2018 Addendum to the 2005 Defra Guidance on the 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems'[33]). The assessment will ensure that odour from kitchen extracts does not cause a significant impact.

5.31 Therefore, odorous emissions on nearby sensitive receptors are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

[32] As noted above, there may be an increase in the future, depending on disabled space requirements but these will not be substantially more. This would not have a material bearing on the overall traffic impact.

[33] EMAQ, Ricardo-AEA, (2018). Addendum to the 2005 Defra Guidance, Control of Odour and Noise from Commercial Kitchen Exhaust Systems.

Exposure to pollutant concentrations in excess of the relevant air quality objectives during operation

5.32 Existing concentrations of NO_2, PM_{10} and $PM_{2.5}$ from road traffic and background sources may have a significant adverse effect on future users and occupants of the Proposed Scheme.

5.33 The annual mean NO_2, PM_{10} and $PM_{2.5}$ AQOs, along with the 1-hour mean NO_2 and the 24-hour mean PM_{10} AQOs will be applicable to the residential areas of the Proposed Scheme. Only the 1-hour mean NO_2 AQO will be applicable to the office and commercial areas of the Proposed Scheme. Approved Document Part F of the Building Regulations (2021)[34] states that the NO_2 annual mean AQO should also be considered for the non-residential areas of the Proposed Scheme, but it is not required for planning.

5.34 A qualitative Site Suitability assessment will be completed as part of the standalone Air Quality Assessment submitted with the Application to assess the suitability for the proposed uses and if there are expected to be exceedances of the relevant air quality objectives, suitable mitigation will be recommended in the form of filtration to ensure the control of pollutant concentrations within the blocks. If mitigation is required, this can be enforced through a planning condition.

5.35 Therefore, exposure to pollutant concentrations in excess of the relevant objectives is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Archaeology

Baseline

5.36 There are no designated heritage assets within the Site. However, several known / potential archaeological sites have been identified within the Site. An Archaeological Desk-Based Assessment (**Appendix 3**) has identified several possible archaeological sites, including post-medieval gardens, various late 18th and early 19th century commercial and domestic buildings, Albert Mill, a landing stage, elements of Manchester Gas Works (Historic Environment Record (HER) 19101.1.0) and a police station.

5.37 There is little evidence for prehistoric activity within Greater Manchester due to intensive development during the industrial revolution, though Castlefield, the area surrounding Manchester Cathedral and Ardwick, may have been conducive for late prehistoric settlements. Roman activity has been identified within the wider area. However, no known Roman remains have been identified within the Site.

5.38 During the late medieval and post-medieval periods, the Site lay within an area that contained gardens and agricultural fields, which were used to cater for the Collegiate Church. By the late 18th century, most of the land within the Site had been developed into a mixture of commercial, industrial and domestic properties.

[34] HMSO (2021) The Building Regulations 2021. Approved Document Part F: Ventilation.

The 'world's' first municipal gasworks was built partly across the eastern area of the Site in 1817. The site of the gasworks was redeveloped into a police station by 1861. After the Second World War, the 18th and 19th century buildings were demolished and Albert Bridge House was constructed in the late 1950s and completed by 1962.

5.39 The potential for the Site to contain buried archaeological remains is considered to be moderate. Remains may include various late 18th century buildings, including Albert Mill, a landing stage and elements of Manchester Gas Works (HER 19101.1.0), which would be of low and, potentially, medium significance. There is limited potential for post-medieval garden soils and blind-back houses to survive within the Site, which would have low (local) significance. The late 19th century Police Station may be considered negligible as several surviving examples exist.

Identification of Unlikely / Not Significant Effects

5.40 The results of the Archaeological Desk-Based Assessment (**Appendix 3**) have been discussed with GMAAS, who have agreed for archaeological issues to be 'scoped out' on the basis that appropriate mitigation is undertaken. The presence or absence of archaeological remains requires verification through archaeological evaluation, prior to development and, pending the extent and significance of any surviving buried remains, further archaeological excavation may be required to mitigate the loss of buried remains during the construction programme. Further investigation in the form of archaeological evaluation has been agreed with GMAAS. The archaeological evaluation will be undertaken as part of a planning condition. The exact scope of the archaeological evaluation will be set out within a Project Design and agreed with GMAAS. The evaluation will inform whether further mitigation in the form of archaeological excavation will be required to preserve archaeological remains by record.

Damage to or loss of late 18th and early 19th century buildings (Albert Street, Back Bridge Street and Bridge Street)

5.41 Ground-breaking works have the potential to affect the remains of late 18th and early 19th century commercial, industrial and domestic buildings that have been identified within the Site (see **Appendix 3**). Buried remains of these structures are considered likely to survive within the Site due to them being cellared.

5.42 The remains of late 18th and early 19th century buildings are considered to be of low (local)[35] importance based on criteria provided within the ICOMOS guidance[36] and are therefore not considered to be of archaeological or historical significance, though pre-19th century remains are considered to be rare.

5.43 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a

[35] IEMA, Institute of Historic Building Conservation (IHBC), Chartered Institute for Archaeologists (2021) Principles of Cultural Heritage Impact Assessment in the UK.
[36] ICOMOS (2011) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties. Paris: International Council on Monuments and Sites.

condition of planning in line with paragraphs 216 and 218 of the National Planning Policy Framework (NPPF)[37].

5.44 Therefore, effects on remains of late 18th and early 19th century buildings are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains to blind-back houses

5.45 Ground-breaking works have the potential to affect the remains of early 19th century blind-back dwellings that have been identified within the Site (see **Appendix 3**). Buried remains of these structures are unlikely to survive within the Site as they did not contain cellars.

5.46 The remains of early 19th century blind-back dwellings are considered to be of low (local) value and are therefore not considered to be of archaeological or historical significance. Furthermore, several examples of workers' housing have been excavated in recent years and are not considered to be rare.

5.47 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 216 and 218 of the NPPF.

5.48 Therefore, effects on the remains of early 19th century blind-back dwellings are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of Albert Mill

5.49 Ground-breaking works have the potential to affect the remains of a cotton mill that has been identified within the Site (see **Appendix 3**). The mill dates to at least the mid-19th century but could have been present in the late 18th century. Remains of the mill could contain evidence of the mills steam power or water power plant that would be of archaeological interest.

5.50 The remains of Albert Mill are considered to be of low (local) and are therefore not considered to be of archaeological or historical significance. Several examples of cotton mills have been excavated in recent years and are not considered to be rare.

5.51 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 216 and 218 of the NPPF.

5.52 Therefore, effects on the remains of Albert Mill are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

[37] Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities (2024) National Planning Policy Framework (NPPF).

Damage to or loss of remains of Manchester Gas Works

5.53 Ground-breaking works have the potential to affect the remains of Manchester Gas Works that have been identified within the Site (see **Appendix 3**). Buried remains associated with the gas works and its power plant have the potential to survive within the Site.

5.54 Manchester Gas Works was established in 1817 by the Police Commissioners. The gasworks sold surplus gas to the public and is believed to be the world's first municipal gasworks. The footprint of the former gasworks partly covers the eastern area of the Site. The remains of the gasworks are considered to be of low (local) or medium (regional) value and are therefore not considered to be of archaeological or historical significance. Furthermore, several gasholders are currently standing and would therefore not be considered rare.

5.55 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 216 and 218 of the NPPF.

5.56 Therefore, effects on the remains of the gasworks are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of landing stage

5.57 Ground-breaking works have the potential to affect the remains of a 19th century landing stage that have been identified within the Site (see **Appendix 3**). Buried remains of the landing stage have some potential to survive within the Site.

5.58 The remains of a 19th century landing stage are considered to be of low (local) value and are therefore not considered to be of archaeological or historical significance.

5.59 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 216 and 218 of the NPPF.

5.60 Therefore, effects on the remains of the landing stage are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of post-medieval gardens and field boundaries

5.61 Ground-breaking works have the potential to affect the remains of post-medieval garden soils or field boundaries that have been identified within the Site (see **Appendix 3**). Buried remains associated with the pre-industrial landscape are unlikely to survive within the Site as they are likely to have been damaged or removed by late 18th century to mid-20th century (re)developments at the Site, though discrete patches cannot be ruled out entirely.

5.62 The Site was within an area that contained gardens and fields during the late medieval and post-medieval periods, which were used to cater for the Collegiate Church. Remains of ditches associated with field boundaries may contain evidence of the post-medieval landscape, such as palaeoenvironmental samples. Few

archaeological remains pre-dating the 19th century survive in Manchester due to extensive development during the industrial period.

5.63 Remains of field boundaries containing palaeoenvironmental evidence of the former landscape would be of low (local) value or medium (regional) value and are therefore not considered to be of archaeological or historical significance.

5.64 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 216 and 218 of the NPPF.

5.65 Therefore, the effects on remains of post-medieval garden soils and field boundaries are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of Police Station

5.66 Ground-breaking works have the potential to affect the remains of a late 19th century Police Station that partly lay within the Site (see **Appendix 3**). Historic mapping indicates that the station may have been cellared. The west end of the police station was partly within the east of the Site. The building was demolished in the mid-20th century and replaced by Alberton House. Buried Remains of the police station may survive within the Site and could be affected by the proposed development scheme.

5.67 The remains of the late 19th century Police Station are considered to be of potentially negligible value as there are several surviving examples (and only a small part of the Police Station's footprint falls within the Site) and are therefore not considered to be of archaeological or historical significance.

5.68 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 216 and 218 of the NPPF.

5.69 Therefore, effects on remains of the Police Station are unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Biodiversity

Baseline

5.70 There are no statutory ecological designated sites within or adjacent to the Site. The Site does fall within the impact risk zone of the Rochdale Canal Site of Special Scientific Interest (SSSI), which is also designated as a Special Area of Conservation (SAC). The canal is situated 6.2km north-west of the Site at its closest point and is designated for its significant population of floating water-plantain in its mesotrophic water. However, the Proposed Scheme does not fall within the types of development listed which require consultation with Natural England.

5.71 There are no non-statutory ecological designated sites within or adjacent to the Site. The nearest ecological designation is River Irwell Site of Biological Importance (SBI), situated circa 950m north-west.

5.72 The Site lies within the densely urban area of Manchester City Centre, with commercial and residential buildings alongside railways and major roads present in the immediate vicinity. The River Irwell is present in the north of the Site, with patches of vegetation present along the banks. Habitats identified on-site comprise introduced shrub, scattered broadleaved trees, buildings and hardstanding. The broadleaved trees present on-site were of the highest value, whilst the River Irwell is also of value.

5.73 The Site was found to have negligible suitability for water vole, white-clawed crayfish, terrestrial mammals (hedgehogs, badgers, mice and squirrels), notable vascular plants, invertebrates, amphibians and reptiles.

5.74 Habitats present, including trees and shrub, within the Site provide suitable habitat for notable nesting bird species.

5.75 Whilst the Site itself is of low value towards commuting and foraging bats due to the poor quality of on-site habitats, the River Irwell is likely to be an important commuting route and foraging area for local bat populations. No evidence of roosting bats has been found within trees and buildings on-site.

5.76 Otter are known to use the River Irwell, albeit the banks of the river within the Site provide limited potential suitable habitat to support resting places for this species.

5.77 Invasive species are present within the Site, specifically Giant hogweed *Heracleum mantegazzianum.*

Identification of Unlikely / Not Significant Effects

Degradation / damage to designated ecological sites

5.78 There are dense urban land uses between the Site and the nearest ecological designations (i.e. the River Irwell SBI). In addition, due to the distance from the Site to ecological designations, there are unlikely to be any direct impacts (e.g. lighting, noise or dust) or indirect impacts (e.g. air quality pollutant deposition) during construction and operation.

5.79 Therefore, degradation / damage to designated ecological sites is unlikely to be significant and will not be considered within the EIA or reported within the ES.

Reductions in habitat quality

5.80 Construction activities have the potential to result in reductions to habitat quality of adjacent habitats, specifically the River Irwell due to increased dust deposition or pollution in surface water run-off.

5.81 It is anticipated that increased dust produced during construction will be controlled for through the implementation of a CEMP (see 'Air Quality' above). This CEMP will include prevention measures, such as the use of windbreak netting, dampening exposed soils and requirements for ongoing monitoring. Pollution prevention measures will also be incorporated within the CEMP (see 'Ground Conditions and Contamination' and 'Water Environment' below) and to prevent

sedimentation / chemical contamination entering the River Irwell, including the use of bunding and emergency spill kits as well as the implementation of drainage strategies.

5.82 During operation, a permanent drainage strategy will be delivered as part of the Proposed Scheme. This will contain appropriate pollution prevention controls, such as interceptors, to avoid reductions in surface water run-off quality.

5.83 Therefore, reductions in habitat quality are unlikely to be significant and will not be considered within the EIA or reported within the ES.

Loss of suitable habitat for notable bird populations

5.84 Vegetation clearance required for the Proposed Scheme has the potential to disturb nesting birds and can also lead to a reduction in overall nesting habitat within the Site.

5.85 To avoid disturbance to nesting birds within the Site, any vegetation clearance is recommended to take place between September – February, outside of the peak nesting period. Any vegetation clearance that takes place between March – August should have a check for the presence of nesting birds completed no more than 48 hours prior to the vegetation being removed. Pre-clearance checks will be specifically required during the removal of vegetation along the riverbank and the implementation of temporary construction platforms oversailing the River Irwell.

5.86 Landscaping and public realm will include scrub and tree planting to provide a greater level of suitable nesting habitat than is to be lost to facilitate the Proposed Scheme.

5.87 Therefore, the loss of suitable habitat is unlikely to be significant and will not be considered within the EIA or reported within the ES.

Disturbance to resting places used by otter

5.88 Otter are a European protected species, under The Conservation of Habitats and Species Regulations 2017 (as amended)[38]. From information obtained during the desk study, otter are known to be present on the River Irwell. The habitat on-site adjacent to the River Irwell is considered to be of limited value to otter. However, the increased disturbance caused during construction has potential to disturb this species.

5.89 It is anticipated that disturbance to otter will be controlled through the implementation of a CEMP, which will contain reasonable avoidance measures such as a pre-construction walkover to confirm the status of otter on and adjacent to the Site, a toolbox talk, regular inspections and provision of escape routes within any excavations.

5.90 Therefore, disturbance-related effects are unlikely to be significant and will not be considered within the EIA or reported within the ES.

[38] The Conservation of Habitats and Species Regulations 2017 No. 1012 (as amended).

Disturbance to bat commuting routes and foraging areas

5.91 All bat species are sensitive to lighting to some degree and may be impacted by the Proposed Scheme due to increased levels of artificial lighting. This can result in bats losing access to important foraging areas which are necessary for the long-term conservation of the species.

5.92 The Site is currently well lit and classified as being in an 'E4 Environmental Zone' (high district brightness)[39] (see 'Obtrusive Lighting' below). It is anticipated that the effect of artificial lighting during the operational stage on local bat populations will be controlled by the implementation of a sensitive lighting scheme, following guidance from the ILP Guidance for the Reduction of Obtrusive Lighting and guidance from the Bat Conservation Trust Bats and Artificial Lighting at Night[40]. This will include features such as integrated fittings to contain light spill, use of hard landscaping features to block light and create lower light levels in retained and adjacent habitats of value to bats.

5.93 Landscaping and public realm will include scrub and tree planting to provide a greater level of foraging habitat than is to be lost to facilitate the Proposed Scheme.

5.94 Therefore, disturbance to bat is unlikely to be significant and will not be considered within the EIA or reported within the ES.

Spread of Giant Hogweed off-site

5.95 Giant hogweed is an invasive non-native plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended)[41]. It is therefore illegal to cause this species to spread off-site as a result of construction activities.

5.96 It is anticipated that giant hogweed presence on-site will be controlled through the implementation of an Invasive Species Method Statement. This method statement will be informed by DEFRA guidance[42] and will include eradication on-site completely before construction starts. This should be done by a licenced contractor. An exclusion zone will be established around any stands of giant hogweed, and the giant hogweed will be treated via herbicide application to individual plants. Further monitoring for 3 – 5 years will also be required to ensure no new plants establish.

5.97 Therefore, effects related to the spread of Giant Hogweed off-site are unlikely to be significant and will not be considered within the EIA or reported within the ES.

[39] ILP (2020) Guidance Notes for the Reduction of Obtrusive Light.
[40] Bat Conservation Trust (2023) Bats and Artificial Lighting at Night
[41] Wildlife and Countryside Act 1981 (as amended).
[42] https://www.gov.uk/guidance/invasive-non-native-alien-plant-species-rules-in-england-and-wales.

Built Heritage

Baseline

5.98 The Site is currently occupied by Albert Bridge House, built to designs by E H Banks of the Ministry of Work. It was assessed for listing by Historic England in 2021. They concluded that it does not meet the criteria for listing for the following principal reasons:

Degree of architectural interest

- The design of Albert Bridge House tower block is typical for office buildings of the late 1950s with an exposed concrete frame, repetitive modular elevations and extensive glazing, its modern credentials diluted by the use of traditional Portland stone for partial cladding;

- Though the use of an undulating concrete shell roof on the rear block is eye-catching, it is not innovative technology by this date;

- The mainly open plan interiors are standard with no key areas of note due to the quality of their original fixtures and fittings;

- The appearance of the complex has been altered by the replacement of the original windows in all the buildings, impinging particularly upon the tower block, whose fenestration was a prominent component of its design; and

- The interiors of all the buildings have undergone a major refurbishment with replacement of original fixtures and fittings, reconfiguration of spaces with addition or removal of partition walls and insertion of modern underdrawn ceilings with integral lights.

Degree of historic interest

- Though there is some historic interest in Albert Bridge House's role in the post-war redevelopment of Manchester, this is not sufficient without also having clear architectural interest to meet the criteria for listing; and

- Likewise, though it was the first post-war building constructed under the Ministry of Works new fixed-price contracts for government building projects, this is not sufficient without the clear architectural interest to meet the criteria for listing.

5.99 The full assessment for listing undertaken by Historic England is included in **Appendix 4**. Albert Bridge House is considered to be a non-designated heritage asset.

5.100 Within the indicative ZTV (1km), the following heritage assets are demonstrated to fall within the zone of influence (i.e. potentially being subject to some level of impact):

- 11 conservation areas;

- 51 listed buildings, comprising:

  - 3 Grade I assets;
  - 45 Grade II assets;
  - 3 Grade II* assets; and
- 2 non-designated heritage assets.

5.101 **Figure 7.2** shows the location of assets in respect to the Site.

Identification of Unlikely / Not Significant Effects

5.102 A Heritage Statement will be submitted with the Application, in line with the following legislation, policy and guidance:

- Planning (Listed and Building Conservation Areas) Act 1990[43];
- Section 16 of the NPPF;
- MCC Core Strategy[44];
- Places for Everyone[45];
- Statements of Heritage Significance: Analysing Significance in Heritage Assets[46];
- Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management[47];
- Historic Environment Good Practice Advice in Planning, Note 3 – The Setting of Heritage Assets[48];
- Historic England Advice Note 4: Tall Buildings[49]; and
- IEMA, IHBC and CIfA, Principles of Cultural Heritage Impact Assessment in the UK[50].

[43] Planning (Listed and Building Conservation Areas) Act 1990.
[44] MCC (2012) Core Strategy.
[45] Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan Document 2022 to 2029.
[46] Historic England (2019) Statements of Heritage Significance: Analysing Significance in Heritage Assets.
[47] Historic England (2019) Advice Note 1: Conservation Area Designation, Appraisal and Management.
[48] Historic Environment (2017) Good Practice Advice in Planning, Note 3 – The Setting of Heritage Assets (2nd Edition).
[49] Historic England (2022) Advice Note 4: Tall Buildings.
[50] IEMA, IHBC and CIfA (2021) Principles of Cultural Heritage Impact Assessment in the UK.

Change in setting and therefore significance of heritage assets during construction

5.103 During the construction stage there will be a visible change to the setting of the identified heritage assets. The existing structures on-site will be demolished. There will be temporary construction structures (e.g. construction hoardings, tower cranes and site cabins). As the Proposed Scheme is constructed the Site will visibly change from week to week.

5.104 The construction stage will not directly impact the identified heritage assets (apart from Albert Bridge House), but it will result in a change to their setting and potentially their significance as a result.

5.105 Where a change to setting is perceived, for the majority of assets this will result in 'no' to 'negligible' impact on the significance of the asset. The residual assets (those immediately adjacent) may experience temporary 'less than substantial' harm, but this will be at the very low end. Furthermore, the construction will be taking place within a dense city centre context, one where construction activities are part of the existing baseline environment. Given the existing mass on-site and surrounding form, the construction of the Proposed Scheme will not change the overall setting of the heritage assets.

5.106 It is anticipated that the construction site will be kept tidy and presentable at street level with suitable hoardings in place (secured through the CEMP). In addition, there will be controls on working hours and management of traffic. The changing weekly visual progress of development will only temporarily indirectly impact the setting and there will be no permanent impact on setting and therefore significance derived from the construction stage.

5.107 Therefore, the change in setting and impact on significance during construction is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Changes to setting and therefore significance of heritage assets during operation

5.108 During the operational stage there will be a change to the setting of the identified heritage assets. The existing structures on-site will be replaced with structures forming denser and taller mass.

5.109 The operational stage will not directly impact the identified heritage assets (apart from Albert Bridge House) but will result in a change to their setting (indirect impact) and potentially their significance as a result.

5.110 Utilising the indicative ZTV and mapping of heritage assets, numerous initial viewpoint locations have been identified (41) to fully assess the impact on the identified heritage assets. The exact locations will be refined to ensure the full impact can be adequately and fully assessed. White block massing will be used initially to sense check the ZTV before initial rendering of the Proposed Scheme on-site is provided. This will then allow the potential indirect impact on the identified heritage assets to be understood and reported (within a Heritage Statement).

5.111 The heritage consultant will then work with the architect to mitigate the impact to avoid or reduce the effect to non-significant.

5.112 In addition, the potential magnitude of change and therefore potential level of effect is reduced due to the fact that the Site currently has considerable mass located on it (Albert Bridge House). Albert Bridge House, in its current form, largely makes a neutral or minor negative contribution to the setting of surrounding heritage assets. This factor, along with the urban location of the Site, renders any potential impact as unlikely to be significant.

5.113 Therefore, the change in setting and impact on significance during operation is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Loss of Albert Bridge House (non-designated heritage asset)

5.114 During the construction stage, there will be a direct impact on Albert Bridge House as it will be demolished. This will result in an erosion and then complete loss of the heritage asset.

5.115 Albert Bridge House is identified as a non-designated heritage asset. It is considered as such as it was assessed for listing by Historic England in 2021. However, it is not on the HER as held by GMAAS and it is not on a local list of heritage assets held by MCC. Its relative architectural and historic interest is therefore considered to be low (in accordance with the ICOMOS Guidance on Heritage Impact Assessment for Cultural World Heritage Properties).

5.116 Due to complete loss of the asset, the scale of change is considered 'Major' (as per the ICOMOS Guidance). However, as the asset is considered to hold low historic and architectural and interest, this change is unlikely to be significant.

5.117 Therefore, the loss of Albert Bridge House as a non-designated heritage asset is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Ground Conditions and Contamination

Baseline

5.118 The Site is not situated within or adjacent to a designated geological site.

5.119 The British Geological Survey (BGS) map (1:50,000, Solid & Drift edition) and online records[51] indicate the Site is underlain by bedrock geology comprising Chester Formation - Sandstone. Whilst no superficial deposits are recorded at the Site, Glaciofluvial Sheet Deposits are recorded near the south-eastern boundary. Information from the locality also indicates that clays may be present due to proximity to the River Irwell. Made Ground is not indicated to be present on

[51] https://geologyviewer.bgs.ac.uk/?_ga=2.206709911.528996306.1663087865-1391738184.1663087865.

publicly available mapping, although considering historic and current land uses on-site it is anticipated to be present in the Site.

5.120 The historical land uses at the Site include Albert Mill, a landing stage, elements of the Manchester Gas Works, living accommodation, hotels and police station (as outlined above under 'Archaeology').

5.121 In the vicinity of the Site, potential contamination sources are associated with previous land uses and current activities, including waste management facilities, manufacturers, dry cleaners and photographic processors. Given this, the potential contamination sources within the soils on-site include a range of inorganic and organic compounds (e.g. heavy metals, hydrocarbons, organo-sulphur compounds, etc.). Asbestos is also confirmed to be present within Albert Bridge House.

5.122 There are potential leachable contaminants within the Made Ground. There is also the potential for the former gas works to give rise to gross hydrocarbon contamination including coal tars and dense non-aqueous phase liquids (DNAPL). Similarly, the other historic land uses could also lead to light non-aqueous phase liquids (LNAPL) being present on-site.

5.123 Due to the presence of Made Ground and former uses, there may be sources of ground gas present at the Site (including semi-volatile organic compounds, volatile organic compounds (VOC) and permanent hazardous gases (methane and carbon dioxide)).

5.124 The UK Health Security Agency website[52] indicates that the Site lies within an area where less than 1% of homes are above the 'Action Level' for radon.

5.125 The Site is situated in a coal mining reporting area[53]. However, there are no recorded mine entries, past shallow coal mine workings or probable shallow coal mine workings within the Site or in the immediate vicinity. The Site is not located within a Minerals Safeguarding Area.

5.126 The River Irwell lies within the northern part of the Site. The bedrock underlying the Site is classed as a Principal Aquifer. The Site does not lie within a groundwater Source Protection Zone.

Identification of Unlikely / Not Significant Effects

Exposure / contact with contamination for human health receptors

5.127 The earthwork and excavation activities, demolition and removal of hardstanding and Made Ground during construction could potentially expose construction workers (through direct contact / ingestion and inhalation) and existing residents (from dust emissions) to contaminated material.

[52] https://www.ukradon.org/information/ukmaps.
[53] https://datamine-cauk.hub.arcgis.com/.

5.128 As noted above, contaminants may be present at the Site, including inorganic and organic contaminants alongside asbestos.

5.129 Pre-demolition surveys will be undertaken for asbestos / ACMs before the commencement of demolition works. Asbestos will be identified, removed, handled and disposed of in line with appropriate guidance and Regulations, including The Hazardous Waste (England and Wales) Regulations 2005[54], Control of Asbestos Regulations 2012[55] and CIRIA C733[56]. Programmed removal of the identified asbestos materials will be undertaken at the outset of the enabling works under an Asbestos Management Plan (as part of the CEMP).

5.130 As noted in **Chapter 4**, ground investigations will be undertaken in advance of the commencement of the main construction activities. These works will be undertaken in line with relevant guidance, such as Land Contamination Risk Management[57], British Standard 10175:2011 + A2:2017[58], British Standard 5930:2015 + A1:2020[59] and BSEN1997: Part 2: 2007 Eurocode 7[60]. The intrusive ground investigations will determine the absence or presence, type and distribution of any forms of ground contamination and confirm the ground conditions. Where relevant, in line with Land Contamination Risk Management, quantitative risk assessments will be required as part of the intrusive ground investigation(s) which will involve comparing soil contaminant concentrations against Generic Assessment Criteria and assessing Source-Pathway-Receptor Linkages.

5.131 Where quantitative risk assessments identify an elevated risk, remedial measures would be implemented. Requirements would be detailed in a remediation strategy. The remediation strategy will be approved by MCC. This would include the relevant combination of measures to achieve the required standards for the proposed land uses as defined by the site-specific risk assessment (e.g. use of clean capping layers and disposal, removal and / or processing of specific contamination hotspots, placement of geotechnically suitable materials, etc.). Any necessary remediation work would be undertaken during the enabling works prior to the commencement of the main construction works.

5.132 Records of completion will be included in a verification report and this will ensure that the required thresholds / criteria have been achieved through the implementation of the remediation strategy. This would be submitted to MCC.

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[54] The Hazardous Waste (England and Wales) Regulations 2005 No. 894.
[55] Control of Asbestos Regulations 2012 No. 632.
[56] CIRIA (2014) C733 Asbestos in soil and made ground: a guide to understanding and managing risks.
[57] Environment Agency (2020) Land Contamination Risk Management.
[58] British Standard 10175:2011+A2:2017 Investigation of Potentially Contaminated Sites: Code of Practice.
[59] British Standard 5930:2015 + A1:2020 Code of Practice for Site Investigations.
[60] Eurocode 7: Geotechnical Design (report no. BSEN1997).

This will ensure that the Site is not classified as 'contaminated land' under Part 2a of the Environmental Protection Act[61].

5.133 If further unexpected contamination is encountered during the construction works following remediation, appropriate measures will be implemented as part of a CEMP.

5.134 Measures will be incorporated into the CEMP to safeguard human health, include the use of Personal Protective Equipment (PPE), the preparation of method statements, provision of on-site washing facilities, good housekeeping practices and provision of environmental awareness training. Relevant dust mitigation measures also will be included with the CEMP (see 'Air Quality').

5.135 Once the Proposed Scheme has been completed, the areas of built development within the Site will be covered predominantly with hardstanding and building slabs, which will break the plausible contamination linkages for future Site users (such as ingestion and dermal contact). In addition, as noted above, contaminants encountered during the construction stage will be remediated in line with the requirements for the proposed end use. Clean cover layers will also be validated for chemical quality prior to re-use / use on-site. This will preclude the release / migration of contamination during operation.

5.136 Therefore, exposure / contact with contamination are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Release / migration of contamination to controlled waters

5.137 There is also a potential for contamination to be mobilised / leach during earthworks and the formation of foundations and to migrate into the River Irwell or vertically into the underlying groundwater.

5.138 As noted above, there are potential leachable contaminants within the Made Ground. There is also the potential for hydrocarbon contamination including coal tars and dense non-aqueous phase liquids (DNAPL) and light non-aqueous phase liquids (LNAPL) to be present on-site.

5.139 As outlined above, ground investigations will be undertaken in advance of the main construction activities. If required, an appropriate remediation scheme will be produced and implemented, followed by a verification process. At all stages the relevant information will be submitted to MCC.

5.140 During construction, a temporary drainage strategy will be implemented, which will reduce the risk of mobilisation of contamination into the River Irwell and underlying groundwater in the proximity of the Site via overland flow / run-off during construction.

5.141 All on-site construction activities will be undertaken with the Construction (Design and Management) Regulations and best practice measures (e.g. tool-box talks, PPE

[61] Environmental Protection Act 1990 c.43.

and method statements, as required) led by the appointed contractor. Guidance will also be adhered to, such as CIRIA's Control of Water Pollution from Construction Sites[62] and Guidelines for Pollution Prevention (GPP) 2: above ground oil storage tanks[63] and GPP 5: Works and maintenance in or near water[64] (albeit these have been withdrawn).

5.142 For piled foundations, the method of construction will be carefully selected to ensure that the migration of contamination into sensitive resources is kept to a minimum. Such activities will be undertaken in line with guidance, such as the Environment Agency's Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention[65]. This will be led by the appointed contractor. Where required a piling risk assessment will be completed to understand the risk of piling activities associated with impacted soils and receptors.

5.143 During the operational stage of the Proposed Scheme, there is a potential for localised spillages of fuel. Contaminants from fuel spillages are likely to occur on areas of hardstanding (e.g. servicing, parking areas, etc.). These areas will be subject to a controlled drainage scheme as part of the drainage strategy, which will include necessary pollution prevention measures including oil interceptors in line with guidance, such as Pollution Prevention Guidelines 3: Use and design of oil separators in surface water drainage systems[66] (albeit this has been withdrawn). This will prevent the release / migration of contamination to controlled waters during operation.

5.144 Therefore, the release / migration of contamination to controlled waters are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Release of contaminants from on-site activities

5.145 During the construction stage, spillages / leaks from the storage of fuel, oil and materials could migrate causing contamination risks to on-site workers and neighbouring users and as well lateral / vertical migration of contaminants to the River Irwell and underlying groundwater.

5.146 Works will be undertaken in accordance with relevant guidance, such as Pollution Prevention Guidance (albeit withdrawn), CIRIA C532[67] and CIRIA C811[68]. The CEMP

[62] CIRIA (2001) Control of Water Pollution from Construction Sites. Guidance for consultants and contractors (C532).
[63] https://www.netregs.org.uk/media/1475/gpp-2-pdf-jan-2018.pdf.
[64] https://www.netregs.org.uk/media/1303/gpp-5-works-and-maintenance-in-or-near-water.pdf.
[65] Environment Agency (2001) Piling and penetrative ground improvement methods on land affected by contamination: Guidance on pollution prevention.
[66] https://www.netregs.org.uk/media/1671/ppg-3.pdf.
[67] CIRIA (2001) Control of water pollution from construction sites. Guidance for consultants and contractors (C532).
[68] CIRIA (2023) Environmental good practice on-site (5th edition) (C811).

will include specific working methods / practices to prevent pollution and minimise the risk of detrimental effects on water quality, including the provision of emergency spill kits, use of wheel wash facilities, regular cleaning to remove loose sediments and prevent the build-up of dust and mud, use of sediment traps, use of impermeable materials to prevent ingress into the ground and washing down / equipment cleaning associated with concrete or cementing processes.

5.147 The Proposed Scheme will not include land uses or activities that will give rise to particularly contaminative or hazardous waste materials. However, activities at the Site during the operational stage have the potential to result in accidental spillages (household chemicals) and potential contaminants (diffuse highway pollution e.g., hydrocarbons) resulting in the pollution of surface waters and groundwaters. The potential magnitude of accidental spillages (household chemicals) is low, due to the small scale isolated nature of the potential issues.

5.148 The Proposed Scheme will also include a surface water drainage network which will be designed in line with local and national policy and agreement with relevant stakeholders and appropriate surface water treatment will be inherent in the drainage design through the incorporation of SuDS features and pollution prevention measures (e.g. interceptors) (further details are provided under 'Water Environment' below).

5.149 Therefore, the release of contaminants from on-site is unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Potential risk of ground gases

5.150 The Site does not lie within a radon affected area and therefore no specific measures are required to address this risk. However, there is a potential risk associated with ground gas due to the potential presence of generating sources within the underlying Made Ground (and any contamination within it).

5.151 As noted above, prior to the commencement of construction, intrusive ground investigations (including ground gas monitoring / assessments) will be undertaken in accordance with relevant standards and guidance.

5.152 During construction, the potential risks from ground gases are to be dealt with by the appointed contractor in accordance with health and safety legislation, including the Confined Space Regulations[69]. In addition, the CEMP will contain appropriate measures, such as the use of monitoring equipment, safe-entry procedures and use of Respiratory Protective Equipment (RPE) where required, to mitigate the potential risk of exposure to hazardous gas and vapours and / or depleted oxygen levels.

5.153 Any potential risks associated with ground gas will be appropriately mitigated prior to the completion of the construction stage. All new blocks will be designed

[69] Confined Space Regulations (1997) No. 1713.

in line with British Standard 8485:2015+A1:2019[70] and CIRIA's Assessing risks posed by hazardous ground gases to buildings[71] and incorporate mitigation measures (such as gas membranes) depending on the findings of the ground gas monitoring / assessment as part of the ground investigation works.

5.154 Therefore, potential risks of ground gases are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Obtrusive Lighting

Baseline

5.155 There are no designated Dark Sky parks, National Parks or National Landscapes (formerly Areas of Outstanding Natural Beauty (AONB)) near to the Site.

5.156 The Site is located within the western area of Manchester City Centre, a well-lit urban location with various artificial lighting sources. The Site itself currently contains Albert Bridge House as well as two car parks with street lighting, security lighting and amenity lighting. Given the City Centre location, it is considered that the Site is located within an E4 Environmental Zone ('high district brightness') as set out within the ILP Guidance Notes for the Reduction of Obtrusive Light[72].

Identification of Unlikely / Not Significant Effects

Disturbance due to light spill and glare during construction

5.157 Light pollution (or obtrusive light) comprises any adverse effects of artificial lighting, including light trespass / spill and glare occurring as a result of temporary construction activities of the Proposed Scheme. Obtrusive lighting is most likely to have adverse effects on sensitive receptors (principally residential) located in proximity to the Site.

5.158 During the construction stage, temporary lighting may be required to support on-site activities. As noted above, the existing lighting conditions within the Site and in the surrounding area at receptors are considered to be elevated due to the presence of street lighting and other fixtures. Therefore, there is unlikely to be a significant deviation from the baseline lighting environment.

5.159 In addition, it is anticipated that obtrusive light during construction activities will be controlled through the implementation of best practice measures, informed by the ILP Guidance Notes for the Reduction of Obtrusive Light and will include the following prevention measures:

[70] British Standard 8485:2015+A1:2019 – Code of Practice for the Design of Protective Measures for Methane and Carbon Dioxide Ground Gases for New Buildings.
[71] CIRIA (2007) Assessing risks posed by hazardous ground gases to buildings (C665).
[72] ILP (2021) Guidance Note 1 for the reduction of obtrusive light 2021. Available at: https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/ [Accessed 05/03/2025].

- Any security lighting required at the perimeter of the Site would be set at lighting levels that are designed to the correct standard for their purpose;
- The use of sufficient lighting units for the task in hand to avoid the need for tall, wide beam lighting units;
- The reduction of fixed lighting outside working hours, unless beneficial to provide consistent lighting for security / health and safety;
- The use of infrared CCTV systems for security; and
- Any requirements for ongoing monitoring and liaison with stakeholders.

5.160 These measures will be set out within the CEMP.

5.161 Therefore, disturbance due to light spill and glare during construction is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Disturbance due to light spill and glare during operation

5.162 As set out above, obtrusive lighting is most likely to have adverse effects on sensitive receptors (principally residential) located close to the Site.

5.163 During the operational stage, permanent lighting will be provided within the Proposed Scheme, including at ground and upper levels. As noted above, the existing lighting conditions within the Site and in the surrounding area at receptors are considered to be elevated due to the presence of street lighting and other fixtures. Therefore, there is unlikely to be a significant deviation from the baseline lighting environment.

5.164 External lighting will be designed and installed in line with relevant standards and guidance, including British Standard 5489-1:2020 Design of road lighting - Lighting of roads and public amenity areas. Code of practice[73], CBISE LG6: The exterior environment[74] and ILP Guidance Notes for the Reduction of Obtrusive Light.

5.165 Therefore, disturbance due to light spill and glare during operation is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Increases in sky glow

5.166 The Proposed Scheme is not anticipated to contribute significantly to sky glow as it is assumed that all temporary / permanent lighting installations will be designed / installed in line with best practice and relevant standards (e.g. Commission Internationale l'Eclairage (CIE) 126: Guidelines for Minimising Sky Glow[75]), which includes the requirements to minimise upward light emitted and contributions toward sky glow.

[73] British Standard 5489-1:2020 Design of road lighting - Lighting of roads and public amenity areas. Code of practice.
[74] CIBSE (2016) Lighting Guide (LG) 6: The exterior environment.
[75] CIE (1997) 126: Guidelines for Minimising Sky Glow.

5.167 Therefore, increases in sky glow are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Risk of Major Accidents and / or Disasters

Baseline

5.168 The Site does not fall within any Inner, Middle or Outer Health and Safety Executive (HSE) Consultation Zones[76].

5.169 There are no Control of Major Accident Hazard (COMAH) sites[77] within or adjacent to the Site. However, there are eight COMAH sites within 3 miles of the Site, the closest of these being Calor Gas Ltd, a lower tier establishment for fuel storage and distribution, located 3.5km to the west of the Site.

5.170 As outlined above under 'Ground Conditions and Contamination', the Site lies within a coal mining reporting area but there are no recorded mine workings in the vicinity. There is 'no hazard' to 'low hazard' of natural ground instability issues being present at the Site (e.g. collapsible ground, compressible ground, ground dissolution, landslide, running sand and shrinking or swelling clay).

5.171 The Site lies in an area classified as at moderate / high risk of uncovering Unexploded Ordnance (UXO).

5.172 There are a number of utilities within and in proximity to the Site, including gas, electricity, potable water, foul water and telecommunications.

Identification of Unlikely / Not Significant Effects

5.173 A qualitative appraisal of major accidents and / or disasters considered relevant to the Proposed Scheme is presented in **Table 5.3**.

5.174 As part of the appraisal the factors that have been considered include the understanding of the likelihood of a risk event occurring, the consequence of such an event and the mitigation identified to control / manage risks to be 'As Low As Reasonably Practicable' (ALARP). ALARP describes the level to which stakeholders (such as the HSE) expect to see risks controlled, taking account of being 'reasonably practicable' (i.e. weighing a risk against the effort, time and money needed to control it).

Table 5.3: Appraisal of the risk of major accidents and / or disasters

Effect	Appraisal
Major accidents associated with nearby COMAH sites	The Proposed Scheme would not be classified as a COMAH site. There are stringent controls and management regimes in place at the nearby COMAH sites noted above in line with legislative requirements. Therefore, the risk of

[76] https://www.hse.gov.uk/landuseplanning/planning-advice-web-app.htm.
[77] https://notifications.hse.gov.uk/COMAH2015/Search.aspx.

Effect	Appraisal
	major accidents from these sites is considered to be ALARP.
Major accidents associated with underground utilities	During the construction stage, working areas will be secured with restricted access so only suitably qualified personnel are present. Works to confirm the location of utilities will be undertaken before the commencement of activities in liaison with the relevant operators. Good practice working measures will be put in place as part of the CEMP in line with the Construction (Design and Management) Regulations 2015 and other health and safety regulations, such as the preparation of specific method statements and making workers aware of the location of utilities and their easements where works are undertaken in proximity to utilities. In addition, relevant HSE guidance will be adhered to, including Avoiding danger from underground services[78]. With such measures in place, the risk is considered to be ALARP.
Major accidents caused by ground subsidence and associated structural / building collapse	The results of the ground investigations will be used to design appropriate remedial measures to address issues with unstable and compressible ground during the construction stage. This will include temporary works and / or ground improvement (e.g. shoring of excavations, the design of haul roads, piling mats, crane platforms, etc.). In addition, as part of the CEMP, good practice working measures and emergency measures will be put in place in accordance with the Construction (Design and Management) Regulations 2015. All earthworks and foundation design will be in accordance with relevant standards and guidance, including but not limited to CIRIA Report C572: Treated ground engineering properties and performance[79], British Research Establishment document FB75: Building on Fill - Geotechnical Aspects[80], British Standard 6031:2009: Code of Practice for Earthworks[81] and Building Regulations Approved Document A - Structure[82]. With such measures in place, the risk is considered to be ALARP.
Major flood event caused by an	As described under 'Water Environment', effects associated with flood risk are not considered to be

[78] HSE (2014) Avoiding danger from underground services HSG47.
[79] J A Charles and K S Watts (2002). Treated ground - engineering properties and performance (C572).
[80] BRE (2015) FB75 Building on fill: geotechnical aspects (3rd edition).
[81] British Standard 6031:2009 Code of practice for earthworks.
[82] HM Government (2013) Approved Document A – Structure.

Effect	Appraisal
extreme weather event	significant (primarily due to the controlled drainage strategy to be implemented as part of the Proposed Scheme). The Proposed Scheme has been designed and will be constructed in line with relevant standards and guidance. With such measures in place, the risk is considered to be ALARP.
Major accidents associated with pollution events	There is a potential for localised pollution release events during construction and operation, which could be carried to surface water and / or groundwater. As outlined under 'Ground Conditions and Contamination' and 'Water Environment', such effects will be controlled / managed through the implementation of best practice measures and a surface water drainage system. With such measures in place, the risk is considered to be ALARP.
Major accidents associated with fire	As part of the CEMP, construction works will be undertaken in line with Fire Prevention on Construction Sites: Joint Code of Practice[83]. The blocks will be designed with appropriate fire prevention / control measures (e.g. fire doors, extinguishers, etc.) and all external facades and materials will meet the necessary fire resistance standards set out within relevant legislation (e.g. the Building Regulations). Fire management measures, including smoke detectors, sprinklers, etc.) will also be installed within the Proposed Scheme. With such measures in place, the risk is considered to be ALARP.
Major accidents on the local road network	The management of construction vehicles in and out of the Site and the enforcement of stringent safety standards reduces the risk of major accidents to a low level, both in terms of frequency and likelihood. In addition, the surrounding road network includes extensive pedestrian provision (e.g. footways and crossings). As such, pedestrian safety is considered to be well defined and controlled in line with standard highways requirements. The potential for major transport accidents during the construction stage will be mitigated by a construction logistics / traffic management plan as part of the CEMP. This will include measures such as a planned route(s) for construction traffic to reduce the risk to road users, restricting deliveries to certain periods and ensuring the vehicles are well maintained. The new accesses and vehicle circulation through the Proposed Scheme will all

[83] RISC Authority and The Fire Protection Association (2022) Fire Prevention on Construction Sites: The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation (10th Edition).

Effect	Appraisal
	be designed in accordance with relevant guidance / standards. With these measures in place, the risk is considered to be ALARP.
Major accidents associated with rail	The Site is located 180m from the closest live railway line (Preston – Manchester line). Given this distance, there are unlikely to be any potential effects on the trains using this line. Therefore, the risk is considered to be ALARP.
Major accidents associated with aviation	The Site is located circa 13km north of Manchester Airport. Appropriate aviation lighting will be used for tall plant (e.g. cranes) during construction. It is also anticipated that high-intensity obstruction lights will be included at roof level of the Proposed Scheme, where considered appropriate, in line with relevant legislation and guidance[84].
Major accidents associated with risk of UXO on-site	The Site is considered to have a moderate to high potential for previously undiscovered UXO to be present. Appropriate mitigation measures will be implemented as part of a CEMP, such as communication to all construction workers on UXO risks, safety training by a competent expert and the attendance of UXO supervisors during the groundworks (if appropriate). With such measures in place, the risk is considered to be ALARP.
Major accidents as a result of malicious attacks (e.g. vandalism, arson or terrorism)	The risks associated with technological failures and accidents will be reduced through the appropriate design of the Proposed Scheme, including the use of fire alarms. Target acts of vandalism, arson or terrorism cannot be fully mitigated, but the adoption of appropriate security measures at the construction and operational stages, such as security lighting, will help to minimise the likelihood of such events occurring. It is also assumed that appropriate emergency planning has been undertaken by MCC and local emergency services. With such measures in place, the risk is considered to be ALARP.
Major accidents during construction works	All works will be undertaken in accordance with relevant legislation, standards and guidance, including the Construction (Design and Management) Regulations 2015 and HSE's health and safety in construction[85]. Appropriate method statements and risk assessments will be undertaken prior to the commencement of specific activities. With these measures in place, the risk is considered to be ALARP.

[84] e.g. Air Navigation Order 2016 No. 765.
[85] HSE (2006) Health and safety in construction (HSG150).

5.175 Based on the evidence provided in **Table 5.3**, although there is the potential for a wide range of major accidents and disasters that could occur, the risk is considered to be ALARP due to the management regimes required under established legislative requirements or during the design process.

5.176 The EIA Regulations do not specify the need for the consideration of natural disasters. However, for completeness, this has been considered.

5.177 The probability, frequency and likelihood of natural disasters arising from climatic occurrences (i.e. hurricanes) are considered to be very low due to the natural climatic condition of the UK within the global climate system. Specific geological events (i.e. earthquakes, tsunamis, volcanic incidents, etc.) are also considered to be very low due to the general absence of required geological conditions (i.e. area of tectonic plate interaction) within or in proximity to the UK. Although earthquakes have occurred within the UK, the magnitude of such events has generally been low.

5.178 Therefore, effects related to the risk of major accidents and / or disasters are unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Transport and Accessibility

Baseline

5.179 The Site is currently occupied by Albert Bridge House and two car parks, providing circa 137 spaces. The MCC-operated car park off Bridge Street contains circa 65 spaces (albeit a number of spaces are fenced off and unable to be used). The private car park off St. Mary's Parsonage contains circa 72 spaces, including circa 7 accessible spaces (this is currently fenced off and not used). The Site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone[86].

5.180 To the east lies St. Mary's Parsonage and to the south lies Bridge Street. St. Mary's Parsonage connects from Bridge Street to Blackfriars Street to the north. Access to Blackfriars Street at the northern end is restricted to pedestrians and cyclists, with a narrowed carriageway width (marked for cycle use only) and bollards present. Bridge Street (as New Bailey Street) connects from Chapel Street to the west into the wider City Centre further to the south-east, connecting with Cross Street at Albert Square. The A6042 Ring Road can be accessed within circa 450m of the Site along Bridge Street, New Bailey Street and Chapel Street.

5.181 There are Traffic Regulation Orders in the form of double yellow lines (no waiting at any time) on both sides of St. Mary's Parsonage between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking

[86] On-street parking. Controlled Parking Zone Map. https://www.manchester.gov.uk/info/500346/city_centre_parking/146/on-street_parking/6.

– with the exception of two car club bays and a number of pay-and-display parking bays. The double yellow lines continue along the entirety of the northern side of St. Mary's Parsonage and recommence on the southern side north of the junction with Parsonage Lane. Double yellow lines are also in place on both sides of Bridge Street in the vicinity of the Site.

5.182 There are no National Trails, National Cycle Routes or Public Rights of Way within or in the immediate vicinity of the Site. Along St Mary's Parsonage, between Alberton House and Albert Bridge House, is a narrow and poorly signed footpath to Trinity Bridge, which provides a pedestrian link across the River Irwell. There are also footways along the roads and crossing points in the vicinity of the Site. There is also existing cycle infrastructure, including toucan crossings, in the vicinity of the Site.

5.183 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL)[87] are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), which considers walk access time, service availability and average waiting time. The Site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure.

5.184 Bridge Street is a core bus corridor with 14 bus routes stopping close to the Site, five of which have a frequency of at least every 12 minutes on weekdays. Furthermore, Route 1 of the Free Bus stops on Bridge Street. The Free Bus is a service providing direct access across key city centre locations, including the rail stations, Chinatown and the Northern Quarter.

5.185 Salford Central rail station is located at a circa 300m walk from the Site. Salford Central is served by the Manchester Victoria – Clitheroe, Manchester – Southport and Kirkby and Manchester Victoria – Preston lines. There are typically three to six trains stopping at the station each hour on weekdays and Saturdays.

5.186 Within a 700m walk of the Site are the Exchange Square and St. Peters Square Metrolink stations. These provide access to almost the entire Metrolink network and travellers can travel one or two stops to Deansgate-Castlefield to transfer onto services to The Trafford Centre.

Identification of Unlikely / Not Significant Effects

Congestion and safety issues arising from construction vehicles

5.187 Heavily trafficked roads can lead to severance (i.e. perceived division of communities when it is difficult to cross a road), driver delay, pedestrian delay, changes to pedestrian amenity (i.e. the pleasantness of a journey by foot) and

[87]GM Accessibility Levels (GMAL). Available at: https://www.data.gov.uk/dataset/d9dfbf0a-3cd7-4b12-a39f-0ec717423ee4/gm-accessibility-levels.

accidents and safety issues. The placement of hoarding on footways can also narrow the width available to pedestrians and can reduce pedestrian amenity.

5.188 HGVs pose a risk to the safety of car occupants, pedestrians and cyclists. The 'Reported road casualties Great Britain: road users risk, 2023 data'[88] datasheet demonstrates that cars and HGVs cause the most fatalities on roads, with pedestrians and cyclists being the most vulnerable road users. The fatalities per passenger mile travelled are broadly similar for pedestrians and cyclists, which are more likely to be fatally injured than car and HGV occupants in a collision. When assessed per passenger mile travelled, a large proportion of fatal accidents can be attributed to HGVs in comparison to regular cars.

5.189 As well as making pedestrians, cyclists and car drivers feel unsafe and posing a greater risk for more severe accidents than cars, HGVs can lead to severance and a decline in pedestrian amenity. Pedestrians, cyclists and car drivers who feel compelled to take an alternative route may also experience a delay relative to if they felt able to travel along Bridge Street and / or St. Mary's Parsonage.

5.190 The existing operational car parks within the Site have capacity for circa 137 vehicles (albeit a number of spaces are unable to be used due to being fenced off and / or within private ownership). The level of construction traffic is likely to be significantly lower than the current movements associated with the car parks (<25). The number of vehicle trips associated with construction is also anticipated to represent less than 10% of the existing flows on the local road network (the threshold at which significant effects can occur based on relevant guidance[89]).

5.191 It is also anticipated that HGV flows on the public highways will be controlled through the implementation of a CEMP. HGV drivers will be encouraged in the urban environment to be cognisant of their surroundings and vulnerable road users at all times and of their speed – as MCC's website notes a 1mph reduction in speed broadly results in a 5% reduction in collision frequency. HGVs and all other vehicles will not be allowed to park off-site.

5.192 As part of the CEMP, the Site entrance(s) will be controlled by a gateman / security guard who will be on-site 24/7 while the Proposed Scheme is under construction. All persons accessing the Site will be required to sign in and sign out with the gateman who will direct all vehicle drivers along clearly defined, prescribed routes to the relevant area. Barrier fencing will be erected along the routes and relevant signage provided to reinforce the directions provided and establish a 5mph speed restriction.

5.193 The CEMP will also include measures such as agreed traffic management measures to restrict construction vehicles in certain locations and routes at certain times of the day, appropriate signage of the entrances / exits of the construction working

[88] https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-road-user-risk-2023/reported-road-casualties-great-britain-road-user-risk-2023-data
[89] IEMA (now ISEP) (2024) Environmental Assessment of Traffic and Movement.

areas and management of construction parking, including use of designated construction parking areas.

5.194 Where possible hoarding will not entirely cover the adjacent pedestrian footways to maintain pedestrian amenity and prevent severance. However, if this is necessary then alternative safe walking routes would be provided. Clear advertising will also be provided for any routes that are closed and signposting will be provided for suitable alternative routes. Any such works are anticipated to be temporary.

5.195 Therefore, congestion and safety issues arising from construction vehicles are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Congestion and safety issues arising from operational vehicles

5.196 Heavily trafficked roads can lead to severance (i.e. division of communities when it is difficult to cross a road), driver delay, pedestrian delay, changes to pedestrian amenity (i.e. the pleasantness of a journey by foot) and accidents and safety issues.

5.197 The 'Reported road casualties Great Britain: road users risk, 2023 data' datasheet demonstrates that cars contribute to a large proportion of fatalities on roads, with pedestrians and cyclists being the most vulnerable road users. The fatalities per passenger mile travelled are broadly similar for pedestrians and cyclists, which are more likely to be fatally injured than car occupants in a collision. In 2023, 66% of pedestrian and 40% of cyclist fatalities resulted from collisions with cars, partially due to cars accounting for the majority of traffic.

5.198 As well as making pedestrians and cyclists feel unsafe, high flows of cars can lead to severance and a decline in pedestrian amenity. Pedestrians and cyclists who feel compelled to take an alternative route may also experience a delay relative to if they felt able to travel along Bridge Street and / or St. Mary's Parsonage.

5.199 As outlined above, at present, the car parks within the Site amount to a total of 137 car parking spaces (albeit a number of spaces are unable to be used due to being fenced off and / or within private ownership). The completed Proposed Scheme will have <10 car parking spaces, accessed off Bridge Street, for residents primarily with mobility impairments (this may be increased in the future, depending on disable space requirements but would not be substantially more). There will be no on-site car parking available for the proposed offices.

5.200 Based on analysis of the TRICS database, the proposed office block could generate 237 daily vehicle trips and the residential blocks 697 vehicle trips. Due to the lack of comparable sites with no / very low car parking in the TRICS database, this is effectively for a town centre 30,982sqm office building providing circa six car parking spaces and a town centre 800-unit block of flats with 216 car parking spaces. Parking provision typically has a strong relationship with vehicular trip rates, so it can be expected that the actual daily trip generation would be substantially lower than forecast using TRICS.

5.201 The existing car parks are also likely to generate more vehicle trips than the completed Proposed Scheme, although it is understood these are not currently in full use. It is noted that the proposed car parking spaces is 94% lower than the existing provision. This would necessitate a reduction in vehicular trips to the Site and this can be expected to reduce pedestrian and driver delay, accidents and severance alongside improving pedestrian amenity.

5.202 The large areas of public realm will increase the permeability of the Site and unlock new attractive, traffic-free routes for pedestrians and cyclists (especially along the River Irwell between Trinity Bridge and Bridge Street), widen the existing footways along Bridge Street and St. Mary's Parsonage and improve the poor existing access to Trinity Bridge from St. Mary's Parsonage.

5.203 Cycle parking provision along with lockers, changing rooms and showers will be provided to encourage future site users to cycle to and from the Site as well as further reducing travel by private car.

5.204 Following the Interim Travel Plan that will be submitted with the Application, a full Travel Plan will be developed and implemented, with measures to encourage the use of active travel and public transport and discourage car travel, particularly single-occupancy trips. Following occupation of the Proposed Scheme, an initial survey will be undertaken to understand travel choices and patterns to and from the Site, after which modal shift targets will be established. Subsequent follow-up surveys will assess progress towards the targets and whether new or improved measures (e.g. increased cycle parking if there is high demand) can be implemented.

5.205 Therefore, congestion and safety issues arising from operational vehicles are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Changes in demand for public transport

5.206 The Proposed Scheme would not result in a change to / or loss of existing public transport provision that currently services the area. There is anticipated to be an indirect increase in the demand on services due to construction workers and future site users (residents, visitors and employees) although there is an extensive number of public transport options and services in the area.

5.207 Therefore, changes in demand for public transport are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Waste and Resources

Baseline

5.208 As Albert Bridge House has been vacant since late 2022, there is limited waste arisings from the Site associated with maintenance of the existing car park and vegetation.

5.209 The Environment Agency's Waste Data Interrogator[90] identified that 35,430,434 tonnes of waste were received within the North West, including 9,417,605 tonnes of inert / construction and demolition waste and 24,832,021 tonnes of household, industrial and commercial waste as of 2023.

5.210 The Environment Agency's Waste Data Interrogator[91] identified that within the North West there was a total landfill capacity of 25,949,000m^3, including 3,010,000m^3 for hazardous waste, 17,660,000m^3 for non-hazardous waste[92] and 5,279,000m^3 for inert material as of 2023.

Identification of Unlikely / Not Significant Effects

Generation of waste during construction

5.211 Albert Bridge House will be demolished as part of the Proposed Scheme. Likely types of demolition waste arisings associated with Albert Bridge House are as follows:

- Mixture of concrete, brick and tiles (including ACM);
- Timber;
- Mixed soft strip;
- Fluorescent tubes / mercury containing waste;
- Metals; and
- Gypsum.

5.212 The total volume of the material arising demolition is estimated to be 5,830m^3.

5.213 A proportion of the demolition waste arisings will be able to be re-used either in their current form or through reprocessing on-site (i.e. crushed hard-core as fill within designated areas). All demolition waste will be sorted and segregated on-site in line with the waste hierarchy. Where contaminated material is identified this will be subject to handling and disposal in line with appropriate guidance and legislation.

5.214 In addition, earthworks and reprofiling will be required to create the basements, proposed landscaping and drainage features and development plateau levels. As noted in **Chapter 4**, at this stage, it is assumed that levels will likely vary generally from between + / - 1m and potentially up to -4m when compared to existing ground levels. It is anticipated that there will be an overall surplus of material exported off-site.

[90] https://environment.data.gov.uk/dataset/134f7ce9-5123-4813-b4e5-c4fdf621200d.
[91] https://environment.data.gov.uk/dataset/134f7ce9-5123-4813-b4e5-c4fdf621200d.
[92] Including capacity for some stable non reactive hazardous wastes.

5.215 If identified, contaminated materials will be adequately characterised both chemically and physically in line with relevant guidance, such as Waste Classification: Guidance on the classification and assessment of waste[93]. Hazardous materials, if identified, will be managed within legislation ensuring appropriate storage, collection and disposal in line with sustainable management practices, where possible (e.g., Control of Pollution (Special Wastes) Regulations 1980[94] and The Dangerous Substances (Conveyance by Road in Road Tankers and Tank Containers) Regulations 1981[95]). Such wastes are likely to be limited in quantity.

5.216 Waste generated by construction activities is assumed to include bricks, glass, gypsum, aggregate, concrete, wood and plastic. Based on guidance[96], an estimate of construction waste arisings is presented in **Table 5.4**.

Table 5.4: Construction waste calculations

Use	BRE benchmark use	Proposed GEA sqm	Tonnes / 100sqm Gross Floor Area (GFA)	Tonnes
E (a, b, c and g)	Commercial	37,650	13	4,894.5
C3	Residential	81,500	10	8,150
		Total		13,044.5

5.217 Overall, the volume of material generated during the construction stage of the Proposed Scheme from demolition, construction and excavation activities is anticipated to be limited in the context of circa 9.4 million tonnes of inert / construction and demolition material received within the North West (as of 2023) and remaining landfill capacities.

5.218 It is anticipated that waste from construction will also be controlled through the implementation of a CEMP. The CEMP will be informed by the waste provisions of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991[97] and The Waste (England and Wales) Regulations 2011[98]. This will establish guidance on sustainable waste management practices to ensure the adoption of opportunities to reduce, reuse and recycle wastes, where possible, in line with the waste hierarchy.

[93] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment _data /file/1021051/Waste_classification_technical_guidance WM3.pdf.
[94] https://www.legislation.gov.uk/uksi/1980/1709/contents/made.
[95] https://www.legislation.gov.uk/uksi/1981/1059/made.
[96] BRE (2018) BREEAM UK New Construction Non-domestic Buildings (All UK) Technical Manual SD5078:BREEAM New Construction 2018 3.0 and BRE (2018) Home Quality Mark One: Technical Manual England.
[97] Environmental Protection (Duty of Care) Regulations 1991.
[98] The Waste (England and Wales) Regulations 2011 No. 988.

5.219 The measures incorporated within the CEMP will include segregation of waste materials, use of pre-fabricated materials for on-site assembly and 'just in time' deliveries.

5.220 The CEMP will outline the aims, objectives and ongoing management responsibilities as well as containing targets for the reduction / diversion from landfill and re-use of waste.

5.221 Therefore, waste generated during construction is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Generation of waste during operation

5.222 Once operational, a range of residential, commercial and green wastes will be generated by the Proposed Scheme. The Proposed Scheme will not include for any land uses or activities that will give rise to particularly contaminative or hazardous waste materials.

5.223 Based on guidance[99], an estimate of operational waste arisings is presented in **Table 5.5**.

Table 5.5: Operational waste calculations

Use	British Standard building type	Equation for weekly waste arisings	Metric	Weekly waste arisings (litres)
E (a, b, c and g)	Office[100]	Volume arising per employee [50l] x number of employees	37,650m^2 / 3,760 employees[101]	188,250
C3	Domestic	Number of dwellings x{(volume arising per bedroom [70l] x average number of bedrooms[102]) + 30}	800 dwellings	136,000
		Total	-	324,250

5.224 Based on 324,250 and assuming that 1,000 litres is equivalent to 1m^3, 324m^3 of waste will be generated per week, approximately 16,861m^3 per annum. On the assumption that 1m^3 is equal to 1 tonne, this would represent 16,861 tonnes per year. It should be noted that this does not take account of any waste arising reused, recycled or diverted from landfill by another means.

[99] British Standard 5906:2005 Waste management in buildings.
[100] Used as a proxy for all non-residential uses.
[101] Assumed to be 1 employee per 10sqm as a worst-case in relation to waste generation.
[102] Assumed to be 2-bedroom apartments.

5.225 Additional organic / green waste volumes will also be generated by maintenance activities.

5.226 Overall, the volume of material generated during the operational stage of the Proposed Scheme is anticipated to be limited in the context of circa 24.8 million tonnes of household, industrial and commercial wastes material received within the North West (as of 2023) and the remaining landfill capacity.

5.227 The Proposed Scheme will include sufficient areas for the collection, storage and disposal of waste, which will include facilities for the separation of waste for recycling purposes.

5.228 Therefore, waste generated during operation is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Use of material resources

5.229 During the construction stage, the Proposed Scheme will require a quantity of steel, aggregate, cement, concrete, bitumen, wood and plastic. This could deplete the availability of non-renewable resources and affect the regional / national availability of materials. However, given the scale of the Proposed Scheme, there is unlikely to be an effect on the availability of materials on a regional / national basis. In addition, the CEMP will detail measures to reduce resource use, including the use of off-site pre-fabrication where reasonably practical.

5.230 During the operational stage, it is anticipated that maintenance work (i.e. building maintenance) will be infrequent and the required material volumes will be small. Additional volumes of material resources used during the day-to-day activities of the Proposed Scheme are unlikely to be significantly more than is currently used.

5.231 Therefore, the use of material resources is unlikely to be significant and will not be considered further within the ES or reported in the ES.

Water Environment

Baseline

5.232 The River Irwell lies partly within the Site. The Irwell / Manchester Ship Canal (Irk to confluence with Upper Mersey) water body is designated as having a 'moderate' ecological status under the Water Framework Directive[103]. It does not require assessment for chemical status.

5.233 Based on the Environment Agency's long-term flood risk map[104], the majority of the Site is categorised as at very low risk of flooding from fluvial sources (i.e. <0.1% chance of flooding each year). However, the northern areas of the Site (closest to the River Irwell) are classified at a higher risk of flooding (e.g. 1% – >3.3% chance of flooding each year respectively).

[103] https://environment.data.gov.uk/catchment-planning/.
[104] https://check-long-term-flood-risk.service.gov.uk/postcode.

5.234 The Environment Agency's long term flood risk map notes that the majority of the Site is considered to be at a very low risk of surface water flooding (<0.1% chance of flooding each year), with areas in the centre and eastern parts of the Site at a mixture of low / medium / high (i.e. 0.1% – >3.3% chance of flooding) risk of flooding.

5.235 The Site lies within the Conurbation Core Critical Drainage Area[105].

5.236 The flood extents in the event of catastrophic reservoir failure on-site are similar to that of the potential fluvial flood extents and are focussed on the northern parts of the Site. Whilst the consequence of a full breach of the reservoirs could be significant, the probability of such an extreme event occurring is low given the safety protocols, inspection and maintenance regimes that are in place on such impounded features.

5.237 The Site is categorised to be at low risk for groundwater flooding to occur. The Site has a very low risk of flooding from artificial sources (e.g. canals). The Site is not at risk from tidal flooding (due to its inland location). Flood risk from sewer and highway drainage sources is also considered to be low.

5.238 The Site sits on the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers Water Body, which is designated as 'poor' quantitative and chemical status under the WFD. The underlying bedrock geology is classified as a Principal aquifer with a 'Medium - Low Vulnerability'[106].

5.239 The Site is not located within or adjacent to a groundwater Source Protection Zone. There are a number of licensed water abstractions within a 1km radius.

5.240 Records in the local area indicate that groundwater is anticipated to be located 3 – 5m below ground level (bgl). This is anticipated to be similar on-site, although there is a potential for perched groundwater. There is also potential hydraulic connectivity with the River Irwell, given its proximity.

5.241 Existing drainage infrastructure within the Site comprises surface water and foul systems, which discharge into the combined sewer network. There are two overflow outfall sewers which cross the western part of the Site (i.e. the existing car park) and outfall into the River Irwell.

5.242 Due to the current land uses within the Site, there are existing potable and foul flows to / from the Site. The Site lies within United Utilities 'Strategic Resource Zone' for potable water supply[107].

[105] https://www.manchester.gov.uk/downloads/download/6981/strategic_flood_risk_assessment_sfra_maps.
[106] https://magic.defra.gov.uk/.
[107] United Utilities (2024) Water Resources Management Plan Main Report.

Identification of Unlikely / Not Significant Effects

Changes to flood risk

5.243 Flooding events, if significant enough, have the potential to harm construction workers on-site, particularly if they are working in excavations which have the potential to fill with water, causing temporary or permanent health and safety risks (e.g. injuries).

5.244 Construction activities also have the potential to result in increased localised flood risk due to earthworks and excavation activities changing overland run-off routes. In addition, any increases in surface water flows from the Site will lead to changes run-off volumes and rates discharged to public sewer. Where surface water rates exceed the capacity of the drainage infrastructure, overland flows onto the surrounding road network will be generated, potentially increasing flood risk to surrounding receptors.

5.245 Flood risk at the Site largely relates to surface water and fluvial sources, with other sources considered to be low. There will be no change to flood plain storage as a result of the Proposed Scheme.

5.246 Changes to flood risk during the construction stage will be managed through appropriate construction stage drainage strategies, using either existing, temporary or permanent drainage infrastructure. Measures will also be embedded into the CEMP to take account of industry best practice and guidance (e.g. British Standard 8582:2013 – Code of practice for surface water management for development sites[108]), including storage of materials to avoid increasing flood risk off-site, provision of temporary weather protection for exposed flashings to prevent ingress of water and protection of existing drainage pop-ups (where to be re-used).

5.247 Dewatering to sewers will only be carried out under a licence from United Utilities as the statutory undertaker.

5.248 Any construction platforms oversailing the River Irwell are anticipated to only be in place temporarily and for a short duration and therefore will not affect long-term flood risk.

5.249 Due to the current land uses, the Site is largely impermeable and therefore the Proposed Scheme once completed will not increase the area of impermeable surfaces. The Proposed Scheme will provide for attenuation to modern standards (the 1 in 100-year storm including an appropriate allowance for future climate change) through the inclusion of below-ground attenuation tanks, etc. reducing the risk of exceedance overland flows affecting future Site users and surrounding receptors.

[108] British Standard 8582:2013 – Code of practice for surface water management for development sites.

5.250 Alternatively, the surface water drainage strategy will discharge at an unrestricted rate into the River Irwell subject to consultation with relevant stakeholders. In either scenario, there is not considered to be an increase in flood risk to off-site receptors.

5.251 In conjunction with the above, resilience measures, such as the setting of suitable levels to avoid water ingress and directing overland flows away from the blocks to designated areas where some ponding may occur, will be incorporated within the Proposed Scheme.

5.252 Therefore, changes in flood risk are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes to surface and ground water quality

5.253 Construction activities have the potential to result in sediments and cement and concrete dusts being mobilised in surface water run-off and silt laden run-off arising from on-site construction activities, resulting in the sedimentation and pollution of watercourses.

5.254 It is anticipated that such effects will be controlled through the implementation of a CEMP. The CEMP will contain measures set out within the Pollution Prevention Guidance and CIRIA's Control of water pollution from construction sites including washing down or equipment cleaning associated with concrete or cementing processes, use of sediment traps, wheel washing facilities, screening stockpiles and provision of treatment facilities for runoff from construction areas. In addition, appropriate dust management / control measures will be implemented during construction (see 'Air Quality' above).

5.255 Once completed, the Proposed Scheme will include new contained surface water drainage infrastructure. Provision will be made for the system to discharge into the combined sewer network or into the River Irwell.

5.256 The Proposed Scheme will include required treatment trains and Sustainable Drainage Systems (SuDS) will be assessed through the design process and in accordance with the hierarchy of drainage. Appropriate water treatment will be inherent in the drainage design through the incorporation of SuDS features and pollution prevention measures (e.g. interceptors). Such measures will avoid reduction in the quality of surface and ground water bodies.

5.257 Therefore, changes to surface and ground water quality are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes to groundwater recharge and water balance

5.258 Changes to groundwater recharge and water balance have the potential to occur due to the Proposed Scheme due to earthworks and excavation works. There is the potential for the Proposed Scheme to alter the flow of local groundwater through the creation of basements and associated temporary de-watering measures.

5.259 The majority of the Site is already covered in hardstanding and therefore impermeable. As such, the potential for a change to groundwater recharge to be affected by the Proposed Scheme is considered to be low. The Site also comprises a small extent of the wider underlying groundwater body of the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers Water Body.

5.260 Abstraction and discharge licences will be sought from United Utilities the Environment Agency under the terms of The Water Abstraction and Impounding (Exemptions) Regulations[81].

5.261 Appropriate controls / management measures will be implemented during construction and as part of the design, such as adherence to CIRIA's Groundwater control – design and practice[109]. Any piling works would be undertaken in line with the Environment Agency's Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention.

5.262 Therefore, changes to groundwater recharge and water balance are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Changes in potable water demand and supplies

5.263 Processes during construction which may require water supply include sanitary facilities for construction workers and water supply for wheel washing and washing down of construction areas. This will increase the demand on potable water supplies. The completed Proposed Scheme will also result in an increased demand for potable water due to an increase in both permanent and temporary future Site users (e.g. visitors and employees) at the Site.

5.264 United Utilities will be consulted prior to construction to assess the impact of this increase on the water supply surrounding the Site and ensure that the supplies can be met without creating a noticeable effect at local residents or at source.

5.265 The environmental effects of any increase in demand for potable water will be controlled through the consents or permits associated with / available to United Utilities, where consents or permits are only issued where environmental effects are suitably controlled.

5.266 Water efficiency measures will also be incorporated into the Proposed Scheme in accordance with Building Regulations Part G[110]. This will include dual flush WC and appropriate flow rates within taps, showers, etc.

5.267 Therefore, changes in potable water demand and supplies are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

[109] CIRIA (2016) Groundwater control – design and practice (C750).

[110] Ministry of Housing, Communities and Local Government (2024) Building Regulations Sanitation, hot water safety and water efficiency: Approved Document G.

Changes to foul water demand

5.268 Waste water generation on construction sites includes effluent from sanitary facilities provided on-site. Once completed, the future site users will increase the load on the local public foul water sewer network and treatment facilities.

5.269 Consultation will be undertaken with United Utilities to identify the local foul water infrastructure capacity. However, it is assumed that the environmental effects of any increase in foul water will be controlled through the discharge consents or permits associated with / available to United Utilities, where consents or permits are only issued where environmental effects are suitably controlled.

5.270 Should any upgrades to the existing public foul water network be required, these will be undertaken by United Utilities in accordance with the standards and specifications set out in Sewerage Sector Guidance[111].

5.271 Therefore, changes in foul water demand are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

[111] Water UK (2023) Sewerage Sector Guidance – approved documents.

6. Noise and Vibration

Baseline

6.1 The immediate area surrounding the Site is primarily influenced by road traffic noise sources (including Bridge Street and St. Mary's Parsonage).

6.2 The noise survey measurements taken in 2022 indicate daytime Site boundary noise levels in the order of 68 decibels (dB) LAeq,T along Bridge Street and 64 dB LAeq,T along St Mary's Parsonage. With increased height above ground, noise levels drop off slightly, with daytime noise levels of 62 dB LAeq,T being measured on top of the existing Albert Bridge House. At night, ambient noise levels typically drop by the order of 5dB.

6.3 There are many existing residential properties in the local area generally located across the River Irwell to the north and further to the west of the Site, with the main conglomerations including properties on Left Bank, Stanley Street, New Bailey Street and Browncross Street. There are also residential properties to the east along St. Mary's Parsonage and The Lowry hotel is north west across the River Irwell. The nearest residential properties are similarly influenced by road traffic noise from Bridge Street (or the extension into New Bailey Street, north of the River Irwell). Directly to the east are commercial premises and the local area to the south and west primarily comprises retail and commercial premises.

6.4 There are many bars and restaurants dispersed in the local area, the main conglomeration being centred along Bridge Street / Motor Square to the south and south-east of the Site. These have various operating times, with typical closing times at weekends between 22:00 and 05:00 hours. Amplified music entertainment is not a key feature of most (only background music). However, it is a central feature of the MOJO Bar and The Liars Club on Bridge Street. The Oast House Bar & Restaurant on Dolefield Street also hosts occasional licensed late-night events.

6.5 Subjectively, groundborne vibration around the Site is not perceptible.

Identification of Unlikely / Not Significant Effects

Disturbance due to Construction Road Traffic Noise

6.6 Construction road traffic has the potential to generate audible noise.

6.7 Available recorded AADT road traffic flow data from the Department for Transport[112] for Bridge Street has been reviewed for the year 2023 which has been assumed to be representative of the existing baseline as a worst-case. The 2023 AADT was recorded as 6,092 vehicles. There are expected to be up to 100 additional vehicles per day during the peak construction period. The increase in road traffic at the peak time is calculated as a 1.6% increase. For there to be a 1dB

[112] https://roadtraffic.dft.gov.uk/manualcountpoints/27974.

increase in noise from road traffic, there would need to be at least a 25.0% increase in road traffic flow. Therefore, considerably less than a 1dB increase in noise is predicted for the construction period. It has been assumed that the AADT is a reasonable representation of AAWT data normally used for noise assessment purposes in the absence of such flow data being available.

6.8 By reference to Table 3.17 of the Design Manual for Roads and Bridges (DMRB) LA111[113], a less than 1dB increase in construction road traffic noise is a negligible magnitude of impact.

6.9 Bridge Street will be the primary route used by the construction road traffic and access from St. Mary's Parsonage is not assumed to occur eastwards of the Site.

6.10 Therefore, construction road traffic noise from the Proposed Scheme on the local transport network is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Disturbance due to Operational Road Traffic Noise

6.11 Operational road traffic has the potential to generate audible noise.

6.12 As only <10 car parking spaces are proposed compared to the existing 137 spaces (albeit a number are fenced off and / or unable to be used), the Proposed Scheme would result in a reduction to the road traffic flows on the local transport network.

6.13 By reference to the scoping assessment as defined in DMRB LA111, questions 1 and 2[114] therein are not triggered by a reduction in road traffic flow as there would be no increase in the basic noise level of Bridge Street. There are no new road links being introduced by the Proposed Scheme and considering a reduction in road traffic, it is not considered that there would be an effect.

6.14 It is expected that Bridge Street would be the primary route used by the operational road traffic and that other local roads would not result in an increase in vehicular flow.

6.15 Therefore, operational road traffic noise from the Proposed Scheme on the local transport network is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Building Services Plant Noise

6.16 Operation of the Proposed Scheme building services plant from commercial, landlord or domestic systems have the potential to generate audible noise.

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[113] Highways England (National Highways) (2020) DMRB Sustainability & Environmental Appraisal: LA 111 Noise and vibration, Revision 2.

[114] i. .e. 1) is the project likely to cause a change in the BNL of 1dB LA10,18hr in the do-minimum opening year (DMOY) compared to the do-something opening year (DSOY) and 2) is the project likely to cause a change in the BNL of 3dB LA10,18hr in the do-something future year (DSFY) compared to the DMOY.

6.17 The detailed design of all building services plant will be in accordance with applicable noise level guidance and will adhere to intended development specific design limits for noise of an overall noise Rating Level 5dB below the prevailing background sound level. These primary mitigation measures are considered an integral part of the design process and a standard planning condition is expected to be applied to define external noise emission limits for compliance.

6.18 Therefore, building services plant noise is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Commercial Noise Breakout

6.19 Tenant operational activities in the commercial areas of the Proposed Scheme have the potential to generate audible noise.

6.20 The detailed sound insulation design of the building envelope and internal separating structures will be in accordance with applicable guidance (as above), Building Regulations and will adhere to development specific design limits under development, which will include consideration of the 63Hz and 125Hz octave bands as required by MCC. The landlord intention is to use lease agreements to control tenant generated noise levels and review of fit-out arrangements for sound insulation.

6.21 A supporting acoustics design assessment report will be submitted with the Application, which will include the proposed building façade sound insulation performance and assessment of commercial noise breakout control.

6.22 Therefore, the effects of commercial noise breakout from tenant operational activities are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Commercial Delivery and Collection Noise

6.23 Deliveries and collections to and from the commercial areas of the Proposed Scheme have the potential to generate audible noise.

6.24 The design of waste collection points and commercial delivery areas has included consideration of maximising the distance to residential receptors and the intention is to locate residential waste stores at ground and ground floor mezzanine levels in Block A and Block B with commercial waste bins at the ground floor level internally within Block C. Deliveries and collections will be restricted to the period of 07:00 and 23:00 hours. It is the intention that tenant lease agreements will include a clause forbidding the charging of bins between 23:00 and 07:00 hours.

6.25 Therefore, the effects of commercial delivery and collection noise are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Vibration from Operational Building Services Plant and Tenant Activities

6.26 Operation of building services plant and commercial tenant activities have the potential to generate perceptible vibration.

6.27 The detailed design of all building services plant will be in accordance with applicable vibration guidance of British Standard 6472-1:2008[115] and will adhere to development specific design limits for vibration derived from the aforementioned guidance. The landlord shell build design will minimise vibration transfer to adjacent parts of the Proposed Scheme and tenant lease agreements are intended to govern acceptable transfer limits for fit-out design to achieve based on compliance with the overall guidance of British Standard 6472-1:2008. A standard planning condition is expected to be applied to define external and / or internal vibration transfer limits for compliance in accordance with British Standard 6472-1:2008.

6.28 Therefore, the vibration from operational building services plant and operational commercial tenant activities is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Existing Aircraft Noise

6.29 Aircraft travelling to / from Manchester Airport have the potential to generate audible noise.

6.30 Observation of the Manchester Airport[116] published noise contours indicates that the Site is located sufficiently distant from the 51 dB LAeq,16hour daytime noise contour, considered to be the onset of potential significant community annoyance, that aircraft noise is unlikely to be significant for the future site users in the Proposed Scheme.

6.31 Therefore, the effects of existing aircraft noise are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Existing Environmental Vibration from the Local Transport Network

6.32 The local transport network has the potential to generate perceptible vibration.

6.33 Subjective observation around the Site in March 2022 has indicated no perceptible vibration sources from the local transport network. The nearest railway track is elevated above ground greater than 175m distant indicating that adverse vibration transfer is unlikely.

6.34 Therefore, existing environmental vibration from the local transport is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Identification of Likely / Significant Effects

6.35 **Table 6.1** outlines the likely / significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

[115] British Standard 6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.
[116] www.manchesterairport.co.uk/community/environmental-management/.

Table 6.1: Likely significant effects and sensitive receptors

Effect	Receptor(s)	Applicable stage(s)
Noise emissions from general construction activity	Nearest existing off-site residents and the nearest existing commercial receptors	Construction
Vibration transfer from general construction activity	Nearest existing off-site residents and the nearest existing commercial receptors	Construction
Introduction of new residents on operational noise practices of existing late night entertainment premises (including music venues)	Existing late night entertainment premises (including music venues)	Operation
Existing road and commercial premises noise on the Proposed Scheme	Future on-site residents	Operation

Completed Background Studies

6.36 **Table 6.2** outlines the studies / surveys / analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 6.2: Completed background studies

Study / survey / analysis / evaluation	Overview	Date of completion
Noise night sampling	Attended sample noise measurement surveys at night.	December 2024 August 2022
Noise measurement survey	A noise measurement survey including attended and unattended positions, quantifying ambient, background and maximum noise event levels.	March 2022
Vibration perception survey	Perception observations of prevailing vibration around the Site boundary.	March 2022
Review of Manchester Airport Noise Contours 2022	The published noise contours for Manchester Airport have been reviewed.	February 2025

Study / survey / analysis / evaluation	Overview	Date of completion
and 2023		
Review of MCC's Planning & Noise Technical Guidance 2022	Requirements for noise and vibration surveys and assessments have been reviewed.	February 2025

Assessment Methodology for Likely / Significant Effects

Baseline

6.37 An environmental noise baseline survey comprising attended and unattended measurements has been conducted on and around the Site during March 2022, with supplementary night measurements undertaken in August 2022 and December 2024. Upon further observation in December 2024 of the local area, nothing materially has been found to have changed since 2022. Therefore, the original March 2022 survey results will be used to form the baseline conditions at receptors for the construction and operational assessments. Noise has been measured following the procedures of British Standard 4142[117] and British Standard 7445-2[118]. If additional measurements to extend the coverage of the noise survey are necessary, they will be undertaken in a consistent manner.

Noise Emissions from General Construction Activity

6.38 Construction noise from general construction activity will be treated as a temporary activity. The assessment will give due regard to the Proposed Scheme and minimum working distances as a worst-case. The predictive calculation methods of British Standard 5228-1[119] will be implemented. The assessment will consider the peak period of construction noise accounting for the assumed phasing of the blocks on-site.

Vibration Transfer from General Construction Activity

6.39 Construction vibration transfer from general construction activity will be treated as a temporary activity. Methods of working which have the potential to generate vibration and induce it into the ground or adjacent building structures will be identified and assessed against British Standard 5228-2[120] and British Standard

[117] British Standard 4142:2014 + A1:2019 – Methods for Rating and Assessing Industrial and Commercial Sound.

[118] British Standard 7445-2:1991 Description and measurement of environmental noise. Guide to the acquisition of data pertinent to land use.

[119] British Standard 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise.

[120] British Standard 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.

6472-1[121]. The assessment will consider the peak period of construction vibration accounting for phasing of blocks on-site.

Introduction of New Residential Receptors on Operational Noise Practices of Existing Late Night Entertainment Premises (including Music Venues)

6.40 The Proposed Scheme will introduce future residential receptors to an area with established late night entertainment premises. The 'Agent of Change' principle will be considered and assessed in a simple manner (as lengthy detailed assessments based on assumptions are likely to become redundant over the course of the Proposed Scheme). Existing late night entertainment premises will be identified and will be treated as receptors sensitive to the presence of the newly introduced future residential receptors. The Institute of Acoustics (IOA)[122] comparative criteria will be adopted for the assessment to supplement the MCC guidance[123].

Existing Road and Commercial Premises Noise on the Proposed Scheme

6.41 Existing environmental noise levels acquired from the baseline survey will be assessed at the Proposed Scheme future introduced residential façade locations, taking into account the future increase or decrease (as appropriate) from the operation of the Proposed Scheme. ProPG[124], British Standard 8233[125] and the AVO Guide[126] will be used for the assessment of Site suitability. Minimum parameters for the sound insulation properties of the Proposed Scheme facades will be proposed along with consideration of the worst-case windows open scenario (if applicable to the design ventilation approach) and overheating principles according to Approved Document O[127].

Level of Effect and Significance

6.42 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgement.

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[121] British Standard 6472-1 Guide to evaluation of human exposure to vibration in buildings - Vibration sources other than blasting.

[122] Institute of Acoustics (2003) Good Practice Guide on the Control of Noise from Pubs and Clubs.

[123] MCC (2022) Planning & Noise Technical Guidance.

[124] Association of Noise Consultants, Institute of Acoustics, Chartered Institute of Environmental Health (2017) ProPG: Planning & Noise - Professional Practice Guidance on Planning & Noise – New Residential Development.

[125] British Standard 8233-2014 Guidance on sound insulation and noise reduction for buildings.

[126] Association of Noise Consultants, Institute of Acoustics (2020) Acoustics Ventilation and Overheating Residential Design Guide, Version 1.1.

[127] The Building Regulations 2010 - Approved Document Part O – Overheating, 2021 Edition for use in England.

Limitations and Assumptions

6.43 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The construction stage noise and vibration assessments rely on assumed outline plant details which may be subject to change when a contractor is appointed for the works. Best endeavours will be made to ensure that similar plant from the standard noise and vibration databases of construction plant are adopted for the assessments. A worst-case closest working position will be used in the assessment, which in practice is unlikely to occur for extended periods of time.

7. Townscape and Visual

Baseline

7.1 The Site currently comprises Albert Bridge House, a complex of 18, 6 and 3 storey blocks and two surface car parks (one of which is fenced-off). The maximum existing building height within the Site is approximately 60m. The location of the Site is shown in **Figure 7.1**.

7.2 Existing public or communal areas within the Site are limited to an area of public realm fronting on to Bridge Street and a small area that is in a state of disrepair with evidence of anti-social behaviour accessed near Albert Bridge and fronting on to the Irwell. The nearest areas of public open space are Trinity Square immediately to the east of St. Mary's Parsonage, Clermont-Ferrand Square approximately 40m north of the Site across the River Irwell and Parsonage Gardens, approximately 100m to the north east. The Site falls uniformly from the south-east boundary towards the north-west boundary with the River Irwell with a steeper section forming a portion of the river channel.

7.3 Vegetation within the Site is limited to the mature trees along Bridge Street and the River Irwell. A tree survey of the Site has been carried out in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction' by Urban Green[128]. The report revealed the Site contains a total of 15 individual trees and 6 groups. Of these there were:

- Individual trees:
  - 10 category 'B' trees;
  - 3 category 'C' trees; and
  - 2 category 'U' trees.
- Tree groups:
  - 5 category 'B' groups; and
  - 1 category 'C' groups.

7.4 Three of the existing trees on-site are covered by TPOs.

7.5 The townscape character at the Site level is formed by the built form of Albert Bridge House, the surface car parks and the mature trees fronting Bridge Street and the River Irwell. The Site's townscape is considered of Ordinary value at a local level. This conclusion is reached on the basis that although the Site itself is not designated, there are a number of recognisable townscape features present such

[128] This will be provided as part of the Application.

as the mature vegetation and the existing built form. However, there are some detracting elements including the condition of some of the built form, Site boundaries and vegetation within the Site which would benefit from improved management.

7.6 There are a number of heritage buildings and assets in close proximity to the Site including Albert Bridge, 31 and 33 King Street West, St. Mary's Parsonage, Arkwright House, Masonic Temple and Parsonage Square Conservation Area which contribute to the Site's immediate townscape setting. Further details of the historical context of the Site and surrounding area are provided within **Chapter 5** (under 'Built Heritage'). The locations of assets are shown in **Figure 7.2**.

7.7 There are a total of 38 Manchester Neighbourhoods and Salford City Centre Areas within the 2km study area (refer to **Figure 7.6**). The Site primarily falls within the Retail Core and partially in the Spinningfields neighbourhood according to the Manchester Residential Quality Guidance document[129] published by MCC. The residual area of the Spinningfields neighbourhood lies further to the south and the Chapel Wharf and New Bailey City Centre areas lie within Salford to the north-west of the River Irwell. The Retail Core area is characterised by the presence of a range of retail properties, largely pedestrianised streets and significant City Centre squares and open spaces including St. Ann's Square and Parsonage Gardens. There are numerous heritage assets present including the Parsonage Square Conservation Area, which extends in proximity to the east of the Site.

7.8 The Spinningfields area extends between the River Irwell and Deansgate to the south of the Site. The area has seen significant regeneration since the early 21st century and incorporates a range of new retail, commercial, civic and residential development. Significant buildings within the area include the Grade I listed John Rylands Library, People's History Museum and Manchester's Civil Justice Centre. The area is predominately pedestrianised and incorporates external spaces, including Hardman Square.

7.9 Chapel Wharf Salford City Centre Area occupies the area to the north of the Site across the River Irwell and is bound by Trinity Way to the north. The area is characterised by a range of commercial, residential properties and the prominent raised viaduct serving Salford Central Railway Station. Trinity Bridge, Clermont-Ferrand Square, the Lowry Hotel and surrounding buildings form a prominent frontage to the River Irwell to the north of the Site. The area has seen recent regeneration including new residential and commercial development.

7.10 New Bailey Salford City Centre Area lies across the River Irwell to the north-west of the Site has seen significant regeneration in the last five years including new and ongoing residential and commercial development. Buildings that predate the recent development are limited but include Salford Central Railway Station, Riverside House and Ralli Quays, which front on to the River Irwell.

[129] MCC (2017) Manchester Residential Quality Guidance.

7.11 In addition to townscape receptors, there are a number of key views towards the Site. These include the following:

- Views from Trinity Bridge;
- Views from Bridge Street;
- Views from St. Mary's Parsonage;
- Views from King Street West;
- Views from Left Bank;
- Views from Albert Bridge / New Bailey Street; and
- Views from Blackfriars Street.

7.12 The locations of the viewpoints identified are provided in **Figures 7.3** and **7.4**.

Identification of Unlikely / Not Significant Effects

Impact on Townscape Character Areas (Manchester City Centre Neighbourhoods) outside of the Zone of Theoretical Visibility (ZTV)

7.13 Following the completion of an initial field survey, areas outside of the ZTV (**Figure 7.5**) are considered to be visually and perceptually divorced from the Site and no effects are anticipated on these receptors as a result of the Proposed Scheme. The following MCC townscape character areas are omitted from the assessment: Northern Quarter, China Town, The Village, First Street, Piccadilly, Kampus, Ancoats, Mayfield and North Campus.

7.14 Therefore, the impact on townscape character areas (Manchester City Centre Neighbourhoods and Salford City Centre Areas) outside of the ZTV is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on Townscape Character Areas (Manchester City Centre Neighbourhoods and Salford City Centre Areas) within the ZTV during Construction

7.15 During the construction stage of the Proposed Scheme gradual and temporary changes to the townscape will occur due to demolition activities, enclosure of the Site with hoardings / fencing; presence of material stockpiles; movement of plant and other construction vehicles; the presence and use of tower cranes; and the progressive construction of elements present within the Proposed Scheme.

7.16 The Site is in a City Centre location and the immediate townscape setting of the Site is currently subject to a number of construction activities and associated features (such as cranes) and emerging new built form. The construction effects of the Proposed Scheme would be no greater in size or scale or geographical extent than that expected at the operational stage but would be of temporary duration.

7.17 As set out in **Chapter 4**, security hoarding will be erected along the perimeter of the Site. In addition, a CEMP will be agreed with MCC and implemented, which will

contain measures such as tidy site working practices, controls on working hours and management of traffic.

7.18 Effects on visual receptors during the construction stage are anticipated to be negligible or none.

7.19 Therefore, the impact on townscape character areas (Manchester City Centre Neighbourhoods and Salford City Centre Areas) during the construction stage is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on Townscape Character Areas within the ZTV outside of the Site

7.20 Following an initial field survey and assessment of the townscape baseline it was considered that the Site is located in the City Centre in an area that is already heavily influenced by surrounding urban elements.

7.21 Changes within the Site are not anticipated to adversely affect the townscape character of areas that are not in the immediate vicinity as they are already subject to a number of urbanising influences due to the City Centre location. The following areas are omitted from the assessment Central Business District, Civic Quarter, Petersfield, St. Johns, Castlefield, New Bailey West, Chapel Street & Islington, Middlewood, Adelphi, Crescent, Meadow, Greengate, Medieval Quarter, Great Jackson Street, Wilburn Basin, Water Street, Former Boddington's Brewery, Green Quarter, NOMA, Corridor Manchester, New Islington, New Cross, Collyhurst, Lower Irk Valley, University of Salford, Peel Park and David Lewis.

7.22 As set out in **Chapter 4**, the Proposed Scheme will retain existing trees and include the implementation of landscaping and public realm.

7.23 Therefore, the impact on townscape character within the ZTV, outside of the immediate vicinity of the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on Visual Receptors outside of the ZTV

7.24 Following the completion of an initial field survey, receptors outside of the ZTV (**Figure 7.5**) are considered to be visually and perceptually divorced from the Site and no effects are anticipated on these receptors as a result of the Proposed Scheme.

7.25 Therefore, the impact on residents of dwellings, users of the local road network, users of local areas of open space and employees at their place of work outside of the ZTV is unlikely to be significant and will not be considered within the ES.

Impact on the Night-time Character

7.26 The Site is located within the western area of Manchester City Centre, a well-lit urban location with various artificial lighting sources present throughout the Site and in proximity to it. The Site currently contains vacant buildings as well as two car parks (albeit one is fenced off), as such, the baseline lighting within the Site predominantly relates to street lighting, security lighting and amenity lighting. There are also a range of taller buildings close to the Site, including Manchester

Crown Court, 29 New Bailey Street, Trinity Bridge House and Chapel Wharf, which include external and internal lighting installations.

7.27 As noted in **Chapter 5** (under 'Obtrusive Lighting'), it is considered that the majority of the Site is located within Environmental Zone E4 Urban ('high district brightness') as set out within the ILP Guidance Notes for the Reduction of Obtrusive Light.

7.28 As presented in **Chapter 4**, the lighting philosophy will be to achieve a good level of maintained illuminance across the Site, minimising inconsistently lit areas and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas. All external lighting will be designed and installed in line with relevant standards and guidance.

7.29 Effects of the Proposed Scheme on the night-time character and visual experience are anticipated to be negligible given the existing urban, lit context.

7.30 Therefore, the impact on the night-time character within and in close proximity to the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on Visual Receptors during Construction

7.31 During the construction stage of the Proposed Scheme gradual and temporary changes to the visual environment will occur due to demolition activities, further enclosure of the Site with hoardings / fencing; presence of material stockpiles; movement of plant and other construction vehicles; the presence and use of tower cranes; and the progressive construction of elements present within the Proposed Scheme.

7.32 The Site is in a City Centre location and the immediate visual context of the Site is currently subject to a number of construction activities and associated features (such as cranes) and emerging new built form. The construction effects of the Proposed Scheme would be no greater in size or scale or geographical extent than that expected at the operational stage but would be of temporary duration.

7.33 During construction, Site security hoarding will be erected around the perimeter of the Site. In addition, a CEMP will be prepared and agreed with MCC, which will contain measures such as tidy site working practices, controls on working hours and management of traffic.

7.34 Effects on visual receptors during the construction stage are anticipated to be negligible or none.

7.35 Therefore, the impact on visual receptors during the construction stage is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Change of Land Use within the Site

7.36 There will be a change from office buildings, hardstanding and mature vegetation to high density commercial and residential development, including new built form

and recreational open space land uses, similar to adjacent and nearby land uses. The arrangement of taller elements in the Site presents an opportunity to form a cluster of towers at this location and the creation of a key gateway in the City Centre.

7.37 As part of the Proposed Scheme, a number of the existing trees will be retained and a landscape and public realm scheme will be implemented.

7.38 Therefore, the impact on land use within the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Removal of Existing Vegetation

7.39 As part of the Proposed Scheme, existing trees and vegetation will be removed to enable development. However, mature trees, including those subject to TPOs, will be protected during construction and retained.

7.40 New tree, shrub planting is proposed throughout the ground level public realm, supplementing and complementing the existing tree resource and creating a new structure of vegetation to open and built elements.

7.41 The principal arboricultural features within the Site including associated root protection areas are to be retained and protected in accordance with British Standards[130]. New tree planting proposed will compensate for the loss of existing vegetation.

7.42 Therefore, the impact on existing vegetation within the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on Existing Urban Grain

7.43 The existing office buildings will be demolished and will be replaced with the new built form continuing the existing urban grain's relationship with the surrounding area and improved connectivity to the local area will be provided due to the increased public realm within the Site. The urban grain within the wider study area will remain unchanged.

7.44 Therefore, the impact on the existing urban grain within the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on the Existing Site Topography

7.45 The Proposed Scheme will result in a series of minor topographic changes to selected areas of the Site. However, the overall profile will largely remain as existing.

7.46 Therefore, the impact on the existing Site topography is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

[130] British Standards Institution (2012) British Standard 5837:2012 Trees in Relation to Design, Demolition and Construction to Construction – Recommendations.

Impact on Receptors using the Local Road Network within the ZTV

7.47 The Site is located in the Manchester City Centre in an area that is already heavily influenced by urban elements surrounding the Site. Any potential views from the local road network within the immediate and wider setting of the Site will be transient and are experienced in the context of the existing urban setting and the change to the character and amenity of these views will be minimal.

7.48 For closer views, as part of the Proposed Scheme, some existing trees will be retained and the landscape and public realm scheme will be implemented.

7.49 Therefore, the impact on receptors using the local road network is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on Receptors at their Place of Work within the ZTV

7.50 Following an initial field survey and assessment of the visual baseline it was considered that the Site is located in the City Centre in an area that is already heavily influenced by urban elements surrounding the Site. Employees at their place of work are considered to be less sensitive to changes in views as described in Guidelines for Landscape and Visual Impact Assessment (3rd edition) (GLVIA 3)[131]. Any potential views from workers at their place of work within the immediate and wider setting of the Site are experienced in the context of the existing urban setting and that the change to the character and amenity of these views will be minimal.

7.51 For closer views, as part of the Proposed Scheme, some existing trees will be retained and the landscape and public realm scheme will be implemented.

7.52 Therefore, the impact on receptors at their place of work is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Identification of Likely / Significant Effects

7.53 **Table 7.1** outlines the likely / significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 7.1: Likely significant effects and sensitive receptors

Effect	Receptor(s)	Applicable stage(s)
Impact on open space within the Site	Existing open space within the Site	Operation
Impact on townscape	Existing townscape character within and in close proximity to the Site. Areas to	Operation

[131] IEMA and the Landscape Institute (2013) Guidelines for Landscape and Visual Impact Assessment (3rd edition).

Effect	Receptor(s)	Applicable stage(s)
character within the ZTV and in close proximity to the Site	include: Retail Core (refer to viewpoints 2, 11, 12, 13, 14, 16 and 32), Spinningfields (refer to viewpoints 3, 4, 5, 6, 19, 20 and 22), Chapel Wharf (refer to viewpoints 1, 7, 8, 9, 10, 11, 26, 39 and 41) and New Bailey (refer to viewpoints 8, 23 and 39)[132].	
Impact on existing building height within the Site	Existing building height within the Site (contributing to the townscape character).	Operation
Impact on the residential visual receptors within the ZTV in close proximity to the Site	Residents of dwellings including those on Bridge Street (refer to viewpoint 3), St. Mary's Parsonage (refer to viewpoints 2, 12, 13 and 41), King Street and King Street West (refer to viewpoints 14, 16, 28, 35, 36, 37 and 38) and Deansgate (refer to viewpoints 15, 34 and 35)[133].	Operation
Impact on receptors using public open space within the ZTV in close proximity to the Site	Users of local areas of open space including those using Trinity Square and Clermont-Ferrand Square (refer to viewpoints 1 and 13)[134].	Operation

Completed Background Studies

7.54 **Table 7.2** outlines the studies / surveys / analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 7.2: Completed background studies

Study / survey / analysis / evaluation	Overview	Date of completion
Desk based study	Key townscape and visual receptors which have the potential to be affected by the Proposed Scheme have been identified using	February 2025

[132] Refer to TVIA Figure 7.3 - Viewpoints, Close Range and Figure 7.4 – Viewpoints.
[133] Refer to TVIA Figure 7.3 - Viewpoints, Close Range and Figure 7.4 – Viewpoints.
[134] Refer to TVIA Figure 7.3 - Viewpoints, Close Range and Figure 7.4 – Viewpoints.

Study / survey / analysis / evaluation	Overview	Date of completion
	Geographical Information Systems (GIS) in combination with published Natural England (NE) and MCC data, identifying and mapping relevant local and national planning designations and constraints.	
Initial field survey	Review of identified viewpoint locations and surrounding townscape character	February 2025

Assessment Methodology for Likely / Significant Effects

7.55 The assessment will be undertaken in accordance with Guidelines on Landscape and Visual Impact Assessment (GLVIA3)[135] and Notes and Clarifications on aspects of the 3rd Edition GLVIA3 – LITGN-2024-01[136] and will cover the operational stage of the Proposed Scheme.

7.56 The extent of the study area is broadly defined by the ZTV Influence as determined by the desktop study, GIS visibility analysis and verified during field studies, up to 2km from the centre of the Site. This may change as a result of feedback from MCC, or in response to any changes / evolution of the scheme design. This is in line with GLVIA3 (paragraphs 5.2 and 6.2). Beyond this, the townscape is considered to be visually and perceptually divorced from the Site by the intervening topography, vegetation and built form. The current baseline for the study area comprises largely dense built form, including a mixture of commercial, civic, industrial, leisure and residential uses (**Figure 7.1**).

7.57 The visual baseline establishes the area in which the Site and the Proposed Scheme may be visible, the different groups of people who may experience the views, the places where they will be affected and the nature, character and amenity of those views. The area of study for the Visual Assessment was determined through identifying the area from which the existing Site and proposal may be visible (the ZTV). The baseline ZTV of the Site was determined through digital mapping based on LIDAR data, constructing a map showing the area where the Proposed Scheme may theoretically be visible. The actual extent of visibility will be checked in the field to record the screening effect of buildings, walls, fences, trees and landform to provide an accurate baseline assessment of visibility. Viewpoints within the ZTV were identified during the desk assessment and the viewpoints used for photographs selected to demonstrate the relative visibility of the Site (and its relationship with the surrounding townscape and built forms).

[135] Landscape Institute and IEMA (2013) Guidelines on Landscape and Visual Impact Assessment (GLVIA3).
[136] Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3) – LITGN-2024-01 (2024).

7.58 The Site survey will include a photographic record of the viewpoints. At each of the viewpoints the grid reference (of the viewpoint), the viewer height (measured to the lens of the camera), the date (of survey) and the distance to the development (from the viewpoint) will be recorded.

7.59 The photographs will be taken using a digital SLR camera with a 50mm fixed focal length lens, giving a focal length equivalent to 75mm on a 35mm film camera. The photographs will be taken in accordance with the guidance outlined in the document 'Visual Representation of Development Proposals - Technical Guidance Note 06/19' (Landscape Institute; 2019). **Figures 7.3** and **7.4**, illustrate a total of 41 representative viewpoints for consideration for inclusion within the assessment.

7.60 The proposed viewpoints for assessment of the likely effects of the Proposed Scheme on townscape character and quality and the composition of views are set out in **Table 7.3**.

Table 7.3: Viewpoints

Viewpoint	Location
1	Trinity Bridge
2	St. Mary's Parsonage
3	Bridge Street
4	Dolefield / Wood Street
5	Gartside Street
6	Left Bank
7	Albert Bridge / New Bailey Street
8	New Bailey Street
9	Quay Street
10	Chapel Street
11	Black Friar's Bridge
12	St. Mary's Parsonage near St. Mary's Gate
13	St. Mary's Parsonage
14	King Street West
15	John Dalton Street
16	King Street
17	Princess Street / Albert Square
18	Great Northern Square
19	Quay Street and Byrom Street
20	Gartside Street

Viewpoint	Location
21	Lower Byrom Street
22	New Quay Street and Water Street
23	Irwell Street Bridge
24	Junction of Liverpool Road and Old Medlock Street
25	Trinity Way near Frederick Street
26	Black Friar's Road
27	Pedestrian footway north of Victoria Bridge
28	Junction of Spring Gardens and King Street
29	Peter Street / St. Peter's Square
30	Junction of Chapel Street and Great George's Street
31	Victoria Street
32	St. Ann's Street
33	Junction of Liverpool Road and Lower Byrom Street
34	Junction of Deansgate and Brazennose Street
35	Junction of King Street and Deansgate
36	Junction of King Street and Cross Street
37	Junction of King Street and Cheapside
38	Junction of King Street and Brown Street
39	Junction of New Bailey Street and Chapel Street
40	Adelphi Street near Adelphi Wharf
41	St. Mary's Parsonage near Arkwright House

7.61 Relevant guidance for the production of the Accurate Visual Representations (AVRs) will be followed, as contained in GLVIA3 and Visual Representation of Development Proposals[137]. Camera points and photo control points will be surveyed and will be tied to the 3D model provided by the project architects in due course. The visualisations provided will accord with the requirements LI TGN 06/19. It is proposed that all AVRs will be produced as wirelines. Three images will be provided for each viewpoint: Baseline; Proposed Scheme (shown in wireline); and Proposed Scheme (shown in wireline) with Cumulative Projects (shown in wireline) (see further details in **Chapter 12**).

[137] Landscape Institute (2019) Visual Representation of Development Proposals (Technical Guidance Note 06/19).

7.62 Communication will be necessary with the Heritage consultant in order to gain a greater understanding of the Built Heritage baseline.

7.63 As defined in GLVIA3, townscape effects are those effects on the townscape as a resource in its own right and visual effects are those effects on specific views and on the general amenity as experienced by people. The judgement made in respect of both townscape and visual effects is a combination of an assessment of the sensitivity of the receptor against the magnitude of the townscape or visual effect.

7.64 The judgement to be made with respect of sensitivity is a combination of the susceptibility of those receptors to the specific change due to the Proposed Scheme (for both townscape and visual receptors) along with the value attached to that receptor (again for both townscape and visual receptors). Similarly, the judgement to be made in respect of the magnitude of townscape and / or visual impacts is derived from a combination of the size or scale of the impact(s), the duration of the impact(s) and whether such impact(s) is / are reversible (or not).

7.65 The separate assessments with respect to townscape and visual sensitivities and magnitude are drawn together in tabular form. An overall conclusion with respect to townscape changes or the likely significant visual effects is set out in the assessment text. That overall conclusion is expressed, showing the interrelationship between the sensitivity of the townscape or visual receptor and the magnitude of the townscape or visual impact. The principal conclusions deriving from the tabular presentation will then be summarised in the assessment in the ES.

7.66 An assessment of all effects (including not significant effects) will be provided within a Townscape and Visual Impact Assessment (TVIA) appended to the ES.

7.67 The assessment of likely significant effects to sensitive receptors will, in line with GLVIA3 consider the sensitivity of the receptor (on a scale of high, medium and low) and the magnitude of change (on a scale of large, medium, small and negligible, adverse or beneficial) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment.

7.68 For those assessments, effects of major-moderate or major significance will be considered 'significant' in that they are the principal townscape or visual effects of the Proposed Scheme. Effects assessed as being lower than major-moderate are not considered to be significant.

Limitations and Assumptions

7.69 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The assessment will assume that the landscape proposals of the Proposed Scheme would be implemented between the construction and operational stages (i.e. will not be accounted for at construction) and therefore the assessment will be taken as a worst-case scenario; and

- The field survey for the photographic viewpoints will be conducted during March / April 2025 capturing views when trees are not in full leaf and therefore the worst-case scenario.

8. Daylight, Sunlight and Overshadowing

Baseline

8.1 With Albert Bridge House present on-site, there is currently obstruction to existing daylight and sunlight levels for surrounding receptors.

8.2 The early initial assessments have considered five properties: Century Buildings, 2-8 Left Bank Apartments, 29 New Bailey Street, 32 Quay Street and The Bridge (40 Dearman's Place). When the five neighbouring residential buildings are considered, the overall compliance rates for daylight and sunlight within the existing baseline are as follows:

- Vertical Sky Component (VSC) – 809 windows out of 1050 meet the BRE guidelines[138] (79%);
- No Sky Line (NSL) – 791 rooms out of 823 meet the BRE guidelines (96%); and
- Annual Probable Sunlight Hours (APSH) – 762 rooms out of 773 meet the BRE guidelines (99%) .

Identification of Unlikely / Not Significant Effects

Reduction in availability of daylight and sunlight to surrounding commercial properties

8.3 In accordance with BRE guidelines, the assessment will focus only on neighbouring residential properties, or non-domestic uses where the occupants may have a reasonable expectation of daylight and sunlight (e.g. schools and hospitals). Commercial or industrial properties are usually reliant on artificial lighting and are therefore less sensitive to changes.

8.4 Therefore, a reduction in daylight and sunlight availability to commercial receptors is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Solar glare

8.5 The nearest railway line is situated approximately 180m to the north (the Preston – Manchester line) and is separated behind existing neighbouring buildings of up to 35 storeys. Due to this distance and the intervening built form it is considered unlikely that a material increase in solar glare will occur.

8.6 Furthermore, the fenestration of the blocks will not consist of large areas of uninterrupted glazing. The windows are separated by cladding that breaks up the glazed portions of the towers. In the case of the commercial block, as well as areas of cladding, a portion of the windows are shielded by louvres. It is expected that

[138] BRE (2022) Guidelines: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice (3rd Edition).

the effect of the design will be to mitigate against some instances of solar glare. However, as with any building that contains reflective surfaces, the Proposed Scheme may cause some isolated instances of solar glare which should be of short duration and for limited periods of day / year.

8.7 Therefore, the risk of solar glare at transport intersections is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Internal daylight / sunlight amenity

8.8 The determination of the levels of daylight, sunlight and overshadowing within the Proposed Scheme is considered to be a design issue, given the receptors are not existing. However, a standalone Daylight and Sunlight Report of the internal daylight and sunlight amenity will be appended to the Application. However, initial internal daylight / sunlight analysis has been undertaken of sample floors within the residential blocks. The compliance rates for daylight (illuminance) at the different floors are listed below:

- Block A – Floor 3 (53% compliance);
- Block A – Floor 29 (75% compliance);
- Block B – Floor 3 (40% compliance); and
- Block B – Floor 42 (85% compliance).

8.9 It is noted that based on the sample analysis listed above, it is likely that the overall illuminance compliance for the Proposed Scheme will be comparable with that of the previous proposal to redevelopment the Site (which was at 64%).

Identification of Likely / Significant Effects

8.10 **Table 8.1** outlines the likely / significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 8.1: Likely significant effects and sensitive receptors

Effect	Receptor(s)	Applicable stage(s)
Alterations to daylight and sunlight levels within sensitive neighbouring properties as a result of the Proposed Scheme	Residential receptors within 2-18 Leftbank, Riverview, 29 New Bailey Street, The Bridge, 40 Dearmans Place, Alcock House and Bradshaw House and Century Buildings.	Operation

Effect	Receptor(s)	Applicable stage(s)
Alterations in sunlight to neighbouring amenity spaces due to overshadowing resulting from the Proposed Scheme	Amenity space located between 40 Dearmans Place, the Lowry Hotel and the River Irwell.	Operation

8.11 Following demolition, there may be a period where levels of daylight and sunlight are lower or greater than the baseline levels. This will be temporary and over a short period in relation to the overall construction period. During construction, effects will gradually increase in magnitude as structures are built. It is considered that the operational stage assessment will be a suitable 'worst-case' approximation of construction stage effects.

Completed Background Studies

8.12 **Table 8.2** outlines the studies / surveys / analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 8.2: Completed background studies

Study / survey / analysis / evaluation	Overview	Date of completion
Initial daylight and sunlight façade assessments	Iterative Daylight and Sunlight technical assessments have been undertaken to provide an indication of the alterations sensitive neighbouring receptors may experience as a result of the Proposed Scheme.	January 2025

Assessment Methodology for Likely / Significant Effects

Daylight, sunlight and overshadowing

Identification of sensitive receptors

8.13 All existing buildings on-site and all properties which are considered to be in sufficient proximity to the Site will be included in the baseline scenario. A summary of key receptors that will be considered is provided below.

8.14 In terms of the daylight and sunlight analysis, the assessment will focus on sensitive residential properties that are in sufficient proximity to the Site for their daylight and sunlight amenity to be potentially impacted by the Proposed Scheme. There are existing residential properties on the other side of river Irwell to the

north / north-west, along St. Mary's Parsonage to the east and along Leftbank to the west of the Site.

8.15 Properties listed below will be included within the assessment:

- 2 – 18 Leftbank;
- 29 New Bailey Street;
- 32 Quay Street;
- The Bridge (40 Dearmans Place);
- Alcock House;
- Bradshaw House; and
- Century Buildings.

8.16 Surrounding areas of public and private amenity space will be considered using the sun hours on ground and transient overshadowing methodologies. Owing to the southerly location of the sun path, outdoor amenity spaces located from north-west through to north-east require consideration in relation to overshadowing.

8.17 Clermont-Ferrand Square, the public amenity area located between 40 Dearmans Place, the Lowry Hotel and the River Irwell, will be considered in terms of overshadowing.

Assessment methodology

8.18 The daylight, sunlight and overshadowing assessments will be carried out in accordance with the BRE's Guidelines: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice. The analysis will be calculated from a 3D computer model constructed using specialist software.

8.19 Baseline daylight and sunlight conditions and the impact of the Proposed Scheme upon sensitive neighbouring properties will be defined by reference to the VSC, NSL and APSH methods as set out within the BRE guidelines. The analysis will be carried out using a specialist AutoCAD plug-in and a 3D computer model of the site and surrounding context. The VSC, NSL and APSH assessments are discussed below.

8.20 VSC can be defined as the amount of daylight falling on a vertical wall or window. It is the ratio of that part of illuminance, at a point on a given vertical plane (e.g. window), that is received directly from a CIE standard overcast sky, to simultaneous illuminance on a horizontal plane due to an unobstructed hemisphere of this sky. The VSC does not include reflected light, either from the ground or from other buildings.

8.21 NSL defines the outline on the working plane of a room's area from which no sky can be seen. It divides points on the working plane which can and cannot see the sky.

8.22 The APSH assessment sets out the long-term average of the total number of hours during a year in which direct sunlight is expected to shine on the unobstructed ground, allowing for average levels of cloudiness for the location in question. The percentage APSH is assessed separately in the winter and throughout the year. Due to the southerly rotation of the sun, the assessment considers only those windows which face the Site and are located within 90 degrees of due south.

8.23 The Sun Hours on Ground and Transient Overshadowing methods will be used to quantitatively assess the impact of the Proposed Scheme upon sensitive neighbouring amenity areas.

8.24 The sun hours on ground assessment considers the proportion of a designated amenity space which receives two hours of direct sunlight on the 21st March. The BRE Guidelines provide numerical criteria for the sun hours on ground assessment and where the results show compliance, the potential effect will be considered negligible and not significant. Where the effects are beyond the BRE Guidelines, professional judgement will be used to establish the nature and scale of the potential impact and whether the likely effect is considered to be significant or not significant.

8.25 For the Transient Overshadowing assessment, the path of shadow will be mapped for each of the Scenarios on the following dates as suggested by the BRE guidelines:

- 21st March (Spring Equinox);
- 21st June (Summer Solstice); and
- 21st December (Winter Solstice).

8.26 The BRE Guidelines do not provide any specific criteria for transient overshadowing other than to establish the time of year and day when shadow will be cast on the surrounding areas of outdoor amenity space.

Assessment scenarios for daylight, sunlight and overshadowing

8.27 The assessments will be based on the following scenarios:

- Existing Baseline vs Proposed Scheme;
- Existing Baseline v Proposed Scheme and Cumulative Projects.

- Consented Baseline[139] vs Proposed Scheme.

Level of effect and significance

8.28 The assessment of likely significant effects to sensitive receptors will use a 4 step approach: the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) will be combined to determine the level of effect on a scale of major, moderate, minor and negligible. Whether the level of effect is 'Significant' will be determined following this through professional judgment.

Limitations and Assumptions

8.29 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- None.

[139] i.e. the existing baseline + identified Cumulative Projects have been implemented. This scenario is to ensure that the contribution of the Proposed Scheme to the cumulative effect is understood and reported.

9. Wind Microclimate

Baseline

9.1 The dominant wind directions are from the south and west.

Identification of Unlikely / Not Significant Effects

9.2 None identified.

Identification of Likely / Significant Effects

9.3 **Table 9.1** outlines the likely / significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 9.1: Likely significant effects and sensitive receptors

Effect	Receptor(s)	Applicable stage(s)
Potential adverse wind conditions for proposed uses	Users of thoroughfares, entrances, seating areas, amenity spaces and terraces on and off-site (including future residents and site users, pedestrians and cyclists)	Operation

9.4 During construction, built form within the Site will be demolished and construction of the Proposed Scheme will occur. In the first instance when the demolition of the existing built form occurs, there is considered to be limited opportunity for accelerated wind due to channelling or downdraughts.

9.5 As the built form (specifically the massing) of the Proposed Scheme increases during construction, there is the potential for accelerated wind conditions to occur. As the massing nears completion, the level of effect is likely to be similar to that being considered / assessed for the operational stage, albeit in instances, mitigation measures required for appropriate wind conditions for the operational stage may not be fully implemented and wind levels may be temporarily greater than that determined for the completed Proposed Scheme[140]. Nonetheless, given the Site will still be under construction (and secured from general public usage), the receptors within the Site are considered to be of lower sensitivity than at operation. Therefore, it is considered that the assessment of operational effects would represent an approximation of the worst-case scenario during construction.

[140] Where this is the case, it is anticipated that an 'interim' scenario will be considered, with details to be confirmed in the ES.

Completed Background Studies

9.6 **Table 9.2** outlines the studies / surveys / analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 9.2: Completed background studies

Study / survey / analysis / evaluation	Overview	Date of completion
Wind microclimate testing	Initial wind microclimate assessments using Computational Fluid Dynamics (CFD) for: • Baseline – Existing Site with existing context surroundings; • Proposed Scheme (excluding façade detail) with existing context surroundings; and • Proposed Scheme (excluding façade detail) with existing context surroundings and Cumulative Projects within a 300m radius of the Site.	January 2025

Assessment Methodology for Likely / Significant Effects

9.7 CFD will be used to conduct a wind microclimate assessment for the Proposed Scheme.

9.8 The following scenarios will be assessed:

- Existing Site with existing context surroundings;
- Proposed Scheme with existing context surroundings; and
- Proposed Scheme with existing context surroundings and Cumulative Projects within a 300m radius of the Site.

9.9 Using Google street-view for June 2022 and July 2024, off-site receptors of the public areas that could potentially experience adverse wind effects were identified. These include:

- Entrances of surrounding buildings and bus stops; and

- Seating areas and amenity spaces.

9.10 18 wind directions (20deg spacing) will be considered for each scenario above. 33 years (1991 – 2024) of hourly wind data from Manchester Airport will be used to generate the wind statistics. Scaling factors to account for the surrounding terrain roughness will be derived using ESDU 01008.

9.11 On-site and off-site wind conditions will be assessed for:

- Summer – characterised by calm wind conditions and frequent use of amenities; and

- Winter – the windiest season of the year.

9.12 Wind speed ratios (e.g., pedestrian level wind speeds as a ratio of a reference wind speed at 120m above ground) will be reported at key locations within the Site where increased windiness is expected because of the proposed blocks' geometry and in areas of wind-sensitive activities such as public entrances, seating areas or pedestrian pathways.

9.13 An annual wind distress assessment will also be performed to identify any areas which may prove unsuitable for vulnerable members of the public.

9.14 Results from the CFD modelling will be interpreted using professional judgement. Wind conditions for the assessment scenarios will be compared to the required levels for intended use to identify the magnitude of change and areas where significant effects are likely to occur. The suitability of the expected wind conditions for various activities will be assessed based on the industry standard Lawson London Docklands Development Corporation (Lawson LDDC) criteria[141]. These include acceptable tolerable limits for activities such as 'Sitting', 'Standing', 'Strolling' and 'Business Walking'. It also describes conditions that are unsafe for public use less than once a year. These distress criteria are divided into two categories: 'public' and 'abled-bodied'. The former describes conditions that are unsuitable for vulnerable members of the public (e.g. elderly, injured or cyclists) and the latter describes conditions that are unsafe for all members of the public and vehicles (particularly the operation of unloading goods vehicles).

9.15 An increase in windiness relative to the baseline will not be considered significant if the wind speed is not expected to exceed the limit for the activity being undertaken in that area.

9.16 In the case of windiness levels more than the tolerable limits for intended use, mitigation measures will be developed using CFD.

9.17 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to

[141] T.V. Lawson (2001) Building Aerodynamics. World Scientific.

determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment.

Limitations and Assumptions

9.18 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The judgement on whether the wind conditions for a particular public area (e.g. amenity space) are acceptable for the intended use will be based on the existing surroundings. Existing public seating areas such as Motor Square and Clermont-Ferrand Square have been identified to ensure suitable wind conditions.

10. Socio-Economics and Human Health

Baseline

10.1 The Site is located within the Deansgate ward (MCC) which has a population (at the 2021 Census) of 16,702 and is characterised by a substantially higher proportion of working age (16 – 64) residents (97%) compared to Greater Manchester, regional and national benchmarks[142]. 93% of the ward's residents are aged between 16 – 49. 26% of employment within the ward is within the Professional, scientific and technical sector and is overrepresented compared to the national average (location quotient[143] of 2.71). A further 25% of employment is within the Information & communication and Financial & insurance sectors (with location quotients of 3.19 and 3.09, respectively)[144].

10.2 Whilst data is not available at the Deansgate ward level, Manchester's unemployment rate (6.5%)[145] and claimant rate (6.8%)[146] are both higher than the benchmark areas[147]. Manchester has a high proportion of people in employment (54.4%) within professional, managerial and technical occupations (SOCs 1-3) and has a high proportion of residents qualified to RQF 4+ level (60.3%) compared to the benchmark areas.[148] The proportion of residents with no formal qualifications (4.6%) is also lower in comparison to the benchmark areas.

10.3 In terms of local service provision, within approximately 1 mile of the Site, there are 11 primary schools run by both MCC and SCC. According to the latest available data[149], there is currently approximately an 8% surplus of pupil places. For secondary schools, there are 8 schools located within an approximate 2-mile radius of the Site, currently operating with a 10% surplus of pupil places.

10.4 In terms of healthcare facilities, there are 13 GP surgeries located across the three Primary Care Network areas most relevant to the Site (City Centre and Ancoats, Hulme and City Centre South and Broughton Health Alliance). According to the latest available data, these are currently operating at an average of circa 2,050 patients to every Full Time Equivalent (FTE) GP[150]. The ratio for the practice closest to the Site (City Health Centre) is operating at a much higher ratio (circa 3,200 patients per FTE GP). This shows that practices located near the Site are generally

[142] ONS (2022) Population estimates – small area (2021 based) by single year of age - England and Wales.
[143] A location quotient is a measure of specialisation showing in this case how specialised an area is in terms of employment relative to the national average.
[144] ONS (2023) Business register and employment survey.
[145] ONS (2024) Annual Population Survey.
[146] ONS (2024) Claimant count by sex and age.
[147] Greater Manchester, the North West region and England.
[148] ONS (2024) Annual Population Survey.
[149] Department for Education (2024). Get information about schools, School Census January 2024.
[150] NHS Digital (2024) General Practice Workforce, September 2024.

operating at a higher patient per FTE GP ratio than the Health Urban Development Unit (HUDU) benchmark of 1,800 patients per FTE GP.

10.5 There are a number of leisure facilities, including gyms / health clubs and sport centres within the vicinity of the Site. There are a number of open / amenity spaces in proximity to the Site, including Parsonage Gardens, Hardman Square, St. John's Gardens and Piccadilly Gardens and Castlefield Urban Heritage Park.

Identification of Unlikely / Not Significant Effects

Additional Demand for Primary and Secondary School Places

10.6 There is anticipated to be additional demand for primary and secondary school places as a result of the uplift in resident population from school-aged residents.

10.7 Headline baseline analysis has considered the capacity and pupil roll of primary and secondary schools located within an approximate walking distance of the Site (1 mile and 2 miles, respectively) according to the latest available Department for Education data[151]. Within 1 mile, there are 11 primary schools and within 2 miles there are 8 secondary schools located across both Manchester and Salford local authority areas. The latest data indicate that there is surplus capacity in both primary (circa 8%) and secondary schools (circa 10%) within the relevant search areas. Based on a circa 800-unit scheme of predominantly 1 and 2 bedroom homes / apartments, it is unlikely that this will yield a large number of primary or secondary-aged pupils. The Department for Education Pupil Yield Data Dashboard tool provides pupil yield factors at a local authority level, before allowing the user to differentiate yield factors based on the phase of education as well as the type of housing (e.g. houses or flats) and the number of bedrooms. Based upon the application of the relevant pupil yield factors to an indicative scheme of circa 800 1 and 2 bedroom homes / apartments this would give rise to an overall primary pupil yield of 19 and a secondary pupil yield of 5. These could easily be accommodated by the existing surplus capacity at the identified primary and secondary schools.

10.8 Therefore, effects related to additional demand for primary and secondary school places are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Crime and Community Safety

10.9 The site security arrangements for the Proposed Scheme during the construction stage will be in line with the requirements set out in the Construction (Design and Management) Regulations 2015, with this mitigation serving to mitigate potential adverse effects in respect to crime.

10.10 The design of the Proposed Scheme is informed by 'Secure by Design' principles and other appropriate security measures to ensure community safety, with this mitigation thereby being inherent to the design.

[151] Department for Education (2024) Get information about schools, School Census January 2024.

10.11 As such, effects relating to crime and community safety are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Human Health-related Effects

10.12 Potential human health-related effects during both the construction and operational stages were identified, drawing on the NHS Healthy Urban Development Unit's (HUDU) Rapid Health Impact Assessment (HIA) Tool[152].

10.13 A number of these effects are to be dealt with as part of other technical topics within the EIA (e.g. noise and vibration – see **Chapter 6**) or will be considered as part of Application documents (e.g. air quality). Therefore, they will not be repeated within the Socio-Economic and Human Health technical assessment. However, aspects of human-health will be assessed as part of the Socio-Economic and Human Health topic (i.e. demand for healthcare facilities and additional demand on existing leisure facilities and open space – see **Table 10.1** below).

10.14 Other human-related effects identified below will not be considered further in the EIA and reported in the ES (in terms of the Socio-Economics and Human Health topic) as they are either unlikely or not significant:

- **Social and neighbourhood cohesion** is unlikely to be a significant effect and so will not be considered further in the EIA or reported within the ES, given that no existing residential communities will be displaced as a result of the Proposed Scheme. In addition, the on-site delivery of amenity space as part of the Proposed Scheme will create and enable opportunities for social interaction and positively promote neighbourhood cohesion. The Site's City Centre location also means that it connects with existing neighbouring residential communities and offers ease of access to existing community and social facilities in Manchester City Centre as well as Salford City Centre;

- **Access to active travel and sustainable travel options** is unlikely to be a significant effect and so will not be considered further in the EIA or reported within the ES. Given the Site's location within Manchester City Centre means that numerous sustainable travel options (including walking and cycling routes, the city's bus and Metrolink network and local, regional and national rail connections) are available and accessible within the immediate vicinity for workers and future Site users during both the construction and operational stages; and

- **Access to healthy food** is unlikely to be a significant effect and so will not be considered further in the EIA or reported within the ES, given the Site's location in Manchester City Centre means that numerous supermarkets offering healthy food options are available and accessible within the immediate vicinity for workers and other users during both the construction and operational stages. The Proposed Scheme also includes non-residential

[152] NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th edition).

uses including where it is likely that residents, workers and other users will be able to access healthy food options.

Identification of Likely / Significant Effects

10.15 **Table 10.1** outlines the likely / significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 10.1: Likely significant effects and sensitive receptors

Effect	Receptor(s)	Applicable stage(s)
Temporary employment uplift during the construction stage which will support uplift in GVA	Individuals seeking construction employment and the local economy (through GVA)	Construction
Net change in operational employment (and change in GVA)	Individuals seeking employment and the local economy (through GVA)	Operation
Increase in the number of homes in the assessment area and contribution towards local housing need	Individuals seeking housing	Operation
Uplift in local household spend, increasing local expenditure, including on retail, household goods, food and drink, local transport, recreation and leisure and other expenditure likely to be spent locally	Local economy (through GVA)	Operation
Additional demand for healthcare facilities (GP services and dentists) as a result of the uplift in population	Healthcare facilities and their patients	Operation
Additional demand for the use of the existing leisure facilities and open / amenity space within close proximity to the Site	Open space and recreational facilities and their users	Operation

Completed Background Studies

10.16 **Table 10.2** outlines the studies / surveys / analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 10.2: Completed background studies

Study / survey / analysis / evaluation	Overview	Date of completion
High level desk based socio-economic study	High level review of publicly accessible databases	February 2025

Assessment Methodology for Likely / Significant Effects

10.17 The baseline assessment will establish a local assessment (or technical study) area defined by the identification of the Proposed Scheme's anticipated catchment. The relevant assessment / study area varies according to different socio-economic receptors. However, given the nature and city centre location of the Proposed Scheme, it is anticipated that for most socio-economic receptors, the local assessment area will be the district (MCC) level. For some socio-economic receptors, a more localised study area is appropriate (such as relevant walking distance radii from the Site) or indeed a wider sub-regional study area (Greater Manchester) can be more relevant for other receptors such as construction employment.

10.18 The baseline assessment will draw upon a range of published data sources to understand both the social and economic characteristics of the assessment area including (but not limited to) ONS Annual Population Survey, Business Register and Employment Survey, UK Business Counts, the 2021 Census and NHS General Practice workforce data. It will establish a baseline position with respect to various demographic, economic and social characteristics of the local assessment area and comparator geographies (where possible) at the local (Manchester), sub-regional (Greater Manchester), regional and national level, including:

- Demographic profile and housing provision;
- Employment levels and productivity; and
- Local service provision including analysis of healthcare facilities and the provision of leisure facilities and open / amenity space.

10.19 Socio-economic effects will be assessed for both the construction and operational stages of the Proposed Scheme. As there are no recognised definitive criteria for the assessment of socio-economic effects, a structured approach to quantifying and assessing the scale and nature of potential effects (relative to baseline conditions) will be used based on overarching guidance and professional

experience. Official guidance and robust benchmarks (for example, Homes and Communities Agency (HCA) guidance on employment density[153] and additionality[154]) will be drawn upon to assess the likely effects where possible. In cases where effects cannot be quantified, a qualitative judgement will be made, drawing on professional experience.

10.20 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgement.

Limitations and Assumptions

10.21 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The proposed scope of the socio-economic assessment has been informed by secondary data from the most up to date publicly available sources.

[153] Homes and Communities Agency (2015) Employment Density Guide.
[154] Homes and Communities Agency (2014) Additionality Guide.

11. Climate Change

11.1 In accordance with the EIA Regulations, this Chapter considers two aspects of climate change as follows:

- The impact of the Proposed Scheme on climate, for example the nature and magnitude of greenhouse gas (GHG) emissions or savings; and
- The vulnerability of the Proposed Scheme to climate change.

11.2 The terms 'carbon', 'carbon dioxide (CO_2), 'carbon dioxide equivalence (CO_2e)' and 'greenhouse gas emissions (GHGs)' are used interchangeably, reflecting the varied terminology of referenced documents.

Baseline

GHG Emissions

Current baseline

11.3 Baseline GHG emissions for the most recent period (2022 calendar year) have been obtained from UK local authority and regional greenhouse gas emissions statistics[155] for the MCC administrative area, North West England and the UK. 'Grand Total' GHG emissions are reported, together with electricity-related emissions from the domestic and commercial sectors in order to provide context that reflects the nature of the Proposed Scheme in terms of proposed uses and energy strategy.

11.4 Regarding baseline GHG emissions from the Site, Albert Bridge House has been vacant since late 2022. As a result only very limited GHG emissions are considered likely to occur from the Site currently, for example relating to site security. For the purposes of this assessment, baseline GHG emissions from the Site are assumed to be zero.

11.5 Baseline GHG emissions for the MCC administrative area, North West England and the UK are presented in **Table 11.1** alongside assumed baseline emissions relating to the Site.

Table 11.1: Baseline GHG emissions

Geographical area	Baseline GHG emissions (tonnes of CO_2 equivalent, tCO_2e)	
	Domestic and commercial sector electricity	Grand total

[155] DESNZ (2024) UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022. Available at: https://assets.publishing.service.gov.uk/media/667ad5b45b0d63b556a4b305/2005-22-uk-local-authority-ghg-emissions.xlsx. [Accessed 05/02/2024].

Geographical area	Baseline GHG emissions (tonnes of CO_2 equivalent, tCO_2e)	
	Domestic and commercial sector electricity	Grand total
Site	0 (Assumed)	0 (Assumed)
MCC	454,105	2,141,357
North West England	40,592,978	4,216,449
UK	39,572,824	375,929,282

Future baseline

11.6 The Climate Change Act 2008[156] set the basis for the UK's approach to tackling climate change, established the Committee on Climate Change, committed the UK to an 80% reduction in GHG emissions by 2050 compared to 1990 levels and required Government to set legally-binding 'carbon budgets' to act as stepping stones towards this 2050 target. The Act was amended in 2019[157] to commit the UK to 'net zero' (i.e. a 100% reduction in GHG emissions) by 2050.

11.7 The UK carbon budgets are effectively a future baseline of national GHG emissions necessary to achieve net zero by 2050. It is the duty of the Secretary of State to set for each succeeding period of five years (beginning with the period 2008 to 2012) an amount for the net UK carbon account (the 'carbon budget') and to ensure the net quantity of emissions does not exceed the carbon budget. Therefore, it is reasonable to use UK carbon budget targets as an indicator of future national baseline GHG emissions, as presented in **Table 11.2**.

Table 11.2: UK carbon budgets

Period	GHG emissions (tCO_2e)
2023 – 27	1,950,000,000
2028 – 32	1,725,000,000
2033 – 37	965,000,000
2038 onwards	Not yet set

Climate Resilience

Baseline climate conditions 1981 – 2010

11.8 Baseline climate conditions for the Site area have been established from the Met Office's closest automatic weather station at Rochdale[158], circa 10km north-north-east of the Site.

[156] Climate Change Act 2008 c.27.
[157] The Climate Change Act 2008 (2050 Target Amendment) Order 2019 No. 1056.
[158] https://www.metoffice.gov.uk/research/climate/maps-and-data/location-specific-long-term-averages/gcw2yrnc0.

11.9 Average monthly baseline climate conditions for the period 1981 – 2010 are summarised in **Table 11.3**, providing the baseline against which future climate projections reported later are based.

Table 11.3: Baseline climate conditions (1981 – 2010 monthly averages)

Month	Max. temp (°C)	Min. temp (°C)	Days of air frost (days)	Sunshine (hours)	Rainfall (mm)	Mean wind speed at 10m above ground level (knots)
January	6.58	1.12	10.27	31.47	112.17	5.10
February	6.82	0.96	11.00	47.01	82.95	5.30
March	9.11	2.60	6.23	91.28	92.24	5.52
April	11.80	3.98	2.87	143.25	70.47	5.25
May	15.27	6.92	0.50	169.90	62.78	4.93
June	17.78	9.60	0.00	143.01	77.85	4.52
July	19.70	11.76	0.00	167.97	79.69	3.85
August	19.45	11.53	0.00	153.08	91.75	3.49
September	16.76	9.55	0.03	115.66	92.57	3.68
October	13.03	6.64	1.50	80.57	119.28	4.13
November	9.26	3.52	5.13	41.82	114.53	4.26
December	6.76	1.11	10.87	27.42	122.27	4.46
Annual total / average	**12.72**	**5.80**	**48.40**	**1,212.44**	**1,118.55**	**4.54**

11.10 In summary, maximum monthly temperatures during the 1981 – 2010 baseline period ranged from 6.58°C (January) to 19.70°C (July) and with an annual average monthly maximum temperature of 12.72°C. Minimum monthly average baseline temperatures ranged from 0.96°C (February) up to 11.76°C (July) and with a minimum monthly annual average temperature of 5.80°C.

11.11 The number of days of air frost ranged from 0.00 (June, July and August) to 11.00 (February) and with an annual total of 48.04 days. The number of sunshine hours ranged from 27.42 hours (December) to 169.90 hours (May) and with an annual total of 1,212.44 hours.

11.12 Monthly average rainfall varied from 62.78 mm (May) up to 122.27 mm (December) and with a total annual rainfall of 1,118.55mm. Finally, the monthly

average wind speed at 10m above ground level varied from 3.49 knots (August) up to 5.52 knots (March) and with an annual average wind speed of 4.54 knots.

Future baseline climate projections

11.13 Projections of future climatic conditions for the Site area have been obtained from the Met Office's UKCP18[159] climate projections for different future periods for the 25km Ordnance Survey grid square within which the Site is located (362500, 387500) as presented in **Table 11.4.**

11.14 These projections comprise predicted changes to baseline conditions for the UKCP18's 'high emissions scenario' (known as 'RCP8.5') as recommended by the IEMA (now ISEP) guidance 'Climate change resilience and adaptation'[160]. '50th percentile' values are reported meaning there is an equal probability of a higher or lower observed value for that projection. As such, these projections represent a reasonable case for the purposes of the EIA climate resilience assessment work. Climate projections are provided for the periods 2025 – 2035, 2035 – 2045 and 2045 – 2055 in order to cover the construction and early operational stages.

Table 11.4: Climate projections (changes relative to 1981 – 2010 Baseline, RCP8.5, 50th Percentile)

Parameter	2025 – 2035	2035 – 2045	2045 – 2055
Winter maximum (°C)	+0.62	+0.80	+1.12
Summer maximum (°C)	+0.81	+1.12	+1.58
Annual maximum (°C)	+0.69	+0.95	+1.31
Winter (%)	+3.26	+5.36	+6.61
Summer (%)	-1.43	-4.25	-7.64
Annual (%)	+1.50	+0.91	+0.01

11.15 In summary for temperature, winter maximum temperatures are projected to increase by 0.62°C during the 2020s (i.e. project construction) relative to 1981 – 2010 baseline conditions, further increasing to 1.12°C by the 2040s (i.e. project operation).

11.16 Summer maximum temperatures are projected to increase by 0.81°C during the 2020s, further increasing by 1.58°C by the 2040s. Annual maximum temperatures

[159] https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/about/what-is-ukcp.

[160] IEMA (2020) EIA Guide to: Climate Change Resilience and Adaptation.

are projected to increase by 0.69°C during the 2020s, further increasing by 1.31°C by the 2040s.

11.17 Regarding rainfall, variable changes in annual rainfall are projected relative to the 1981 – 2010 baseline of +1.50% during the 2020s, reducing by +0.01% by the 2040s. These changes in annual rainfall mask much more significant changes in summer and winter rainfall that are projected. Winter rainfall is predicted to increase by 3.26% during the 2020s, increasing by 6.61% by the 2040s. Summer rainfall is projected to decrease by 1.43% during the 2020s, further decreasing by 7.64% during the 2040s.

Identification of Unlikely / Not Significant Effects

GHG Emissions from Operational Traffic

11.18 The operation of the Proposed Scheme will generate traffic which, in turn, will result in GHG emissions which impact the global climate system.

11.19 Operational traffic is anticipated to be limited given the number of car parking spaces to be provided as part of the Proposed Scheme (i.e. <10) which is a reduction on the existing number of car parking spaces on-site (i.e. 137 (albeit a number are fenced off and therefore unusable as noted in **Chapter 3**). As such the Proposed Scheme will deliver a reduction in operational traffic GHG emissions relative to the current use, particularly when considered alongside the continued uptake of electric vehicles (EVs).

11.20 As a result, GHG emissions from construction and operational traffic are considered unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Increased Flood Risk as a result of Climate Change

11.21 Changes to seasonal rainfall patterns as a result of climate change may increase the risk of flooding at the Site and impact workers and activities during the construction stage. Changes in flood risk during construction are unlikely to be significant with the implementation of a temporary drainage strategy and measures within a CEMP (see 'Water Environment' in **Chapter 5**).

11.22 Once completed, changes to seasonal rainfall patterns as a result of climate change may increase the risk of flooding at the Site, impacting buildings, infrastructure and future site users (e.g. residents, visitors and employees). Appropriate climate change allowances will be accounted for within the controlled surface water drainage strategy.

11.23 Therefore, effects related to an increase in flood risk as a result of climate change are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Increased Summer Temperatures as a result of Climate Change during Construction

11.24 Increased summer temperatures as a result of climate change may increase the risk of heat stress on construction workers. It is anticipated that potential effects of high summer temperatures will be controlled through the implementation of a

CEMP which will include measures to reduce overheating risks such as the provision of shaded areas, potable water supplies and suitable PPE.

11.25 Therefore, increased summer temperatures as a result of climate change on construction workers are unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Changes to Seasonal Temperatures and Rainfall as a result of Climate Change on Ground Conditions during Operation

11.26 Changes to seasonal temperature and rainfall patterns could affect ground conditions and potentially impact the foundations of the proposed blocks through for example ground movement from the drying of clay soils.

11.27 All proposed blocks and their foundations will be designed in accordance with Building Regulations Approved Document A – Structure[161] which covers building structure, their loading, potential ground movement and the possibility of disproportionate collapse.

11.28 Therefore, changes to seasonal temperatures and rainfall as a result of climate change on ground conditions are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes to Seasonal Temperatures and Rainfall as a result of Climate Change on-Site Habitats and Species

11.29 Changes to seasonal temperature and rainfall patterns could impact site habitats and species within both retained and new green infrastructure. Natural England's Climate Change Adaptation Manual[162] provides guidance on promoting resilience to climate change through the use of climate tolerant species and through enhancing site biodiversity. The use of climate tolerant species will be considered as part of the landscape strategy.

11.30 Therefore, changes to seasonal temperatures and rainfall as a result of climate change and associated impacts on-site habitats and species are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Increased Summer Temperatures as a result of Climate Change and Risk of Overheating within the Proposed Blocks during Operation

11.31 Increased summer temperatures as a result of climate change may increase the risk of summertime overheating in the proposed blocks affecting the health and wellbeing of occupants.

11.32 The Applicant commits to carrying out an overheating assessment using a recognised methodology (such as CIBSE TM52:2013[163] and TM59:2017[164]) and

[161] https://www.gov.uk/government/publications/structure-approved-document-a.
[162] https://publications.naturalengland.org.uk/file/5805611654840320.
[163] https://www.cibse.org/knowledge-research/knowledge-portal/tm52-the-limits-of-thermal-comfort-avoiding-overheating-in-european-buildings.

implementing measures to ensure suitable internal summertime conditions for occupants (e.g. using appropriate ventilation and glazing specification). The new dwellings will also be required to comply with Building Regulations Part O 'Overheating'[165].

11.33 Therefore, increased summer temperatures as a result of climate change and risk of overheating within the proposed blocks is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Identification of Likely / Significant Effects

11.34 **Table 11.5** outlines the effects that are likely / significant and will therefore be assessed within the EIA and reported in the ES.

Table 11.5: Likely / significant effects and sensitive receptors

Effect	Receptor(s)	Applicable stage(s)
Upfront embodied carbon emissions of the proposed buildings	Global climate system	Construction
In-use energy GHG emissions of the proposed buildings		Operation

Assessment Methodology for Likely / Significant Effects

11.35 GHG emissions resulting from the construction and operation of the buildings within the Proposed Scheme will be assessed in accordance with IEMA's (now ISEP) EIA Guide to Assessing GHG Emissions and Evaluating their Significance (2022)[166] (the 'GHG Guidance'), together with professional judgement.

11.36 Upfront embodied carbon associated with the manufacture and inbound transport of construction materials and on-site energy use will be quantified where possible using data that is specific to the proposals (e.g. Whole Life Carbon Assessment). Where scheme-specific data is not available at the time the ES is prepared, a qualitative GHG assessment will be taken.

11.37 Operational energy emissions from the proposed blocks will also be assessed using scheme-specific data where available (e.g. TM54[167] assessment). Where such scheme-specific data is not available, a qualitative GHG assessment will again be taken.

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[164] https://www.cibse.org/knowledge-research/knowledge-portal/technical-memorandum-59-design-methodology-for-the-assessment-of-overheating-risk-in-homes.
[165] https://www.gov.uk/government/publications/overheating-approved-document-o.
[166] https://www.iema.net/resources/blogs/2022/02/28/iema-launch-of-the-updated-eia-guidance-on-assessing-ghg-emissions-february-2022/.
[167] https://www.cibse.org/knowledge-research/knowledge-portal/tm54-evaluating-operational-energy-use-at-the-design-stage-2022.

11.38 A qualitative approach to GHG emission in EIA is recognised by the GHG Guidance as being appropriate where relevant data is not available, provided the assessment focuses on GHG mitigation measures which are developed from an early stage. This is the case for the Proposed Scheme given the Applicant's requirement for a 'best in class' development in terms of its carbon and wider sustainability performance.

11.39 The GHG Guidance recognises the crux of whether a project's GHG emissions are significant in EIA terms is not whether the project emits GHG emissions or even the magnitude of such emissions but whether it contributes to reducing GHG emissions in line with a scienced-based trajectory towards net zero by 2050 for a project of its type.

11.40 Where construction and / or operational GHG emissions from the proposed blocks have been quantified using scheme-specific data, their magnitude will be established through comparison with baseline emissions at the Manchester, North West or UK levels and / or future UK carbon budgets.

11.41 Irrespective of whether a quantitative or qualitative approach is taken the level and significance of the GHG effect will be determined by evaluating the contribution of the Proposed Scheme to a net zero 2050 trajectory. This contribution will be determined by evaluating the GHG emissions mitigation measures that are proposed for the construction and operational stages of the Proposed Scheme, which may be inherent to the scheme design / a requirement of the Applicant, or a response to planning policy requirements (e.g. MCC's Core Strategy[168], Addendum to Core Strategy 2024[169] and GMCA's Places for Everyone[170]) or Building Regulations Part L.

11.42 The assessment of likely significant effects will consider the sensitivity (or value, importance, etc.) of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (or impact) (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment.

Limitations and Assumptions

11.43 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- None.

[168] https://www.manchester.gov.uk/download/downloads/id/21363/core_strategy_-_pdf.pdf
[169] https://www.manchester.gov.uk/info/200074/planning/6573/core_strategy_2012-2027/3
[170] https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf

12. Approach to Assessment of Cumulative Effects

Overview

12.1 This Chapter establishes the methodology for the assessment of cumulative effects arising from the Proposed Scheme.

12.2 The EIA Regulations in Regulation 4, Paragraph 2 and Schedule 4, Paragraph 5(e) require the consideration of the interaction between effects identified at the project level and the culmination of effects with other *'existing and/or approved projects'*.

12.3 To accord with the EIA Regulations and best practice guidance the following types of cumulative effects will be considered within the EIA:

- **Effect interactions** (to accord with Regulation 4, Paragraph 2): The interactions and combination of environmental effects of the Proposed Scheme affecting the same receptor, either within the Site or in the surrounding area; and

- **In-combination effects** (to accord with Schedule 4, Paragraph 5(e)): The interaction and combination of environmental effects of the Proposed Scheme with other 'approved projects' affecting the same receptor ('Cumulative Projects')[171].

Assessment Methodology

12.4 There is no widely accepted current methodology or best practice for the assessment of cumulative effects for the EIA process under the Town and Country Planning regime. However, it is acknowledged that guidance on the approach to the assessment of in-combination cumulative effects for projects that fall under the Nationally Significant Infrastructure Project (NSIP) regime has been issued by the Planning Inspectorate[172]. However, as this is focused on NSIPs, it is not necessarily fully applicable to all projects / sectors.

12.5 The proposed assessment methodology set out below is based on the principles of the Planning Inspectorate guidance, an understanding of the receptors to be assessed through the ES, the nature of the Proposed Scheme and professional judgement drawing on previous experience and knowledge at Turley.

[171] Noting that 'existing' projects may form part of the baseline and where this is the case, these projects have not been considered as part of the assessment of cumulative effects.
[172] Planning Inspectorate (2019) Advice Note Seventeen: Cumulative Effects assessment (Version 2). Available online: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-17/.

12.6 The assessment of cumulative effects for both effect interactions and in-combination effects will be largely qualitative in nature. For some technical topics, quantitative data may be available (e.g. where modelling work is undertaken), facilitating a quantitative analysis of cumulative effects. Where quantitative analysis is possible this will be set out in the ES.

12.7 In cases where information is not available, assumptions will be made based on professional judgement and clearly stated alongside any uncertainty as part of the assessment.

Effect Interactions

12.8 The assessment of effect interactions will follow a two-step process, as follows.

Step 1: Identification of potential effect interactions

12.9 The assessment of effect interactions will consider the changes from baseline condition at common sensitive receptors[173] due to overlapping effects from the Proposed Scheme. The assessment will be focused on residual effects only (i.e. following the implementation of mitigation or enhancement).

12.10 In order to identify where a common receptor may be present, the receptors assessed through the ES will be categorised into the 'receptor categories' outlined in Regulation 4, Paragraph 2 and expanded on in Schedule 4, Paragraph 4 of the EIA Regulations as follows:

- Population and human health;
- Biodiversity (for example fauna and flora);
- Land (for example land take);
- Soil (for example organic matter, erosion, compaction, sealing);
- Water (for example hydromorphological changes, quantity and quality);
- Air;
- Climate (for example greenhouse gas emissions, impacts relevant to adaptation);
- Material assets;
- Cultural heritage, including architectural and archaeological aspects; and
- Landscape.

12.11 Matrices of residual effect interactions will be formulated corresponding to the construction and operational stages of the Proposed Scheme.

[173] Common sensitive receptors will be those that are assessed within two or more technical effects assessments provided within the ES.

12.12 The threshold for inclusion within the matrices will be set at a 'minor' level of effect as this is considered to address the potential for a number of residual effects that are not necessarily considered to be 'Significant' in isolation to become 'Significant' when they are considered collectively on a common sensitive receptor.

12.13 Where potential effect interactions are not identified through the application of the matrices (i.e. no specific common receptor(s) is identified) then it will be concluded that there are no effect interactions.

12.14 Where potential effect interactions are identified, a qualitative assessment will then be undertaken for the relevant receptor categories through Step 2 below.

Step 2: Qualitative appraisal

12.15 The qualitative appraisal of the receptor categories brought forward from Step 1 will include the following:

- Clear identification of specific receptor(s) considered for each effect 'contributing' to a potential effect interaction to understand the common receptor and their attributes (such as location, etc.);
- An appraisal where there are specific common receptors, considering:
  - Magnitude of change (or impact) of each residual effect;
  - Sensitivity (or value, importance, etc.) of the receptor / receiving environment to change;
  - Duration (of the effects individually and collectively utilising the short / medium / long-term criteria set out in **Chapter 2**) and reversibility of the effect;
  - If the effects are temporary and / or permanent;
  - If the effects are experienced / occur concurrently or sequentially; and / or
  - The geographical / spatial extent of the individual effects.

12.16 An overall qualitative assessment of the cumulative effects on the identified receptor categories will then be made using the information contained within this ES and supporting appendices in **Volume 2** (where appropriate) and professional judgement.

12.17 Where possible, a conclusion on effect interactions will be provided discussing the likelihood of the effect interactions being 'Significant' or 'Not Significant'.

In-Combination effects

12.18 The assessment of potential in-combination effects will be undertaken using the two-step process outlined below.

Step 1: Identification of projects for consideration

12.19 In order to identify Cumulative Projects that could give rise to in-combination effects with the Proposed Scheme, a review of the following sources has been undertaken:

- Landstack map function to identify planning applications[174];
- MCC and SCC online planning portals[175, 176];
- Planning Inspectorate online register of projects[177];
- Transport and Works Order Act online register of projects[178]; and
- Parliament Hybrid Bills online register[179].

12.20 In line with the EIA Regulations, this search has focused on 'projects'. Therefore sites allocated within local plans, core strategy documents or supplementary planning documents have not been considered. This is due to there being insufficient information to undertake a meaningful assessment of in-combination effects.

12.21 In line with Planning Inspectorate guidance, criteria and professional judgment have been used to determine whether to include or exclude projects from further assessment (i.e. apply proportionality), informed by aspects such as temporal scale, nature of development and other factors.

12.22 As such, the search has been focused on projects within 1km of the Site, acknowledging the maximum extent of likely receptors and the nature of effects to be reported within the ES.

12.23 The following additional criteria have also been used to define the list of Cumulative Projects:

- Applications dating from September 2019 onwards. It is anticipated that applications prior to this date will already have been built out (and therefore form part of the baseline) and / or where subsequent applications have been submitted these would be captured within the search dates;
- Applications submitted, which have the potential to be determined prior to the determination of the Proposed Scheme;

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[174] Landstack is an interactive mapping tool that displays all planning applications submitted to local planning authorities and automatically updates on a weekly basis.
[175] https://www.manchester.gov.uk/info/200074/planning/5865/planning_permission.
[176] https://www.salford.gov.uk/planning-building-and-regeneration/planning-applications/view-or-comment-on-a-planning-application/.
[177] https://infrastructure.planninginspectorate.gov.uk/projects/register-of-applications/.
[178] https://www.gov.uk/government/collections/twa-inspector-reports-and-decision-letters.
[179] https://www.parliament.uk/business/bills-and-legislation/current-bills/hybrid-bills/.

- Applications with a resolution to grant planning permission;
- Applications that have been submitted, consented / granted planning permission or partly implemented;
- Applications that have been refused but are subject to an undetermined appeal; and
- Projects of a pertinent scale, which has been determined using professional judgment but informed by their scale, perceived impact, or complexity and are present near the Site[180].

12.24 The resulting Cumulative Projects that will be considered and appraised in the assessment of cumulative effects using the methodology and criteria set out above are listed in **Table 12.1** and shown in **Figure 12.1**.

[180] Informed by the definition of NSIPs, Schedule 1 and Schedule 2 developments set out within the EIA Regulations and developments that do not fall into the above but have potential in-combination effects due to proximity.

Table 12.1: Cumulative Projects identified for in-combination assessment

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
1	134287/FO/2022 (MCC) Alberton House	Demolition of existing building and erection of a 19 storey (ground including mezzanine, plus 18) building above basement level to form a mixed use office development with ancillary office amenity including gym for use by office occupiers, (Use Class E(g(i)) flexible commercial floorspace at ground floor and mezzanine (Use Class E (a), (b), (c) and/ or drinking establishment Sui Generis), flexible office floorspace (Use Class E(g(i)) at Levels 1-16, and two floors of wellness centre (Sui Generis) at Levels 17 and 18 including ancillary food and beverage (Use Class E (a), (b), (g(i)) and/ or drinking establishment Sui Generis), cycle parking, landscaping, highways and other associated works.	Adjacent	Approved	Yes
2	135028/FO/2022 (MCC) 27-33 King Street West	Erection of 14 storey building and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor extension to form office accommodation (Class E) with front of house and commercial floorspace at ground floor (Class E) with associated landscaping and other works following demolition of existing buildings at 27-29 King Street West and 31-33 King Street West and link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Mary's Parsonage	20m east	Approved	No
3	21/78277/FUL (SCC)	Demolition of existing buildings and the erection of a 12-storey office building (Use Class E(g)) and a 16-storey hotel building (Use	130m west	Under construction	No

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
	Ralli Quays	Class C1) with associated ancillary facilities, servicing, means of access, landscaping and public realm.			
4	131314/FO/2021 (MCC) Speakers House, 39 Deansgate	Erection of a 17-storey building comprising office use (Use Class E(g)(i)) and flexible ground floor commercial units (Use Classes E(a), (b), (c) and sui generis 'drinking establishment'), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building	290m north-east	Approved	Yes
5	132088/FO/2021 (MCC) Renaissance Hotel	Erection of a part ground and 26 storey, part ground and 13 storey building to form 300 no. residential apartments (Class C3) and ground floor retail/ leisure floorspace (Class E/ Sui Generis (drinking establishments), together with private amenity space for residents (gym, cinema room and external terraces), new public realm to include riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis (drinking establishments/ drinking establishments with food provision/ hot food takeaways), new landscaping, parking (36 spaces level -1), 300 cycle parking spaces, servicing, supporting infrastructure and associated works.	320m north-east	Under construction	Yes
6	134640/FO/2022 (MCC) Premier House, Renaissance Hotel	Erection of 5-storey building comprising new office space (Use Class E) (floors 1-4) with ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace (Class E/ Sui Generis Drinking Establishment Use), supporting infrastructure and ancillary facilities including changing and shower	320m north-east	Under construction	No

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
		facilities, refuse store, plant areas, cycle store and other ancillary facilities within lower ground floor, new rooftop amenity space for use of occupiers of floors 1-4, new roof top plant, new public realm and landscaping, new escape stair to car park below and amendments to existing servicing arrangements including new service yard entrance, following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel			
7	PA/2024/1691 (SCC) New Bailey, Plot A1	Erection of an 18-storey apartment building comprising 153 no. 1 to 3 bed residential apartments with associated amenity space and landscaping works.	360m south-west	Awaiting decision	No
8	138273/FO/2023 (MCC) Colloco	Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements.	370m south-west	Approved	No
9	21/78212/OUTEIA (SCC) Middlewood Locks, Plots A, B, C, D and P	Outline planning application, including access to, but not within the site, for mixed use development comprising a maximum of 93,000sqm office floorspace (Use Class E(g)), a maximum of 1,000 dwellings (Use Class C3), a maximum of 23,706sqm of commercial floorspace (Use Classes C1, E (a, b, e and f) and drinking establishments (Sui Generis)), multi-storey car park, infrastructure and other associated works.	380m west	Under construction	No
10	21/74465/HYBEIA	Hybrid planning application for demolition of existing buildings on	500m north	Under	Yes

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
	(SCC) Greengate	the site and comprehensive redevelopment to create between 1,407 and 1,521 dwellings, comprising of: (a) Phase 1 (submitted in full with no matters reserved) for development of a 50-storey residential building; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new public park; highways and public realm improvements and other associated works; and, (b) Phases 2 and 3 (submitted in outline with all matters reserved) for the development of two residential buildings up to 42 storeys in height; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new highways; a public square; public realm improvements and other associated works.		construction	
11	23/82208/FULEIA (SCC) Enclave, Gorton Street	Demolition of existing lean-to building adjacent to railway arches 6-8 and erection of a 42-storey building, including basement and rooftop plant levels, comprising 568 co-living units with associated amenity, management and back of house space, plant rooms, accessible roof terraces, with ancillary facilities comprising amenity space, sporting facilities and waste storage in arches 1-3, and associated landscaping and engineering works	525m north	Approved	Yes
12	23/81487/FUL (SCC) Trinity 2	Demolition of all existing on-site buildings and structures and the development of a Class C3 residential building comprising 250 dwellings, including Class E ground floor unit, together with associated landscaping, highways and other works.	600m north	Under construction	No
13	PA/2024/1152	Full planning application for the construction of a residential	680m west	Approved	No

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
	(SCC) Oldfield Basin	development (Class C3) comprising 90 dwellings across an apartment block and townhouses with associated access, parking and public realm.			
14	139715/FO/2024 (MCC) Viadux Phase 2	Full Planning Permission for the phased construction of 2 buildings to include: a tall mixed-use building to include residential (Use Class C3) and hotel with associated bars and restaurant (Use Class C1) (Plot 2a), a second tall building with residential accommodation (Use Class C3) with flexible commercial units (Use Class E) (Plot 2b), landscaping and public realm, servicing, drainage and access arrangements, highways alterations, and other associated works.	700m south	Awaiting decision	Yes
15	133172/FO/2022 (MCC) Albion Street	Erection of a 26 storey residential tower for 72 apartments (Use Class C3) with associated car parking, cycle parking, servicing, and associated landscaping works.	730m south-east	Awaiting decision	Yes
16	125804/FO/2019 (MCC) 325-327 Deansgate	Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works.	710m south	Under construction	Yes
17	137792/FO/2023 (MCC) New Victoria	Erection of a 12 storey building (inc. (Ground + Mezzanine) + 11 storeys, basement and roof terrace and plant), comprising office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and	790m north	Approved	No

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
	Phase 2	other associated works.			
18	132429/FO/2021 (MCC) Trinity Islands	Erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.	820m south-west	Under construction	Yes
19	PA/2024/0962 (SCC) Regent Retail Park	Outline Planning Application (with all matters reserved except for Access to, but not within, the Application Site) for a Mixed-Use Development Comprising a maximum of 10,000 sq. m new Commercial and Community Floorspace (Use Classes E and F.2) and up to a maximum of 3,300 new Residential Dwellings (Use Class C3) and a new Public Park and associated infrastructure and works.	840m south-west	Awaiting decision	Yes
20	23/82372/FUL (SCC) Upper Wharf Street	Application for Full Planning Permission for the erection of two residential buildings (11 and 7 storeys) providing 204 residential apartments (Use Class C3), together with a linear park, secure cycle storage, bin storage, car parking, landscaping and associated works.	850m south-west	Awaiting decision	No
21	137794/FO/2023 (MCC) 12 & 14-16	Erection of a 34 storey building (land at no. 14-16 Piccadilly) and conversion of adjacent building (no.12 Piccadilly) (basement to fourth floor) to create an aparthotel, including a ground floor cafe	850m west	Approved	Yes

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
	Piccadilly	(Use Class E (b)), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)), and associated works.			
22	137941/FO/2023 (MCC) Former Boddingtons Brewery	Erection of two buildings part 29, 25 and 20 storeys and 12 storeys to create a mixed-use development comprising 505 residential apartments (Use Class C3a) with commercial uses (Use Class E) provided at the ground floor level, together with public realm including courtyard pocket, cycle parking, accessible parking spaces, access arrangements, and other associated works.	850m north	Approved	Yes
23	128002/FO/2020 (MCC) One City Road	Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works.	870m south-east	Under construction	No
24	22/80643/FULEIA (SCC) Springfield Lane	Full planning permission for the redevelopment of the site for a mixed use development comprising 183 residential units (Use Class C3) within three linked blocks (3-18 storeys) and supporting commercial floorspace (Use Class E), with the associated demolition of all the existing buildings; access; parking; and landscaping.	870m north	Approved	Yes
25	124544/FO/2019 (MCC) 43 – 47 Piccadilly	Erection of 12/13 storey building above basement following demolition of rear of 47 Piccadilly (Back Piccadilly warehouse façade and 3 storey Town House to Piccadilly retained) to create a new 129 bed hotel (Use Class C1) and associated restaurant (Use	900m north-east	Awaiting decision	No

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
		Class A3 and A4 (1st floor)) above a retail unit (flexible within Use Classes A1 (Shop), A2 (Financial) and Professional Services, A3 (Café and Restaurant), A4 (Drinking Establishment, A5 (Hot Food Take Away, B1 (Office) and D2 (Assembly and Leisure) to the ground floor and basement, ancillary facilities within ground floor and the refurbishment of the 3 storey townhouse at 47 Piccadilly.			
26	138805/FO/2023 (MCC) Hotspur Press	Partial demolition of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) above ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)),within a part 4/5-storey and part 37-storey building plus roof parapet level above basement level, associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works.	920m south-east	Awaiting decision	Yes
27	129273/FO/2021 (MCC) Park Place	Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works	~1km south	Approved	Yes
28	132199/FO/2021 (MCC) Plot F, Great Jackson Street	Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and	~1km south	Approved	Yes

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
		access arrangements, highways alterations, and associated works.			
29	137227/FO/2023 (MCC) Plot D, Great Jackson Street	Full planning permission for the demolition of existing structures and the erection of one residential building to a height of 71 storeys comprising 642 homes (Use Class C3) with food and drink uses (Use Class E) and / or drinking establishment (Sui Generis); and one office building (Use Class E); with basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.	~1km south	Awaiting decision	Yes
30	137226/FO/2023 (MCC) Plot C and Plot E, Great Jackson Street	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.	~1km south	Awaiting decision	Yes
31	29251/FO/2021 (MCC) Kendals and Fraser redevelopment	Change of use of upper floors and erection of three storey rooftop extension, including plant level, to Kendal Milne building to provide offices on floors 1-9 (Use Class E), together with change of use of ground, lower ground and basement levels of Kendal Milne building to flexible commercial spaces (Use Class E, F2 and /or Sui Generis (Drinking Establishments) and associated elevational alterations and works; Demolition of adjacent Fraser Building and	~30m east	Approved	Yes

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
		link bridges and erection of 14 storey office building (Use Class E), including plant level, together with associated amenity space and ground and basement floor flexible commercial units (Use Class E, F2 and / or Sui Generis (Drinking Establishments)) and basement areas for cycle storage and plant; Highways landscaping and public realm works, engineering and infrastructure works and other associated works.			
32	135565/FO/2022 (MCC) Great Northern Warehouse Redevelopment	Demolition of the central atrium, car park ramps, and other elements, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside to allow refurbishment, restoration and re-use of the Great Northern Car Park to provide office accommodation, retail and/or food and drink uses (Use Class E) and ancillary areas; and Refurbishment, restoration, partial demolition and erection of a 3-storey extension to Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, highways works, access and servicing facilities, rooftop plant and other associated works; and Partial demolition of the existing leisure box to erect three residential buildings (ground plus 16, 27 and 34 storeys) to provide 746 residential apartments (Use Class C3), reconfiguration	360m south-east	Awaiting decision	Yes

ID	Planning reference	Description	Distance and direction from the site	Status	Was EIA undertaken?
		of existing car parking together with the creation of office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and, External alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works			

Step 2: Assessment of in-combination effects

12.25 While a number of Cumulative Projects have been identified, it does not necessarily follow that there will be in-combination effects with the Proposed Scheme as there needs to be an effect on the same receptor for a similar duration.

12.26 The assessment of in-combination effects will take into consideration available documentation submitted in support of the applications for the Cumulative Projects listed in **Table 12.1** to conclude if common receptors are present between the Proposed Scheme and the Cumulative Projects and the extent of any in-combination effect. Where suitable information is not available, either professional judgement will be used to determine the cumulative effects or limitations will be set out.

12.27 Where timescales are unknown, it will be assumed that the construction and / or operational stages are concurrent with the Proposed Scheme.

12.28 The in-combination assessment will focus on the technical topic / effects 'scoped in' (i.e. to be reported within the ES).

12.29 The evaluation at the receptor level will consider the following:

- Magnitude of change (or impact) in the relevant technical assessments;
- Sensitivity (or value, importance, etc.) of the receptor / receiving environment to change; and / or
- Duration and reversibility of effect.

12.30 Through a combination of the evaluation and mitigation presented, conclusions will be drawn as to the likelihood for in-combination effects, their nature (i.e. adverse or beneficial), whether these are 'Significant' or 'Not Significant' and how such effects differ from those reported for the Proposed Scheme. In some cases, how the Proposed Scheme contributes to the overall in-combination effect will also be considered.

13. Summary

13.1 This EIA Scoping Report has been prepared to inform and support a request for a Scoping Opinion from MCC in accordance with Regulation 15 of the EIA Regulations.

13.2 The Scoping Opinion is sought on the breadth of the technical topics and associated effects to be considered within the EIA and reported in the ES (alongside methodology and approach for assessment). Therefore, as part of this report, the following has been identified:

- Technical topics for which effects are likely / significant (i.e. 'scoped in' to the EIA and will be reported within the ES); and
- Technical topics for which all effects are unlikely / not significant (i.e. 'scoped out' of the EIA and will not be reported in the ES).

13.3 A summary of the technical topics considered and whether these are 'scoped in' or 'scoped out' is provided in **Table 13.1**.

Table 13.1: Summary of technical topics 'scoped in' or 'scoped out'

Technical topic	Inclusion in ES	
	Construction	Operation
Air quality	×	×
Archaeology	×	×
Biodiversity	×	×
Built heritage	×	×
Ground conditions and contamination	×	×
Risk of major accidents and / or disasters	×	×
Obtrusive lighting	×	×
Transport and accessibility	×	×
Waste and resources	×	×
Water environment	×	×
Noise and vibration	✓	✓
Townscape and visual	×	✓
Daylight, sunlight and overshadowing	✓	✓
Wind microclimate	✓	✓
Socio-economics and human health	✓	✓
Climate change	✓	✓

Figures

Appendix 1: Preliminary Environmental Management Plan

Appendix 2: Structure of the ES

Appendix 3: Archaeological Desk-Based Assessment

Appendix 4: Listing Assessment for Albert Bridge House

Turley Office
Level 5 Transmission
6 Atherton Street
Manchester
M3 3GS

T 0161 233 7676

Turley



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Site Boundary

CLIENT:
Oval Real Estate Ltd.

PROJECT:
Albert Bridge House

DRAWING:
Site Boundary

PROJECT NUMBER:
OVAZ3000

DRAWING NUMBER:
GIS_001

CHECKED BY:
ET

REVISION:
2.0

STATUS:
Final

DATE:
April 2025

SCALE:
1:1 @ A3

Turley
EIA

KEY

- Site Boundary
- 1km
- 2km

0 200 400 600 800 1,000 m



Figure 7.1 - Site Location

KEY

- Site Boundary
- 1km
- 2km

Heritage

- Listed Buildings
- Locally Listed Heritage Assets
- Conservation Areas

0 200 400 600 800 1,000 m

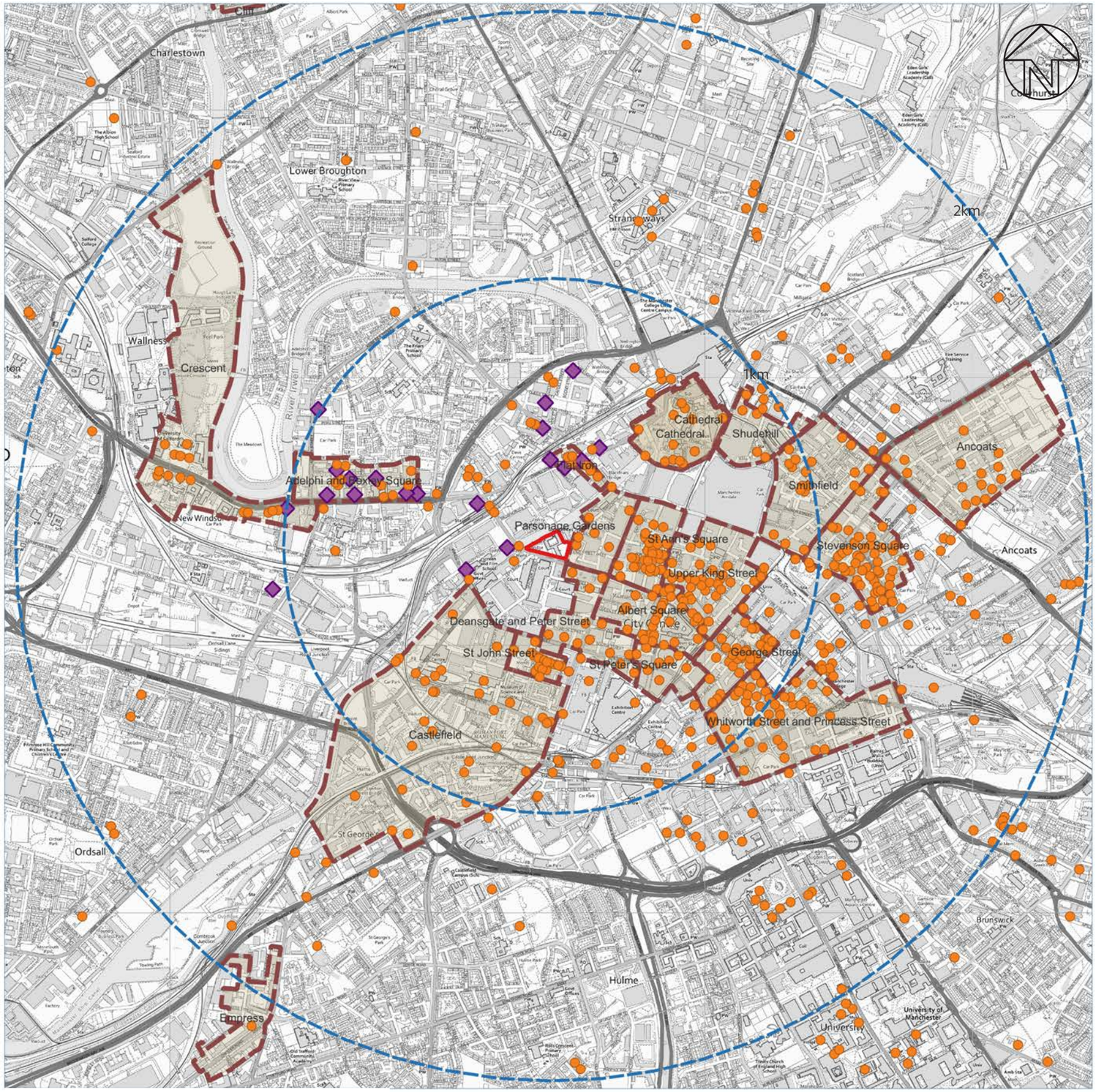


Figure 7.2 - Listed Buildings and Conservation Areas

KEY

- Site Boundary
- 0.5km
- Viewpoints

0 50 100 150 200 250 m

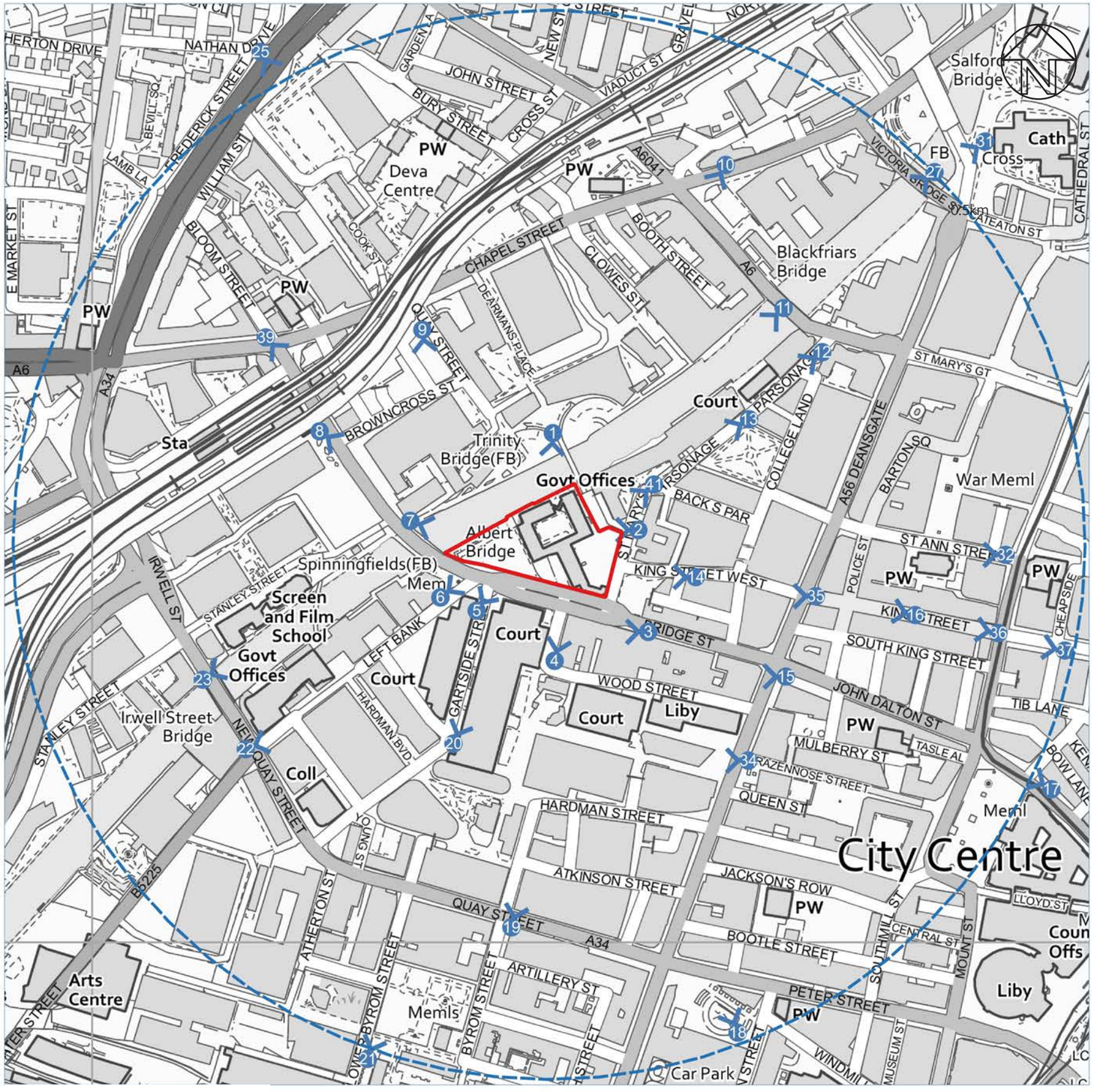


Figure 7.3 - Viewpoints, Close Range

URBAN GREEN

KEY

- Site Boundary
- 0.5km
- 1km
- Viewpoints

0 100 200 300 400 500 m



Figure 7.4 - Viewpoints

URBAN GREEN

KEY

- Site Boundary
- 1km
- 2km
- Zone of Theoretical Visibility

0 200 400 600 800 1,000 m



Figure 7.5 - Zone of Theoretical Visibility

URBAN GREEN

KEY

- Site Boundary
- 1km
- 2km

MCC Neighbourhoods / Salford City Areas

- Castlefield
- Central Business District
- Chapel Street & Islington
- Chapel Wharf
- China Town
- Civic Quarter
- Collyhurst
- Corrdor Manchester
- Crescent
- David Lewis
- First Street
- Former Boddington's Brewery
- Great Jackson Street
- Green Quarter
- Greengate
- Kampus
- Lower Irk Valley
- Mayfield
- Meadow
- Medieval Quarter
- Middlewood
- New Bailey
- New Bailey West
- New Cross
- New Islington
- NOMA
- North Campus
- Northern Quarter
- Peel Park
- Petersfield
- Piccadilly
- Retail Core
- Spinningfields
- St Johns
- The Village
- University of Salford
- Water Street
- Wilburn Basin

0 200 400 600 800 1,000 m

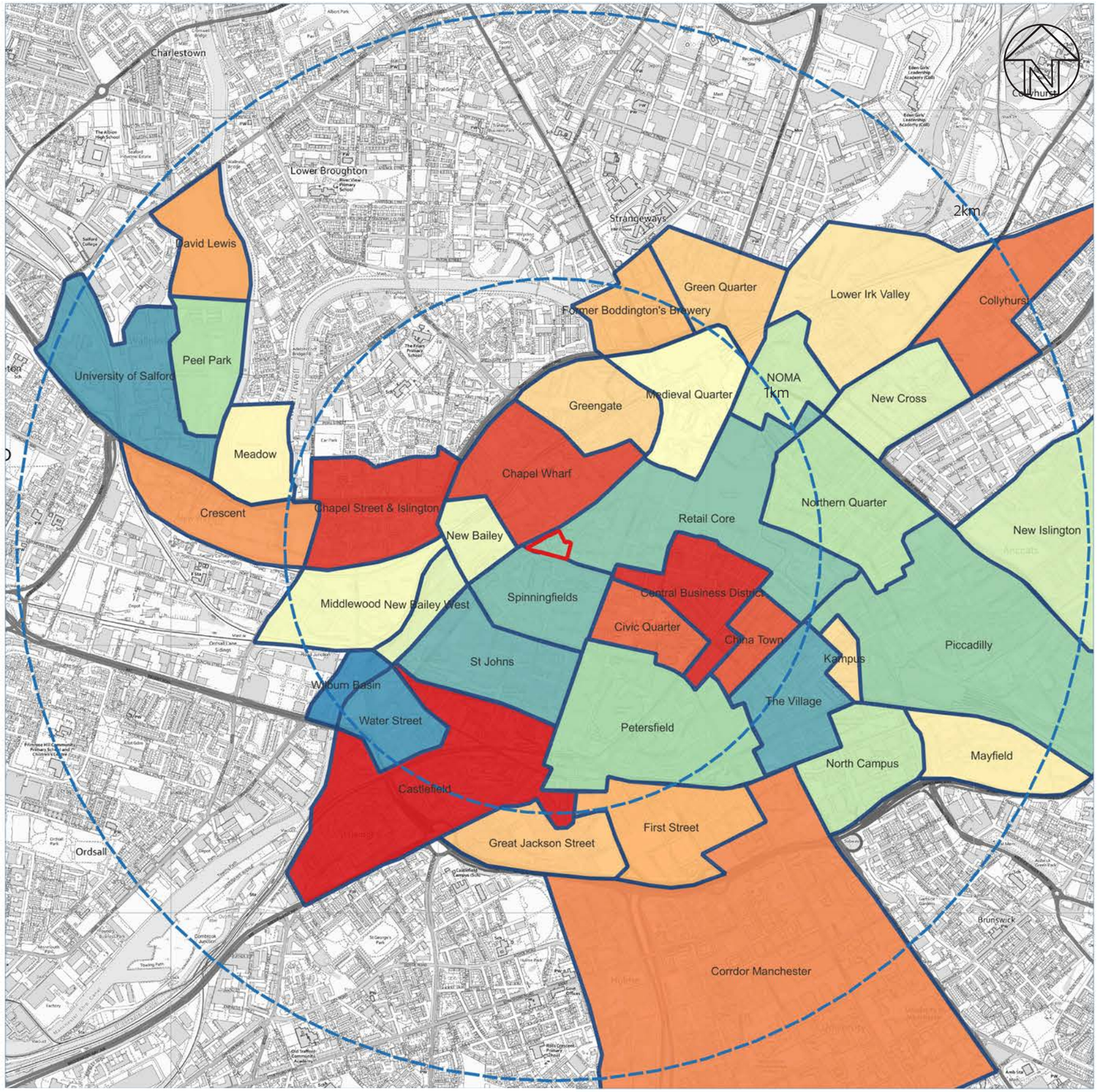
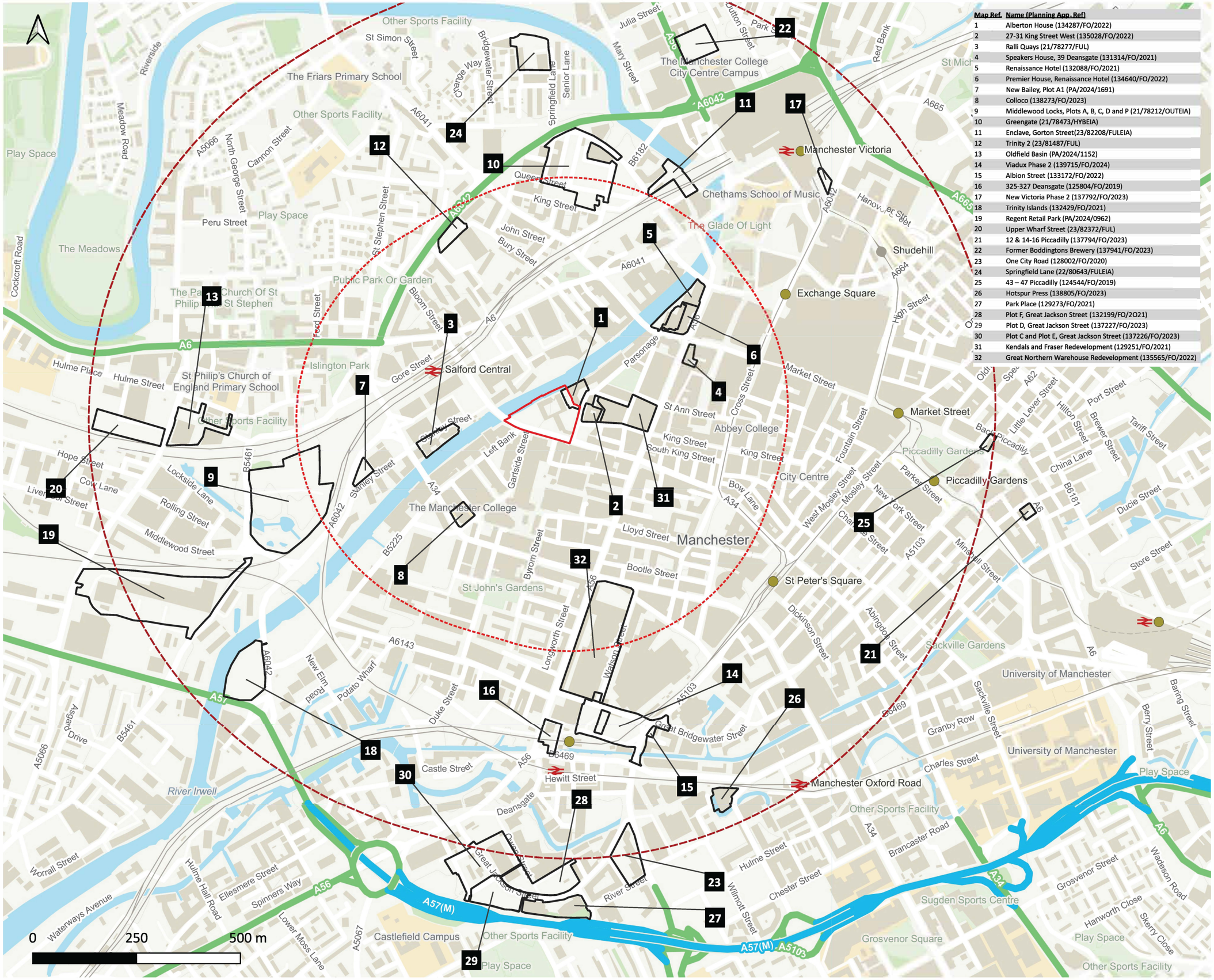


Figure 7.6 - MCC City Centre Neighbourhoods and Salford City Centre Areas



Map Ref.	Name (Planning App. Ref)
1	Alberton House (134287/FO/2022)
2	27-31 King Street West (135028/FO/2022)
3	Ralli Quays (21/78277/FUL)
4	Speakers House, 39 Deansgate (131314/FO/2021)
5	Renaissance Hotel (132088/FO/2021)
6	Premier House, Renaissance Hotel (134640/FO/2022)
7	New Bailey, Plot A1 (PA/2024/1691)
8	Colloco (138273/FO/2023)
9	Middlewood Locks, Plots A, B, C, D and P (21/78212/OUTEIA)
10	Greengate (21/78473/HYBEIA)
11	Enclave, Gorton Street(23/82208/FULEIA)
12	Trinity 2 (23/81487/FUL)
13	Oldfield Basin (PA/2024/1152)
14	Viadux Phase 2 (139715/FO/2024)
15	Albion Street (133172/FO/2022)
16	325-327 Deansgate (125804/FO/2019)
17	New Victoria Phase 2 (137792/FO/2023)
18	Trinity Islands (132429/FO/2021)
19	Regent Retail Park (PA/2024/0962)
20	Upper Wharf Street (23/82372/FUL)
21	12 & 14-16 Piccadilly (137794/FO/2023)
22	Former Boddingtons Brewery (137941/FO/2023)
23	One City Road (128002/FO/2020)
24	Springfield Lane (22/80643/FULEIA)
25	43 – 47 Piccadilly (124544/FO/2019)
26	Hotspur Press (138805/FO/2023)
27	Park Place (129273/FO/2021)
28	Plot F, Great Jackson Street (132199/FO/2021)
29	Plot D, Great Jackson Street (137227/FO/2023)
30	Plot C and Plot E, Great Jackson Street (137226/FO/2023)
31	Kendals and Fraser Redevelopment (129251/FO/2021)
32	Great Northern Warehouse Redevelopment (135565/FO/2022)

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Site Boundary

500m radius

1km radius

Cumulative Project

CLIENT:
Oval Real Estate Ltd.

PROJECT:
Albert Bridge House, Manchester

DRAWING:
Cumulative Project Plan

PROJECT NUMBER:
01382

DRAWING NUMBER:
Figure 12.1

CHECKED BY:
SM

REVISION:
2.0

STATUS:
Issued

DATE:
April 2025

SCALE:
1:1 @ A3

Turley
EIA

Preliminary Environmental Management Plan

Mitigation / commitment	Description / details
Construction Environmental Management Plan	A CEMP will be prepared by the appointed contractor in advance of commencing construction works. The document will provide detailed measures / controls to avoid and manage potential adverse effects on the environment during the construction stage. Measures will include: <u>General measures</u> • The proposed construction works will be carried out by a competent contractor that will comply with current legislation[1]. • All construction activities will be in accordance with the Considerate Constructors Scheme. • The construction site will be kept tidy and presentable at street level with suitable hoardings in place. • Working hours will be 07:30 to 18:00 Monday to Friday and 08:00 to 14:00 on Saturdays. On Sundays and Bank Holidays noisy working will generally not be planned. On some occasions there are certain operations that may be required to proceed during these periods, for example tower crane erection and dismantling. These will be infrequent and will be agreed with key stakeholders (including MCC). The frequency of these will vary and respond to demand. Access to the Site will be permitted 30 minutes prior to the working day commencing with noise being kept to a minimum for the first half hour of each day. <u>Traffic management</u> • Construction logistics / traffic management to include: a planned route(s) for construction traffic to reduce the risk to road users; restricting deliveries to certain periods; ensuring the vehicles are well maintained; signage for entrances / exits; controlled entrance / exits; barrier fencing along internal route; 5mph speed restriction applied; use of designated construction parking areas; and HGV drivers will be encouraged in the urban environment to be cognisant of their surroundings and vulnerable road users at all time. • Construction vehicles will not be allowed to park off-site.

[1] This includes the Health and Safety at Work etc. Act 1974; the Control of Pollution Act 1974; and Construction (Design and Management) Regulations 2015.

Mitigation / commitment	Description / details
	• Bridge Street and St. Mary's Parsonage will remain operational throughout the construction stage. However, there may be instances where these roads require temporary closure (i.e. for the delivery of large plant). This will be managed in conjunction with MCC and TfGM to limit road closures. These roads (and associated footways) will be protected from on-site activities so that any risks to human health are managed. • Where possible, hoarding during the construction stage will not entirely cover the footways. However, if this is necessary then alternative safe walking routes will be provided. Clear advertising will also be provided for any routes that are closed and signposting will be provided for suitable alternative routes. <u>Air Quality</u> • Informed by the Institute of Air Quality Management (IAQM) Guidance[2] this would include prevention measures, such as screening stockpiles of materials, deployment of windbreak netting and dampening exposed soils as appropriate as well as setting out requirements for ongoing monitoring and liaison with the local community and MCC. • Appropriate emission standards from EU Regulation 2016/1628[3] will be incorporated to manage combustion emissions from NRMM during construction activities. <u>Contamination and pollution management</u> • Pre-demolition surveys will be undertaken for asbestos / Asbestos Containing Materials (ACMs) before the commencement of demolition works. • Asbestos will be identified, removed, handled and disposed of in line with appropriate guidance and Regulations, including The Hazardous Waste (England and Wales) Regulations 2005[4], Control of Asbestos Regulations 2012[5] and CIRIA C733[6].

[2] IAQM (2024) Guidance on the assessment of dust from demolition and construction (v2.2).
[3] Official Journal of the EU (2016) Regulation (EU) 2016/1628 of the European Parliament and of the Council. Available: https://eur-lex.europa.eu/eli/reg/2016/1628/oj/eng. [Accessed: 18/02/2025].
[4] The Hazardous Waste (England and Wales) Regulations 2005 No. 894.
[5] Control of Asbestos Regulations 2012 No. 632.
[6] CIRIA (2014) C733 Asbestos in soil and made ground: a guide to understanding and managing risks.

Mitigation / commitment	Description / details
	• Programmed removal of the identified asbestos materials will be undertaken at the outset of the enabling works under an Asbestos Management Plan. • If further unexpected contamination is encountered during the construction works following remediation, appropriate measures will be implemented. • To safeguard human health and the environment there will be: the use of Personal Protective Equipment (PPE), the preparation of method statements, toolbox talks, provision of on-site washing facilities, good housekeeping practices, provision of environmental awareness training. use of bunding, provision of emergency spill kits, use of wheel wash facilities, regular cleaning to remove loose sediments and prevent the build-up of dust and mud, use of sediment traps, use of impermeable materials to prevent ingress into the ground, washing down / equipment cleaning associated with concrete or cementing processes, screening stockpiles and provision of treatment facilities for runoff from construction areas. • Guidance will also be adhered to, such as CIRIA's Control of Water Pollution from Construction Sites (C532)[7]and Environmental good practice on-site (C811)[8] as well as and Guidelines for Pollution Prevention (GPP) 2: above ground oil storage tanks[9] and GPP 5: Works and maintenance in or near water[10] (albeit these have been withdrawn). • Adherence to the Confined Space Regulations[11]. • The use of monitoring equipment, safe-entry procedures and use of Respiratory Protective Equipment (RPE) where required, will be utilised to mitigate the potential risk of exposure to hazardous gas and vapours and / or depleted oxygen levels. <u>Construction drainage and flood risk management</u>

[7] CIRIA (2001) Control of Water Pollution from Construction Sites. Guidance for consultants and contractors (C532).
[8] CIRIA (2023) Environmental good practice on-site (5th edition) (C811).
[9] https://www.netregs.org.uk/media/1475/gpp-2-pdf-jan-2018.pdf.
[10] https://www.netregs.org.uk/media/1303/gpp-5-works-and-maintenance-in-or-near-water.pdf.
[11] Confined Space Regulations (1997) No. 1713.

Mitigation / commitment	Description / details
	• Implementation of a temporary drainage strategy, using either existing, temporary or permanent drainage infrastructure and taking account of industry best practice and guidance (e.g. British Standard 8582:2013 – Code of practice for surface water management for development sites[12]). • Measures are to include: storage of materials to avoid increasing flood risk off-site; provision of temporary weather protection for exposed flashings to prevent ingress of water; and protection of existing drainage pop-ups (where to be re-used). • Abstraction and discharge licences will be sought from the Environment Agency under the terms of The Water Abstraction and Impounding (Exemptions) Regulations[81]. • Appropriate controls / management measures will be implemented during construction and as part of the design, such as adherence to CIRIA's Groundwater control - design and practice[13]. <u>Earthworks</u> • Clean cover layers will be validated for chemical quality prior to re-use / use on-site. • If unstable / compressible ground is identified, temporary works and / or ground improvement (e.g. shoring of excavations, the design of haul roads, piling mats, crane platforms, etc.) will be used. <u>Lighting management</u> • Construction lighting management measures are to include: security lighting required at the perimeter of the Site would be set at lighting levels that are designed to the correct standard for their purpose; the use of sufficient lighting units for the task in hand to avoid the need for tall, wide beam lighting units; the reduction of fixed lighting outside working hours, unless beneficial to provide consistent lighting for security / health and safety; the use of infrared CCTV systems for security; and ongoing monitoring and liaison with stakeholders. • Lighting to be cognisant of ILP Guidance Notes for the Reduction of Obtrusive Light[14] and Commission Internationale l'Eclairage (CIE) 126: Guidelines for Minimising Sky Glow[15].

[12] British Standard Institution (2013) British Standard 8582:2013 – Code of practice for surface water management for development sites.
[13] CIRIA (2016) Groundwater control - design and practice (C750).
[14] ILP (2021) Guidance Note 1 for the reduction of obtrusive light 2021.
[15] CIE (1997) 126: Guidelines for Minimising Sky Glow.

Mitigation / commitment	Description / details
	• Appropriate aviation lighting will be used for tall plant (e.g. cranes) during construction. <u>Utilities</u> • Works to confirm the location of utilities will be undertaken before the commencement of activities in liaison with the relevant operators. Good practice working measures will be put in place in line with the Construction (Design and Management) Regulations 2015 and other health and safety regulations, such as the preparation of specific method statements and making workers aware of the location of utilities and their easements where works are undertaken in proximity to utilities. • Relevant HSE guidance will be adhered to, including Avoiding danger from underground services[16]. <u>Fire and site safety</u> • Construction works will be undertaken in line with Fire Prevention on Construction Sites: Joint Code of Practice[17]. • The site security arrangements for the Proposed Scheme during the construction stage will be in line with the requirements set out in the Construction (Design and Management) Regulations 2015. <u>UXO management</u> • Communication to all construction workers on UXO risks, safety training by a competent expert and the attendance of UXO supervisors during the groundworks (if appropriate) will be undertaken. <u>Waste and resource management</u> • Contaminated materials will be adequately characterised both chemically and physically in line with relevant guidance, such as Waste Classification: Guidance on the classification and assessment of waste[18]. Hazardous materials generated in the construction stage will be managed within legal requirements (e.g. Control of

[16] HSE (2014) Avoiding danger from underground services HSG47.
[17] RISC Authority and The Fire Protection Association (2022) Fire Prevention on Construction Sites: The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation (10th Edition).
[18] 156 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment _data /file/1021051/Waste_classification_technical_guidance WM3.pdf. 157 https://www.legislation.gov.uk/uksi/1980/1709/contents/made. 158 https://www.legislation.gov.uk/uksi/1981/1059/made.

Mitigation / commitment	Description / details
	Pollution (Special Wastes) Regulations 1980[19] and The Dangerous Substances (Conveyance by Road in Road Tankers and Tank Containers) Regulations 1981[20]), ensuring appropriate storage, collection and disposal in line with sustainable management practices where possible. • Adherence to the waste provisions of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991[21] and The Waste (England and Wales) Regulations 2011[22]. • Establishment of guidance on sustainable waste management practices to ensure the adoption of opportunities to reduce, reuse and recycle wastes, where possible, in line with the waste hierarchy. Aims, objectives and ongoing management responsibilities as well as containing targets for the reduction / diversion from landfill and reuse of waste are to be set out. • Measures will include: segregation of waste materials; use of pre-fabricated materials for on-site assembly; and 'just in time' deliveries. • The CEMP will detail measures to reduce resource use, including the use of off-site pre-fabrication where reasonably practical. <u>Biodiversity</u> • To avoid disturbance to nesting birds within the Site, any vegetation clearance is recommended to take place between September – February, outside of the peak nesting period. Any vegetation clearance that takes place between March – August should have a check for the presence of nesting birds completed no more than 48 hours prior to the vegetation being removed. Pre-clearance checks will be specifically required during the removal of vegetation along the riverbank and implementation of temporary construction platforms oversailing the River Irwell. • Disturbance to otter will be controlled through reasonable avoidance measures such as a pre-construction walkover to confirm the status of otter on and adjacent to the Site, a toolbox talk, regular inspections and provision of escape routes within any excavations.

[19] https://www.legislation.gov.uk/uksi/1980/1709/contents/made.
[20] https://www.legislation.gov.uk/uksi/1981/1059/made.
[21] Environmental Protection (Duty of Care) Regulations 1991.
[22] The Waste (England and Wales) Regulations 2011 No. 988.

Mitigation / commitment	Description / details
	<u>Arboriculture</u> • Protection of retained trees and associated root protection areas in accordance with British Standards[23]. <u>Overheating</u> • Provision of shaded areas, potable water supplies and suitable PPE.
Archaeological mitigation strategy	The presence or absence of archaeological remains requires verification through archaeological evaluation, prior to development and, pending the extent and significance of any surviving buried remains, further archaeological excavation may be required to mitigate the loss of buried remains during the construction programme. The exact scope of the archaeological evaluation will be set out within a Project Design and agreed with GMAAS. The evaluation will inform whether further mitigation in the form of archaeological excavation will be required to preserve archaeological remains by record.
Invasive species method statement	To be informed by DEFRA guidance[24] and would include eradication on-site completely before construction starts. This should be done by a licenced contractor. An exclusion zone will be established around any stands of giant hogweed, and the giant hogweed will be treated via herbicide application to individual plants. Further monitoring for 3 – 5 years will also be required to ensure no new plants establish.
Ground investigation	Intrusive ground investigations will determine the absence or presence, type and distribution of any forms of ground contamination and confirm the ground conditions. Ground investigations will be undertaken in advance of the commencement of the main construction activities and will be undertaken in line with relevant guidance, such as Land Contamination Risk Management[25], British

[23] British Standards Institution (2012) British Standard 5837:2012 Trees in Relation to Design, Demolition and Construction to Construction – Recommendations.
[24] https://www.gov.uk/guidance/invasive-non-native-alien-plant-species-rules-in-england-and-wales.
[25] Environment Agency (2020) Land Contamination Risk Management.

Mitigation / commitment	Description / details
	Standard 10175:2011 + A2:2017[26], British Standard 5930:2015 + A1:2020[27] and BSEN1997: Part 2: 2007 Eurocode 7[28]. Where relevant, in line with Land Contamination Risk Management, quantitative risk assessments will be required as part of the intrusive ground investigation(s) which will involve comparing soil contaminant concentrations against Generic Assessment Criteria and assessing Source-Pathway-Receptor Linkages.
Remediation strategy	In the event that contamination is identified, remedial measures would be implemented, detailed in a remediation strategy and will be approved by MCC. This would include the relevant combination of measures to achieve the required standards for the proposed land uses as defined by the site-specific risk assessment (e.g. use of clean capping layers and disposal, removal and / or processing of specific contamination hotspots, placement of geotechnically suitable materials, etc.). Any necessary remediation work would be undertaken during the enabling works prior to the commencement of the main construction works.
Verification report	Records of completion will be included in a verification report and this will ensure that the required thresholds / criteria have been achieved through the implementation of the remediation strategy.
Ground gas strategy	All new blocks will be designed in line with British Standard 8485:2015+A1:2019[29] and CIRIA's Assessing risks posed by hazardous ground gases to buildings[30] and incorporate mitigation measures (such as gas membranes) depending on the findings of the ground gas monitoring / assessment as part of the ground investigation works.
Foundation design	All earthworks and foundation design will be in accordance with relevant standards and guidance, including but not limited to CIRIA Report C572: Treated ground engineering properties and performance[31], British Research

[26] British Standard 10175:2011+A2:2017 Investigation of Potentially Contaminated Sites: Code of Practice.
[27] British Standard 5930:2015 + A1:2020 Code of Practice for Site Investigations.
[28] Eurocode 7: Geotechnical Design (report no. BSEN1997).
[29] British Standard 8485:2015+A1:2019 – Code of Practice for the Design of Protective Measures for Methane and Carbon Dioxide Ground Gases for New Buildings.
[30] CIRIA (2007) Assessing risks posed by hazardous ground gases to buildings (C665).
[31] J A Charles and K S Watts (2002). Treated ground - engineering properties and performance (C572)

Mitigation / commitment	Description / details
	Establishment document FB75: Building on Fill - Geotechnical Aspects[32] , British Standard 6031:2009: Code of Practice for Earthworks[33] and Building Regulations Approved Document A - Structure[34].
Piling risk assessment	Where required, a piling risk assessment will be completed to understand the risk of piling activities associated with impacted soils and receptors. The method of construction will be carefully selected to ensure that the migration of contamination into sensitive resources is kept to a minimum and will be undertaken in line with guidance, such as the Environment Agency's Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention[35]. This will be led by the appointed contractor.
Energy strategy	The backup generator / energy plant will be located and operated in line with best practice.
Odour management system	Odour emissions from any proposed Class E uses within the Proposed Scheme will be mitigated through the implementation of an odour management system, which would be enforced through a planning condition, linked to the detailed design of the kitchens proposed, when this is available. The odour assessment will be completed in line with EMAQ 2018 Addendum to the 2005 Defra Guidance on the 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems'[36]).
Internal air quality pollutant concentrations strategy	Suitable mitigation will be recommended in the form of filtration to ensure the control of pollutant concentrations within the Proposed Scheme.
Operational lighting strategy	The lighting philosophy will be to achieve a good level of maintained illuminance across the Proposed Scheme, minimising inconsistently lit areas and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas.

[32] BRE (2015) FB75 Building on fill: geotechnical aspects (3rd edition).
[33] British Standard 6031:2009 Code of practice for earthworks.
[34] HM Government (2013) Approved Document A – Structure.
[35] Environment Agency (2001) Piling and penetrative ground improvement methods on land affected by contamination: Guidance on pollution prevention.
[36] EMAQ, Ricardo-AEA, (2018). Addendum to the 2005 Defra Guidance, Control of Odour and Noise from Commercial Kitchen Exhaust Systems.

Mitigation / commitment	Description / details
	External lighting will be designed and installed in line with relevant standards and guidance, including British Standard 5489-1:2020 Design of road lighting - Lighting of roads and public amenity areas. Code of practice[37], CBISE LG6: The exterior environment[38], ILP Guidance Notes for the Reduction of Obtrusive Light, Commission Internationale l'Eclairage (CIE) 126: Guidelines for Minimising Sky Glow[39] and the Bat Conservation Trust Bats and Artificial Lighting at Night[40]. Features such as integrated fittings to contain light spill, use of hard landscaping features to block light and create lower light levels in retained and adjacent habitats of value to bats. Appropriate permanent aviation / aircraft warning lighting will be installed.
Operational fire strategy	The blocks will be designed with appropriate fire prevention / control measures (e.g. fire doors, extinguishers, etc.) and all external facades and materials will meet the necessary fire resistance standards set out within relevant legislation (e.g. the Building Regulations). Fire management measures, including smoke detectors, sprinklers, etc.) will also be installed within the Proposed Scheme.
Operational access strategy	The Proposed Scheme has been designed to limit the use of cars, by prioritising pedestrian and cycle access / priority. The new accesses and vehicle circulation through the Proposed Scheme will be designed in accordance with relevant guidance / standards.
Travel plan	A full Travel Plan will be developed and implemented, with measures to encourage the use of active travel and public transport and discourage car travel, particularly single-occupancy trips.
Operational waste management strategy	The Proposed Scheme will include sufficient areas for the collection, storage and disposal of waste, which will include facilities for the separation of waste for recycling purposes.

[37] British Standard 5489-1:2020 Design of road lighting - Lighting of roads and public amenity areas. Code of practice.
[38] CIBSE (2016) Lighting Guide (LG) 6: The exterior environment.
[39] CIE (1997) 126: Guidelines for Minimising Sky Glow.
[40] Bat Conservation Trust (2023) Bats and Artificial Lighting at Night.

Mitigation / commitment	Description / details
Surface water drainage strategy	Implementation of a surface water drainage network which will be designed in line with local and national policy and agreement with relevant stakeholders. The features are anticipated to include rainwater harvesting, green / brown / blue roofs, rain gardens, permeable surface, swales and / or storage tanks. The surface water drainage system will comprise a range of sustainable drainage features, which will discharge into the existing sewer system (at a restricted rate) or into the River Irwell at an unrestricted rate (subject to further liaison with stakeholders). Appropriate water treatment will be inherent in the drainage design through the incorporation of SuDS features and pollution prevention measures (e.g. interceptors), in line with guidance, such as Pollution Prevention Guidelines 3: Use and design of oil separators in surface water drainage systems[41] (albeit this has been withdrawn). The Proposed Scheme will include an appropriate climate change allowance.
Operational flood risk strategy	No built form will be delivered within the areas at higher flood risk in the northern part of the Site. Resilience measures, such as the setting of suitable building levels to avoid water ingress and directing overland flows away from buildings to designated areas where some ponding may occur, will be incorporated within the Proposed Scheme.
Water efficiency measures	Water efficiency measures will also be incorporated into the Proposed Scheme in accordance with Building Regulations Part G[42]. This will include dual flush WC and appropriate flow rates within taps, showers, etc
Landscaping and public realm / amenity space strategy	New landscaped areas will be delivered as part of the Proposed Scheme, including: • River edge landscape, along the northern boundary of the Site, providing connectivity from Bridge Street to Trinity Bridge and opening up the River Irwell; • Garden walk situated between the blocks across the centre of the Site; and • City square within the eastern part of the Site, fronting onto St. Mary's Parsonage and Trinity Square.

[41] https://www.netregs.org.uk/media/1671/ppg-3.pdf.

[42] Ministry of Housing, Communities and Local Government (2024) Building Regulations Sanitation, hot water safety and water efficiency: Approved Document G.

Mitigation / commitment	Description / details
	A range of accessible amenity spaces will be provided within the buildings. Landscaping and public realm will include scrub and tree planting to provide a suitable nesting habitat. These areas will also be resilient to climate change through the use of climate tolerant species.
Operational plant noise strategy	The detailed design of all building services plant will be in accordance with applicable noise level guidance and will adhere to intended development specific design limits for noise of an overall noise Rating Level 5dB below the prevailing background sound level.
Tenant operational activity noise management strategy	The detailed sound insulation design of the building envelope and internal separating structures will be in accordance with applicable guidance, Building Regulations and will adhere to development specific design limits under development, which will include consideration of the 63Hz and 125Hz octave bands as required by MCC. The landlord intention is to use lease agreements to control tenant generated noise levels and review of fit-out arrangements for sound insulation.
Commercial delivery and collection noise management strategy	Deliveries and collections will be restricted to the period of 07:00 and 23:00 hours. It is the intention that tenant lease agreements will include a clause forbidding the charging of bins between 23:00 and 07:00 hours.
Operational vibration management strategy	The detailed design of all building services plant will be in accordance with applicable vibration guidance of British Standard 6472-1:2008114 and will adhere to development specific design limits for vibration derived from the aforementioned guidance. The landlord shell build design will minimise vibration transfer to adjacent parts of the Proposed Scheme and tenant lease agreements are intended to govern acceptable transfer limits for fit-out design to achieve based on compliance with the overall guidance of British Standard 6472-1:2008. A standard planning condition is expected to be applied to define external and / or internal vibration transfer limits for compliance in accordance with British Standard 6472- 1:2008

Mitigation / commitment	Description / details
Overheating assessment	An overheating assessment will be carried out using recognised methodology (such as CIBSE TM52:2013[43] and TM59:2017[44]) and implementing measures to ensure suitable internal summertime conditions for occupants (e.g. using appropriate ventilation and glazing specification). The new dwellings will also be required to comply with Building Regulations Part O 'Overheating'[45].

[43] https://www.cibse.org/knowledge-research/knowledge-portal/tm52-the-limits-of-thermal-comfort-avoiding-overheating-in-european-buildings.
[44] https://www.cibse.org/knowledge-research/knowledge-portal/technical-memorandum-59-design-methodology-for-the-assessment-of-overheating-risk-in-homes.
[45] https://www.gov.uk/government/publications/overheating-approved-document-o.

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Volume 3: Environmental Management Plan

Volume 4: Non-Technical Summary

CIVIC HERITAGE

Albert Bridge House, Manchester

Archaeological Desk-based Assessment

February 2025

PREPARED FOR

Oval Real Estate



Archaeological Desk-based Assessment

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EXECUTIVE SUMMARY

Oval Real Estate are devising proposals for the redevelopment of land at Albert Bridge House, Manchester (centred on NGR 383432 398369). Oval Real Estate have commissioned Civic Heritage to carry out an updated archaeological desk-based assessment to support the planning application for the proposed development. The desk-based study aimed to identify as far as possible from existing records, the nature, extent and significance of the archaeological resource within the site so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in relation to the proposed development. This desk-based assessment is based on the initial report produced by Salford Archaeology for the redevelopment of Albert Bridge House site (planning reference: 135834/FO/2022) and has reproduced much of the text from this report.

The proposed development area is located in the St Mary's Parsonage area of Manchester City Centre. In 1398, Thomas La Warre became the parson of St. Mary's parish church in Manchester and was responsible for elevating it to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were required to cater for its pupils, and consequently, the area now known as Parsonage Gardens was cultivated to provide food. By the early 17th century, Parsonage Croft/Gardens consisted of a two-acre plot on the west side of Deansgate, on the fringe of the medieval town. Mid-18th-century mapping shows that land within the proposed development site lies on the southern bank of the River Irwell, in the vicinity of Parsonage Gardens and fields.

By the late 18th century, the site was centred on Water Street, aligned broadly north-east to south-west, which adjoined Parsonage Bank immediately to the north. Back Bridge Street ran through the southern part of the development site, aligned east to west, with Bridge Street marking the south site boundary. The streets were almost entirely developed, and consisted of a mixture of industrial, commercial and domestic properties. A Riding School had been established in the east edge of the site boundary.

Manchester's first municipal gas works was established by the Police Commissioners in 1817. A red plaque commemorates the site of the former gasworks and states that it was the world's first public gasworks. A large building associated with the gasworks lay within the site boundary, which had been partly redeveloped into a large gasholder by the mid-19th century.

By the mid-19th century, some properties at the west end of Bridge Street and Back Bridge Street had been removed to make way for Lower King Street (King Street West). The rest of the buildings within the site remained unchanged, one of which was annotated as Albert Mill (cotton). Albert Mill consisted of a group of buildings that may have had late 18th-century origins. The map also shows that most of the buildings contained cellars.

Towards the end of the century, the 18th-century buildings on the north side of Albert Street had undergone some slight alterations, with buildings being knocked into adjoining properties to create larger premises. In addition, the gas works had been demolished and redeveloped into a Police Station. The same configuration of buildings occupied the rest of the site until at least the mid-1930s. However, these buildings were progressively cleared during the 1940s and 1950s. By 1962, Albert Bridge House had been constructed across the development site.

The potential for the site to contain buried archaeological remains is considered to be moderate. Remains may include various late 18th-century buildings, including Albert Mill, a landing stage and elements of Manchester Gas Works, which would be of low and, potentially, medium significance. There is limited potential for post-medieval garden soils and blind-back houses to survive within the Site, which would have low (local) significance. The late 19th-century Police Station may be considered negligible as there are several surviving examples exist.

Following consultation with GMAAS, it is recommended that an archaeological evaluation (in the form of trial trenches or a strip, map and record evaluation) to confirm the presence or absence of buried archaeological remains and, if present, their extent and significance. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource.

The above recommendations would offset the harm of the development on the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework, Place for Everyone and Manchester City Council's Core Strategy. The exact scope of the archaeological evaluation will be set out within a Project Design and agreed with GMAAS.

1. Introduction

1.1. Background

1.1.1. Purpose

The desk-based assessment has been prepared in support of a full planning application for a mixed-use scheme on land that is currently occupied by Albert Bridge House and two car parks in Manchester City Centre. In accordance with National, Regional and Local Planning Policies, Savills on behalf of Oval Real Estates have commissioned Civic Heritage to carry out an archaeological desk-based assessment for the proposed development site. The assessment will support the planning application for the scheme.

This desk-based assessment is based on the initial report produced by Salford Archaeology (Salford Archaeology, 2022) and has reproduced much of the text from this report. The report was produced in 2022 to support a planning application (planning reference: 135834/FO/2022), which covered the same red line boundary. An updated HER search has been supplied to support the desk-based assessment.

The desk-based study aimed to identify as far as possible from existing records, the nature, extent and significance of the archaeological remains within the site so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in relation to the proposed development. The archaeological resource may include below-ground remains, earthworks, standing buildings and other structures. A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets.

1.1.2. Location

The proposed development area lies within Manchester City Council's (MCC) administrative area and is bounded by the River Irwell to the north, St Mary's Parsonage to the east and Bridge Street to the south (centred on NGR 383432 398369; herein referred to as the 'Site'). Trinity Bridge lies to the north-east of the Site and crosses the River Irwell. The Site covers approximately 1.4 hectares (ha) and is currently occupied by Albert Bridge House and two car parks. The building comprises a 17-storey building, flanked by a five- and two-storey building.



Plate 1 Recent satellite image of the site, showing the red line development boundary

1.1.3. Topography and Landuse

Topographically, Manchester lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey River valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Comission, 1998, p. 125). The Site lies at a height of 32.9m above Ordnance Datum (aOD).

1.1.4. Geology and Soils

The solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glacial deposits. These superficial deposits consist of sand and gravel and till (predominantly clay) formed up to 2 million years ago during the Quaternary Period (British Geological Society, 2025).

1.2. Designations

The Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens and does not lie within a Conservation Area.

The Site is located within 150m of nine Listed Buildings and two Conservation Areas (Parsonage Gardens Conservation Area and Deansgate/Peter Street Conservation Area (Table 1). In addition, there are three non-designated heritage assets of local interest within approximately 200m of the Site. The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report; however, it may have an indirect impact on the setting of the designated heritage assets, however a detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets.

Description	Designation	HER No
98–116 Deansgate (formerly part of Kendal Milne's Dept Store)	Grade II Listed Building	8374.1.0
31 and 33 King Street West, including 3 Smithy Lane	Grade II Listed Building	447.1.0
Arkwright House	Grade II Listed Building	8530.1.0
Masonic Hall	Grade II Listed Building	8295.1.0
St Mary's Parsonage (National Buildings)	Grade II Listed Building	12130.1.0
Hydraulic Power Station (formerly)/ The Pump House/ People's History Museum	Grade II Listed Building	8645.1.0
John Rylands Library and attached gates, railings and lamp standards	Grade I Listed Buildings	276.1.0
Albert Bridge	Grade II Listed Building	8296.1.0
Parsonage Conservation Area	Conservation Area	DGM1605
Deansgate/Peter Street Conservation Area	Conservation Area	DGM1604

Table 1 list of designated within 150m of the Site

2. Methodology

2.1. Introduction

The aim of the desk-based assessment is to consider the potential impact of the proposed development upon any buried archaeological remains within the site. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (CIfA, 2020).

2.2. Research sources

The desk-based assessment consists of existing written, cartographic, photographic and electronic information, which have been analysed in order to identify known and unknown heritage assets. These include:

- National Library of Scotland;
- The Historic Environment Record supplied by GMAAS (priority search received on 24/02/2025);
- The National Heritage List for England (NHLE);
- Reports of archaeological work carried out in the Study Area;
- A History of the County of Lancaster;
- Manchester Local Image Collection;
- Historic England's Aerial Photograph viewer and Britain from above;
- Historical trade directories, newspapers and census returns; and,
- Historic Landscape Characterisation.

2.3. Site walkover

The aim of the Site walkover was to relate the findings of the desk-based study to the existing land use of the application area, in order to identify any evidence for surviving below-ground remains.

2.4. Significance and impact assessment methodology

The Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of '*Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979'* (DCMS, 2013) provides a methodology for assessing archaeological significance. These criteria have been utilised in Chapter 7.3 of this assessment.

The International Council on Monuments and Sites (ICOMOS) issued '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties'* in January 2011 (ICOMOS, 2011), which outlines an option for assessing heritage value. In line with the ICOMOS guidance, this document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown (Chapter 7.5).

The impact assessment assesses the potential impact of the proposed development upon the significance and potential of the archaeological resource within the Site. Mitigation strategies may be recommended in order to reduce the level of impact on the significance of the identified assets (Chapter 8).

3. Planning Policy

3.1. Introduction

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2024).

3.1.1. National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England, which aim to achieve sustainable development (Ministry of Housing, Communites and Local Government; Department of Levelling Up, Housing and Communities, Dec 2024). Sustainable development is defined by three overarching objectives: economic, social and environmental. Section 16 deals specifically with Conserving and enhancing the historic environment (paragraphs 202-221). The section states that heritage assets are an irreplaceable resource that can range from buildings of local historic importance to World Heritage Sites, that should be conserved 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.

Paragraph 202 states that the Local Planning Authority should consider:

- the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 208 states that "Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal".

Paragraph 212 states that "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm".

Paragraph 215 states that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".

Paragraph 216 states that "the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset".

The significance of the historical resource identified within this report has been assessed as recommended in the revised NPPF.

3.1.2. Places for Everyone

Places for Everyone (PfE) was adopted in March 2024 and forms part of the development plan for nine districts in Greater Manchester, including Manchester. Places for Everyone Plan is a strategic plan, and it does not cover everything that a local plan would, therefore Local Plans will set out more detailed policies (both strategic and non-strategic).

In relation to the historic environment, Policy JP-P2: Heritage: 'We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;

2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process' (Greater Manchester combined authority, 2024, pp. 192-4).

In addition, Policy JP-Strat2: City Centre states: 'The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets' (Greater Manchester combined authority, 2024, p. 49).

3.1.3. Local Development Framework

The NPPF states that local planning authorities are required to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is

scheduled until 2027 (Manchester City Council, 2012) . The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment (Manchester City Council, 2012, p. 164).

Policy EN3 states:

'Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.'

Manchester City Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

4. Historical and archaeological background

4.1. Introduction

The historical background provides context for the Site and has largely been reproduced from the Salford Archaeology report (Salford Archaeology, 2022).

4.2. Prehistoric (pre-10,000 BC to AD 43)

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the city centre, such as Castlefield, the area that now contains Manchester Cathedral and Chetham's School, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (Gregory, 2007).

The nearest known prehistoric find to the Site was a Neolithic flint flake discovered 220m to the south-east of the Site at Spinningfields, Deansgate, in the 19th century by the local antiquarian Charles Roeder (HER 414.1.0).

No evidence of prehistoric activity has been identified within the site and any remains are likely to have been damaged or destroyed by the later development of the Site, though unstratified remains cannot be entirely discounted. The potential for prehistoric remains is considered to be very **low**.

4.3. Romano-British (AD 43 – AD 410)

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium*, which was established on a sandstone bluff within Castlefield (Gregory, 2007). Archaeological excavation has shown that in the late 1st century, the fort comprised a turf rampart and timber gates, covering an area of *c* 1.2ha, and was of a size compatible with holding a 480-man infantry unit. The fort was rebuilt to similar dimensions in stone c AD 200 (ibid).

During the 2nd century, the fort was developed in association with a substantial extramural settlement, or vicus (Grealey, 1974, p. 11). Civilians occupied the extramural settlement, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street northwards from the fort to approximately Quay Street, westwards along Liverpool Road for *c* 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower. Recent excavations have uncovered further Roman remains beneath the viaduct to the east of Beetham Tower. The Site lies approximately 400m to the north of the extramural settlement, however, it may have experienced low-level activity, on the fringe of the settlement.

Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The settlement was well connected in terms of trade and consequently lasted until the late third century AD. The Roman road from Manchester to Ribchester (HER 14.1.0) is situated *c* 170m to the east of the Site. The road continues northwards continuing, following the course of Bury New Road. The Ordnance Survey map of 1851 (Fig. 6) annotates the route of Deansgate as the former Roman Road.

There is no known evidence for Romano-British activity within the Site boundary, and the potential for any such remains to survive from this period is considered to be very **low** due to later phases of development.

4.4. Medieval (AD 410 – AD 1540)

There is very little archaeological evidence in the region as a whole that represents the period between the

end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer & Brownbill, 1911). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk.

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late 11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Rivers Irwell and Irk seems to have been bounded on the landward side by Hanging Ditch, whose curving line ran between the two rivers, taking a line that was followed subsequently by Toad Lane, the forerunner of Todd Street and Corporation Street.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling, 1962), but divided his other newly acquired land into several fiefdoms (Kidd, 1996). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling, 1962, p. 116). The first recorded reference to the plot of land now known as Parsonage Gardens was in 1066 when William I granted tenancies to Albert Grelley (DGM1605).

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk and the medieval town grew up around it (Hartwell, et al., 2004, p. 256). It was from this hall that they governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris, 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre, with Deansgate being one of the main thoroughfares. The Site lies within the Area of Medieval Manchester, to the west of Deansgate (HER 16050.1.0).

Deansgate is one of Manchester's most historic streets, and its name probably dates from the early medieval period. The origins of the street name are uncertain, but its name may derive from 'way to the Dean', 'way to Denys' or possibly a gate or route used by the Deans of the College.

The manor house and land granted to the Grelleys in the 11th century were transferred to the La Warre family in 1309 (DGM1605). Thomas La Warre succeeded as the twelfth baron in 1398 and later became the parson of St. Mary's, the parish church. The church, subsequently rebuilt, is now Manchester Cathedral. La Warre was responsible for elevating St Mary's to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were required to cater for its pupils, and consequently, the area now known as Parsonage Gardens was cultivated to provide food (*ibid*). Parsonage Gardens is located *c* 100m to the north-east of the Site.

Archaeological remains associated with medieval activity include the remains of a post-pit excavated at Spinningfields, located *c* 240m to the south-east of the Site. The feature was sealed by a late medieval agricultural soil that contained medieval pottery, suggesting that the post was erected in the medieval or pre-medieval period. The medieval soils were sealed further by 18th-century deposits (HER 16257.1.0).

Although the Site lay in the vicinity of medieval settlement activity, the potential for buried archaeological remains is considered to be very **low** due to the extensive development that took place in the 18th and 19th centuries.

4.5. Post-medieval (AD 1540 – *c* AD 1750)

By 1539, John Leland was able to describe Manchester as the 'finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population' (Chandler, 1993, p. 263), at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo, 1964, p. 26).

In 1547, during the reign of Edward VI, the college was dissolved by the Chantries Act, but was re-founded by Mary I in 1553 (DGM 1605). Elizabeth I granted a new charter, and the wardens were provided with a college house in 1578, and in 1635 they were given the two-acre parcel of land known as Parsonage Croft, now called Parsonage Gardens.

A map of Manchester and Salford dated *c* 1650 shows a vast plot of gardens stretching from Deansgate to the River Irwell (Plate 2). The plot of land is annotated on the map as 'New Gardens' and may have been associated with Parsonage Croft. Narrow strips of gardens were also situated *c* 240m to the south-east of the Site, surrounded by a wall in the 18th century (HER 11240.1.0). An excavation in this area revealed 18th-century remains (HER 16257.1.0). Post-medieval deposits, representing agricultural soils, were also found at an adjacent site (*c* 170m to the west of the site; HER 15862.1.0) close to the River Irwell. The Site was likely located in this vicinity, adjacent to the River Irwell.

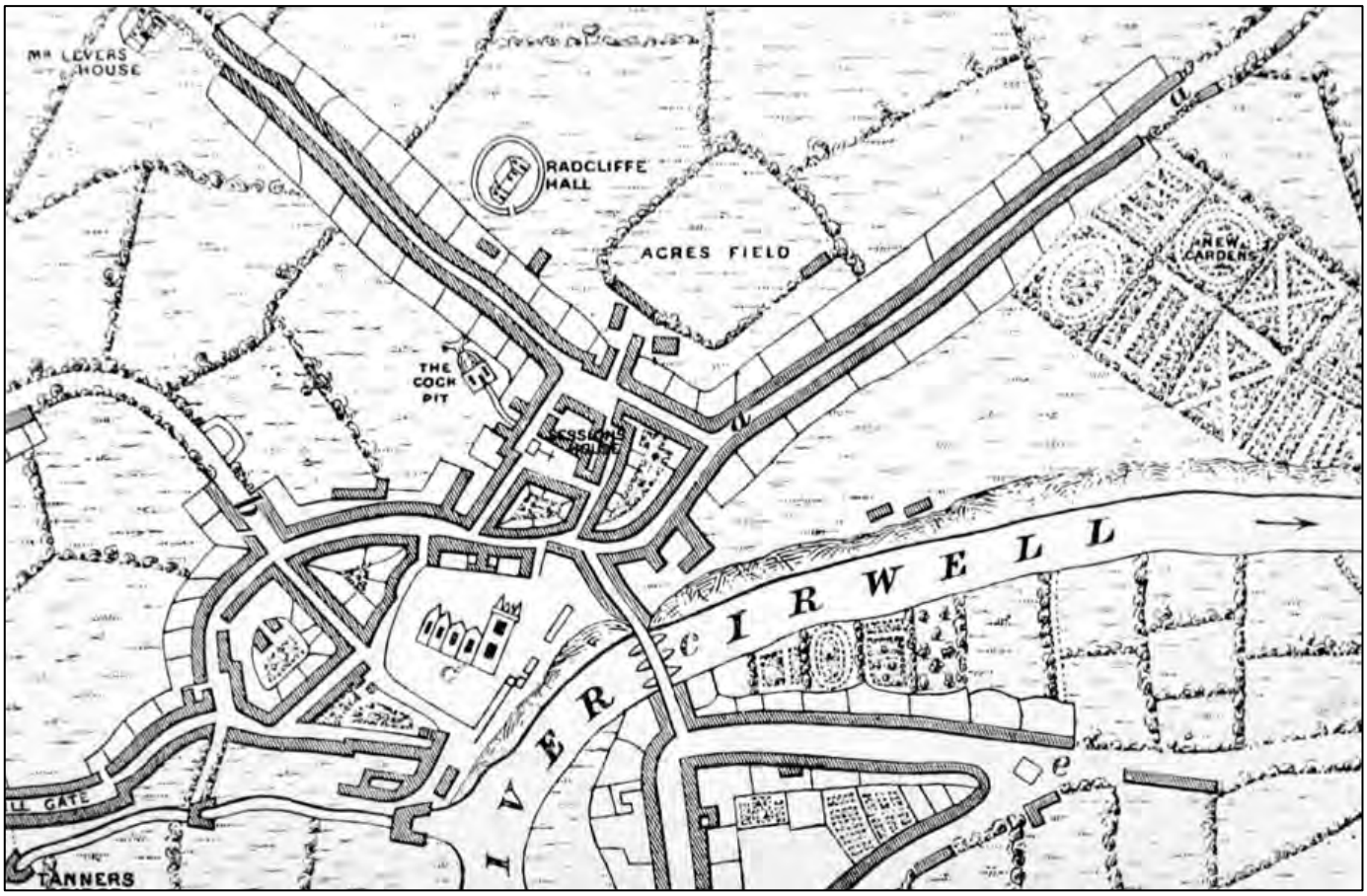


Plate 2: Map of Manchester and Salford c 1650

Other archaeological remains retrieved from the immediate vicinity of the Site include an earthenware posset cup and clay pipes, which were found in the late 19th century, *c* 100m to the north-east of the Site. The cup had been found in an old well (which had been filled up and built over) on the site of the old Deanery in

Deansgate, Manchester. The decoration of the cup was an interesting an example of old English marbling, produced by combing on coloured clays, followed by lead-glaze (HER 273.1.0).

From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region (Hartwell, 2001, pp. 8-9). A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms.

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7).

In his tour of the country in the 1720s, Daniel Defoe (Defoe, 1727) noted that Manchester had 'extended in a surprising manner, being almost double to what it was a few years ago', reflecting the further expansion of the textile trade (Hadfield & Biddle, 1970). By the census of 1773, the town's population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire.

The Site lay within the vicinity of known post-medieval activity, however, the potential for buried archaeological remains is considered to be **low** due to the extensive development of the Site during the industrial period.

4.6. Industrial (*c* AD 1750 - 1914)

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials. By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of factory-based cotton manufacturing industry of international repute (Baines 1835).

The second half of the 18th century was characterised by an accelerated pace of development, which was captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 3). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up trade from the growing port of Liverpool to Manchester and Salford (George & Brummond, 2002, p. 22). A quay was established on the Manchester side of the river by Edward Byrom in 1736 to secure trade. A second quay was built on the Salford side of the river in 1755, connected to Chapel Street by Quay Street, located *c* 160m to the north-west of the Site (HER 884.1.0). The Bridgewater Canal, the first true canal in the world, was completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The success of the canal acted as the catalyst for the construction of numerous other canals across the country.

The growth of the new industries attracted migrants from the surrounding countryside and farther afield in search of employment opportunities. The phenomenal growth of the population in Manchester led to pressure for development, and a new church, St. Mary's Church, was built at Parsonage Gardens, consecrated in 1756

(HER 404.1.0). The earlier Church of St Mary had also been dedicated to St Denys and St George when it became a collegiate church. The church was connected via St Mary's Street to Deansgate. The names of the new streets laid across the former gardens reflected the ownership of the land by the church and included Parsonage Lane, St. Mary's Parsonage, College Land and St. Mary's Street.

As well as being at the forefront of advances in the industrialisation of the textile industry, Manchester and Salford's businessmen were eager to find new ways of lighting their mills at the beginning of the 19th century. Some of the earliest examples of private and public gas works were established in Manchester and Salford. At least two examples of early gas installations are within a *c* 60m radius of the Site, together with the world's first municipal gas works, which were partly erected on the Site in 1817 by the commissioners of the Police (HER 19101.1.0).

4.7. History of gas

4.7.1. A brief history on lighting

During the Roman period, artificial light consisted of various oil lamps and candles, which were exclusively available to the wealthy. The light of a fire or rush lamps provided the only source of artificial light for working-class people who often went to bed after sunset (Edwards, 2008, p. 1). Public lighting was non-existent, and most people were superstitious about the dark and regarded the night air as dangerous. Artificial light sources were not strong enough to provide good quality light at night, confining activities to daylight until the late 18th century.

Growing concerns about lighting public areas at night began in at least the 15th century, when the Mayor of London, Henry Barton passed a law in 1417 that ordered all citizens to leave a light hanging outside their house between Hallowtide (31st October) and Candlemas (2nd February). An order issued in 1690 extended the number of months from Michaelmas (29th September) to Christmas and reminded householders to hang lights. The Common Council reiterated the same law in 1716, stating that all householders that lived on a street, passage or lane should hang out a lamp from at least 6 p.m. until 11 p.m. at night, failing to do so would lead to a one-shilling fine.

In domestic-based industries, artificial light was too poor to enable craftsmen to work at night and candles were too expensive for artisans to purchase. Furthermore, candles were subject to monopoly supply and were taxed until 1831 (Dillon, 2002, pp. 42-3). In most cases, craft guilds often prohibited their members from working before sunrise or after sunset. Attitudes to working during the hours of darkness were changed irrevocably by the rise of textile factories at the onset of the industrial revolution.

The world's first successful water-powered cotton mill opened in 1771 by Richard Arkwright in Cromford. Almost immediately after the mill was opened, it began to operate 24 hours a day, lit at night with huge quantities of candles and oil lamps. The sight of the cotton mill lit up at night was unparalleled and drew much attention. Nevertheless, the cost and fire risk associated with lighting mills by candles or oil lamps was problematic however, scientific investigations into other means of artificial lighting were already underway.

4.7.2. The discovery and use of coal gas

Coal has been extracted in bell pits from as early as 1500 in North East England. Deep shaft mining began to develop in the 18th century and rapidly expanded alongside the advent of steam power during the industrial revolution. Coal miners reported two types of dangerous gases called the chokedamp and firedamp. Details about the flammability of escaping natural gases from coal or oil shale beds were first written about in 1667 in a paper to the Royal Society by Thomas Shirley named 'A Description of a Well and Earth in Lancashire taking Fire, by a Candle approaching it' (Shirley, 1667). The discovery took place at a '*natural spring, which emanated carburetted hydrogen, thus igniting a candle when it was placed near the surface of the water*'.

John Clayton, a vicar from Wakefield, continued Shirley's work, and in 1684, excavated the base of the spring to find coal located 18 inches beneath the surface. The gas escaping from the coal measures was inflammable, and Clayton assumed that the coal was the source of the gas. Following his discovery, Clayton produced the earliest report on the distillation of coal in an open retort to produce a flammable gas (Chandler & Lacey, 1949). Experiments by other enthusiasts and scientists continued, and in 1726, Dr Stephen Hale was the first person to procure a flammable fluid from the distillation of coal, however, scientists overlooked the usefulness of the liquid. A third paper was published in the Philosophical Transactions of the Royal Society in 1733, detailing that coal gas retained its flammability after being stored for a considerable length of time, but it was not until 1790 when William Murdoch began experimenting with flammable gases that its full potential was recognised.

4.7.3. Private use of gas

Murdoch, an employee of Boulton and Watt, was specifically conducting experiments to see which gas would be most suitable for fuelling lamps. Coal gas undoubtedly produced the brightest flame, and Murdoch began installing gas lighting in his house in Cornwall, which was functioning by around 1792 (Thomson, 2003). The gas was produced by distillation of coal that was stored and transported through tubes to illuminate gas lamps. It was not until Gregory Watt (James Watt's son) visited Paris and saw the rival work of Phillipe Lebon that Murdoch's employers began to fully support his research, eventually investing £5000 in Murdoch's experiments.

In 1802, Murdoch lit the exterior of Boulton and Watt's Soho Manufactory in Birmingham to celebrate the Peace of Amiens. The illumination was the first public exhibition of gaslighting, which attracted much public interest. Murdoch, and his assistant Samuel Clegg, continued experiments in gas production and designing retorts before Clegg resigned in 1805. Clegg founded his own firm, eventually patenting his own inventions that helped to develop the gas industry. Meanwhile, the first of Boulton & Watt's steam engine customers, George Lee, a partner in Phillips and Lee's Salford Twist Mill (HER 1960.1.0; located 60m to the northwest of the Site), began to show an interest in the new technology. Perhaps, the incentive behind George Lee's interest occurred when he was offered a greatly reduced insurance cost (one-third of the previous cost) for having the Salford Twist Mill converted to gaslighting. Lee arranged for gas lighting to be trialled in his house in 1804 before deciding to install it in his factory. By 1805, the Boulton and Watt factory was the only supplier of gas-making plant in the world, and in the same year, Murdoch developed the world's first circular gasholder.

A letter from Phillips & Lee, dating to 19th July 1803 is held in the Boulton and Watt archive (B&W archive 3147/5/804b). The date of the letter and its contents imply that preparations for the gas works were already underway.

The first retorts supplied by Boulton and Watt to Salford Twist Mill in 1805 were like those that Murdoch used for his experiments at Soho. The retorts consisted of a vertical cylindrical vessel with a single door on the top (West, 2008, pp. 148-9). The design of the early retort made it difficult to remove the coke and other by-products produced from burning coal, so a second door was added at the bottom of the retort. By 1808, Boulton & Watt had improved retort design, and horizontal D-shaped retorts, typically 1.2-1.5m long, 650mm wide and 250mm high, superseded the earlier retort. Variants of the D-shaped retort were subsequently installed at Salford Twist Mill (BHM 3147/5/804k) and several other sites (ibid).

Between 1806 and 1811, Boulton and Watt installed gas works at 16 textile mills. The average price for a gas plant was approximately £1088, however, the cost for the gas works at Phillips & Lee was £4104. It is likely that as Boulton & Watt's first customers, Phillips & Lee paid a higher price for materials, but also had a much larger quantity of lights installed. Salford Twist Mill was lit with 550 cockspur and 300 Argand lights, equivalent to 3,725 candles (BHM 3147/3/478/16). The number of lights at the Twist Mill may have been excessive, as comparisons with mills of a similar size suggest that between 1000 and 2200 candle equivalents were installed (West, 2008, p. 108). After the commissioning of Salford Twist Mill, the quantity of

lighting at McConnell & Kennedy was reduced from 4200 to 2200, implying that Boulton & Watt realised that fewer lights were required than they first expected (ibid).

In 1808, Murdoch presented a paper to the Royal Society entitled "Account of the Application of Gas from Coal to Economical Purposes". The paper described the application of coal gas to Salford Twist Mill. The plant was commissioned in January 1806 and represented Boulton and Watt's first commercial production of a gas-making plant, completed in 1807. The gas plant comprised eight holders housed in a rectangular building and a coal oven. This basic design served as the prototype for the larger plants built in cities in Britain. The mill itself may have been the first to be lit by this technique, although Samuel Clegg, claimed to have installed plant two weeks before Murdoch at Willow Hall Mill in Halifax, Yorkshire. Nevertheless, the publicity surrounding the use of gas at the Salford Twist Mill prompted a surge in orders for gas plant (Wilson, 1991, pp. 3-4). The economic advantages were highlighted in Murdoch's paper, which stated that by 1808, the annual lighting bill at Salford Twist Mill had been reduced from £2000 using candles to £600 (Wilson, 1991, p. 6).

4.7.4. Gas lighting in the public domain

Competing pioneers in the gaslighting industry included a French inventor, Phillipe Lebon, who invented the thermolamp in 1799. Frederick Winzler, who moved to England and changed his name to Frederick Winsor, allegedly stole Lebon's ideas, founding the 'National Heat and Light Company'. Winsor was seeking a Royal Charter for a monopoly supply of piped gas throughout Britain, promoting the idea of large central gas works supplying large districts. Boulton and Watt, however, believed that the future of the gas industry lay in separate small gas works serving each area or premises. A Parliamentary Committee in 1809 examined these opposing ideas on the Bill for the (London) Gas Light and Coke Company founded by Winsor. The Bill was defeated however, a Royal Charter to supply piped gas for public use to parts of Central London was passed in 1810. The headquarters of the Gas Light and Coke Company was established in Westminster and is identified as the original company from which British Gas PLC descended (Stirling, 1949). Winsor employed Samuel Clegg in 1813 as the first gas engineer at the Gas Lighting and Coke Company and within ten years, London had eight gas works (Thomas, 2013).

The rivalry between Boulton and Watt and Frederick Winsor may have begun two years before the proposals for the defeated bill, in a race to illuminate the first street. The first well-recorded public street lighting was by Winsor in Pall Mall, London on 28th January 1807 (Thomas, 2013). However, by 1806, the gas works at Philips & Lee were not only lighting Salford Twist Mill but were also supplying gas to several lights on Chapel Street, making this the earliest street in the world known to have been lit by gas (Wilson, 1991).

Gasworks began to spring up around the country, particularly in industrial cities where demand was greater and by 1826, only two towns in Britain with a population over 10,000 did not have at least one gas company. The cost and technical demands of gas production soon favoured large, centralised works over small private ones. Outside London, Preston became the first town to have a public gas supply, which was in use by 20th February 1816. Exeter and Liverpool soon followed suit and obtained Acts of Parliament in 1816 (Thomas, 2013).

In Manchester, the first municipal gas works was installed at Albert Street (St Mary's Parsonage) by the Manchester Police commissioners. The police first showed an interest in 1806 when they installed a gas street lamp outside their station on King Street. The police were responsible for lighting and watching the streets, which, at the time, was produced by oil lamps. An article in the Manchester Mercury, in 1797, states that it was the police commissioner's responsibility for lighting oil lamps throughout the town and that they required a contractor to replace and repair all broken lamps (*Manchester Mercury*, 6th September 1797). A further article reported that an Act of Parliament had been passed, which stated that the police were responsible for '*the cleansing, lighting, watching and regulating the street lanes, passages and places within Manchester and Salford*' (*Manchester Mercury*, 18th February 1806). The police commissioners in

Manchester passed a resolution in 1817 to build a gasworks to light the police stations, principal streets and sell any surplus to private customers. The gasworks was transferred to the Manchester Corporation in 1843 (Thomas, 2013, p. 5). A red plaque at Alberton House commemorates the gas works at Albert Street as the world's first municipal gas works to sell gas to the public, which was partly within the Site boundary.

Similarly, in Salford, in 1819, a group of local businessmen, consisting of Thomas Appleby, Richard Bain, Edward Fisher and a Mr Clay, decided to build a gasworks capable of supplying a wider area. The gas works were situated on Clowes Street (HER 12743.1.0) and were in operation by 1820, representing one of the earliest public gas undertakings in the region (Wilson, 1991, p. 27). In 1830, an Act of Parliament allowed the Salford Police Commissioners to purchase the gas works on Clowes Street, and until this date, the supply of gas was relatively limited. In 1844, a Charter of Incorporation was granted to the town, and the gas works came under the control of the Salford Corporation.

4.7.5. Later development and use of gas

By 1819, The Gas Lighting and Coke Company had laid nearly 290 miles of pipes in London to supply the public. Over 1000 gas works had been established across the country by 1859 to meet the demand for the new fuel. By 1888, there were 1500 gas works in Britain, employing 60,000 people (Hide, 2010, p. 12).

American inventor, Thomas Eddison, designed the first indoor electric power utility in the late 19th century using incandescent light bulbs. The new system was designed to function like gas lighting. The light bulbs were lit by direct current power, however, the voltage from the power plant dropped as the distance increased, which meant that all lamps had to be within a mile radius of the power plant. Therefore, gaslighting, remained widespread, with some new buildings using dual fuel systems of gas piping and electrical wiring. The development of alternating current power transmissions in the 1880s and 1890s solved the voltage and distance problem, overcoming many of the limitations of direct current, enabling the growth of low-cost electrical power. Electric lighting only gradually began to replace gaslighting in the early to mid-20th century. The supply of electricity in Britain was inefficient and fragmented until the Electricity (Supply) Act of 1926 was passed to establish the National Grid, which was operating as a national system by 1938. Following the completion of the National Grid, the growth in electric users in Britain was the fastest in the world, rising from three-quarters of a million in 1920 to nine million in 1938 (Gilbert 2010).

During the late 19th century, natural gas began to replace coal gas, as a cleaner and cheaper alternative. Britain was not abundant in natural gas, and in 1959, the North Thames Gas Board began importing Liquefied Natural Gas (LNG) from the Gulf of Mexico to a special facility built at Canvey Island. In other locations throughout the country, coal gas continued to be burnt until 1968 when natural gas was discovered in the North and Irish Seas. All coal gas plants were converted or replaced to use natural gas between 1967 to 1977. Gasholders became redundant and began to be demolished in large numbers from about 2000 onwards (The Historic England Blog, 2020).

4.8. Development of the Site

The development of the Site can be traced reasonably well from the sequence of available historic mapping. Cartographers Russell Casson and John Berry produced four successive maps from 1741 to 1751, providing the earliest detailed survey of the town (Plate 3). The map depicts Parsonage Croft, shortly before St Mary's Church was erected. In total, seven houses had been erected to the north of the parsonage. The lane to the west was annotated as Parsonage Lane and had also been partly developed (currently St Mary's Parsonage). The lane to the south of Parsonage Croft led west towards the River Irwell, with further gardens depicted along the southern side of the road. Wood Street had also been laid *c* 75m to the south-east of the Site. The Site presumably lay in the vicinity of the gardens and fields adjacent to the riverbank (Plate 3).

Other buildings in existence by the 18th century, included Manchester Poor House (established in 1764; HER

15267.1.0) and former buildings at New Magistrates Court (HER 11264.1.0). These were situated on Wood Street, located *c* 100m to the south-east of the Site. Northcliffe House had been established at Spinningfields by 1740 and was one of the largest private mansions in the 18th century (HER 11240.1.0). A warehouse known as Rock House/Moss Wharf was to the north-east of the Site, built by 1728, though it does not seem to have been captured on Casson and Berry's map. The wharf was a sloping platform that reached the river downstream of Blackfriars Bridge, at the southern end of this frontage (HER 9913.1.0).



Plate 3 Extract from Casson and Berry's map of 1741, showing approximate Site location

Tinker's map of 1772 (Plate 4) shows that the study area had been developed further, with several new streets laid, extending west from Deansgate towards the Parsonage/river frontage. Tinker's map is the first to depict St Mary's Church, built in 1753-6 on Parsonage Croft. The church was based on the design of the parish church at Knutsford (HER 404.1.0). The most impressive part of the church was said to have been the lantern, composed of eight Ionic pillars supporting a spire, surmounted by a large globe and cross.

Dole Field (later Bridge Street) had been laid along the south Site boundary. The Site was centred on the bend on Parsonage Lane and included land between Dole Field and the south bank of the River Irwell. Some development had taken place along the river frontage, including a U-shaped building, which may have been a warehouse or small wharf. In addition, the north-east side of Parsonage Lane had also been developed into a continuous row of buildings.

Newspaper reports provide an insight into the types of buildings that had been erected at Dole Field in the late 18th century. The earliest source referred to a house owned by Mr Wood, which was advertised '*to lett*' in Dole Field (Manchester Mercury, 15th February 1774). A later description of the house, owned by Mr Wood, stated that it was in the middle of Dole Field (Manchester Mercury, 30th June 1789). The land between the Parsonage and Dole Field was advertised for sale in 1777. The advertisement stated '*to be sold, all together, or in lots for building upon, all those two gardens lying between the Parsonage and Dole Field, in Manchester and adjoining Dole Field, late in the occupation of Francis Potts, dyer'*. An advertisement reported that a paper-hanging manufacturer, William Paul, operated from his warehouse on Dole Field in the 1780s (Manchester Mercury, 13th November 1781). It is unclear whether any of these premises were within the Site

boundary.

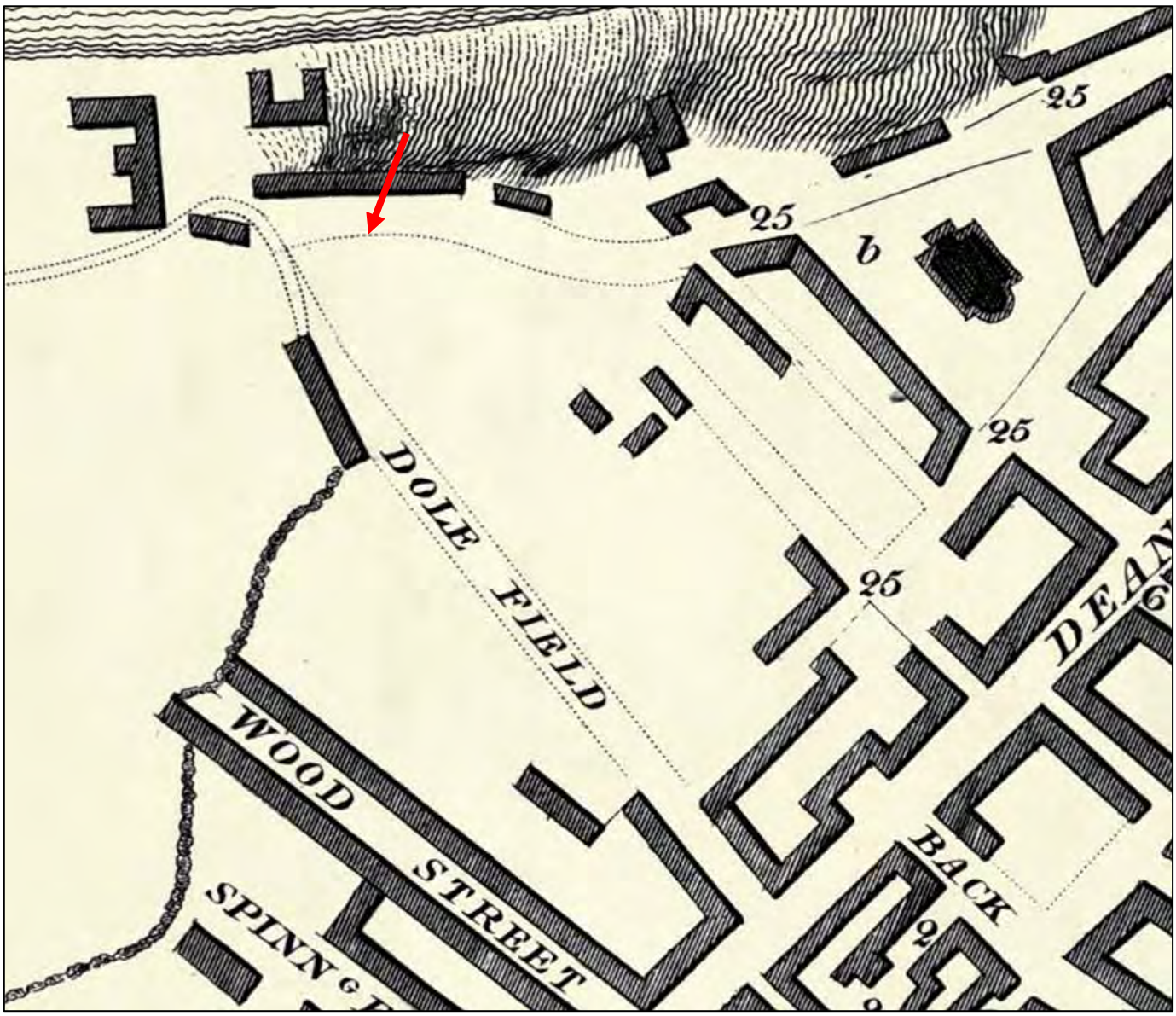


Plate 4: Tinker's map of 1772, showing approximate Site location

Similarly, Laurent's map of 1793 (Plate 5) and Green's map of 1787-94 (Plate 6; Fig. 3) captures the rapid expansion of the town, particularly in the parcel of land between Deansgate, the River Irwell and Bridge Street, in the area formerly owned by the church. The new street names reflect the former use and ownership of the land around the Site, including Parsonage Bank (formerly Parsonage Lane), College Land and Garden Lane. By the end of the 18th century, most of the Site had been developed. Laurent's plan indicates that the Site lay south of Parsonage Bank (formerly Parsonage Lane), at the northern end of Water Street. The entire plot of land between Water Street and the river frontage had been developed. Back-House Street ran through the southern part of the Site, parallel with Bridge Street (formerly Dole Field). These streets had also been largely developed, and the only remaining plot of vacant land was on the south-east side of Water Street, to the north of a triangular arrangement of buildings. The building annotated as Rock House was built before 1726 and lay to the north of the Site (HER 9913.1.0).

Green's map of 1787-94 (Plate 6; Fig. 3) captures the same layout of streets but provides more detail of the individual buildings within the Site. The footprints of irregular buildings lined the river frontage and the north-west side of Water Street. Entrances along the street frontage permitted access to the buildings along the river, which may have been warehouses or wharfage facilities. The map also shows that the houses on Bridge

Street lay just beyond the southern Site boundary. Enclosed land that belonged to a 'Riding School' lay partly in the east Site boundary. There does not seem to be any record of a riding school in contemporary trade directories or newspapers, however, a later newspaper article refers to the police premises being on the site of the late Oldham's riding school (Manchester Mercury, 2nd December 1806). A rectangular building off Windmill Yard occupied the south-east edge of the Site.

Scholes' trade directory of 1794 recorded that textile workshops, merchants and warehouses had been established in the surrounding area. The trade directory confirms that the streets between Deansgate, the River Irwell, Salford Bridge and Bridge Street were in St Mary's District (Scholes, 1794). Several carriers occupied Bridge Street in Scholes's slightly later trade directory, whilst cotton merchants, dye works and quays occupied Water Street (Scholes, 1797, pp. 190-3). In 1806, a newspaper advertisement referred to the sale of fustians and woollens at Mr Barnard's warehouse on Parsonage Lane (Manchester Mercury, 29th July 1806). It is unclear whether the article refers to any buildings within the Site.

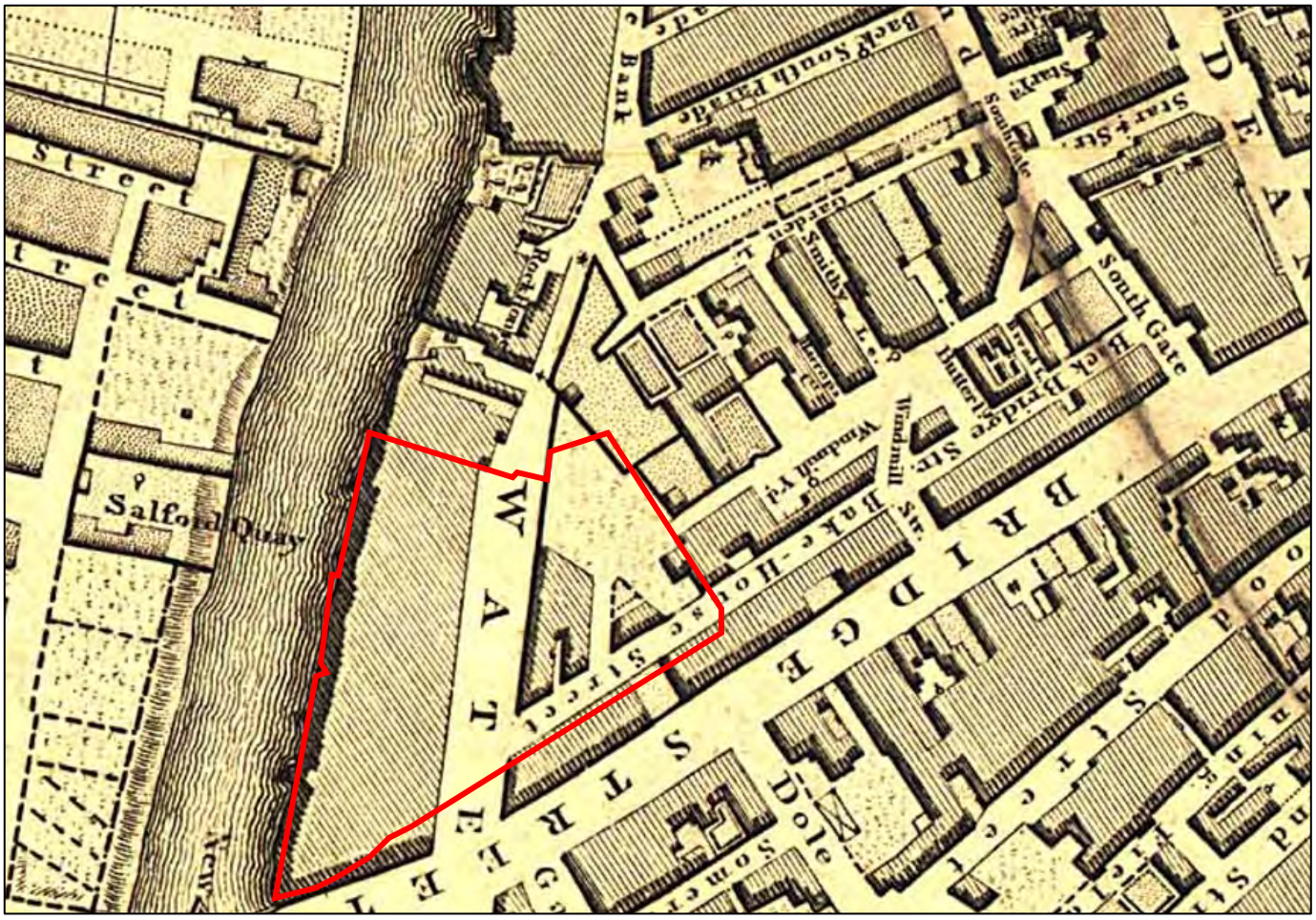


Plate 5: Laurent's plan of 1793, showing the approximate Site location, not orientated north

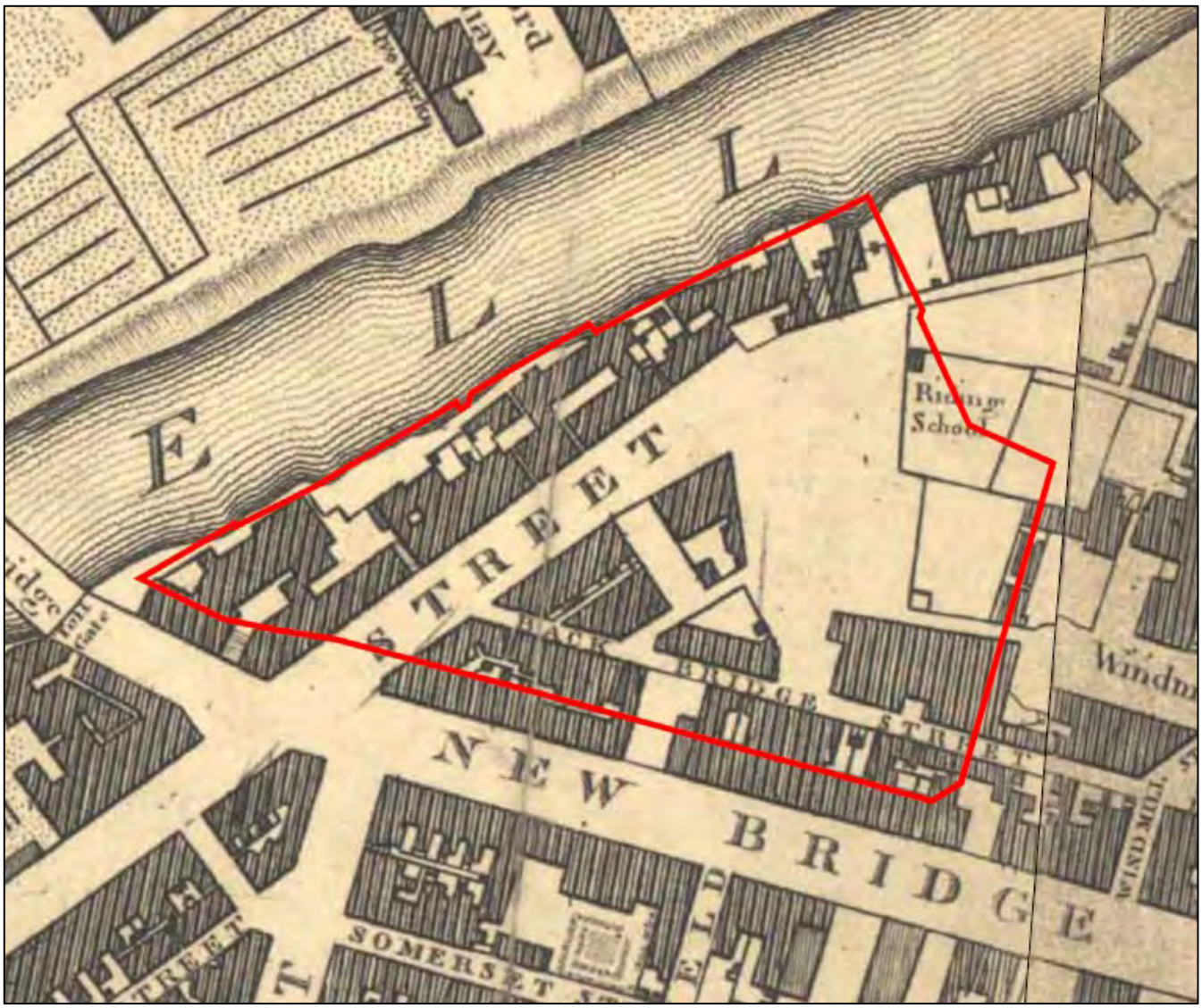


Plate 6 Extract from Green's map of 1787-94, showing area to the east of the Site

Swire's map of 1824 *Manchester and its Environs* is the next available map that captures the Site (Plate 7; Fig. 4). The map shows that the footprint of buildings on the north side of Water Street remained unchanged. The plot of vacant land on the south-east side of Water Street had been developed into two rows of buildings. A key on Swire's map refers to the group of buildings shaded in black and numbered '*26*' as *'Gas Works (Manchester)*'. The gasworks comprised three circular gasholders, which were beyond the Site boundary and a large building, which extended within the north-east part of the Site. The gasworks was the first municipal gasworks in the world to sell gas to the public and was erected in 1817 by the Commissioners of Police (HER 19101.1.0; Leeds Intelligencer, 4th January 1845). The earliest references to the gasworks appear in newspaper articles in the early 1820s. An advertisement in the Manchester Mercury stated '*iron founders wanted for the Manchester Gas Works. Thirty-six retorts with hydraulic main, upright pipes &c. and fifteen retorts to replace old ones. Tenders for the above must be delivered to the Police Office'* (Manchester Mercury, 22nd April 1823).

An illustration of Manchester Gas Works, dated 1850, shows the frontage of the gasworks (Plate 8). A newspaper article suggests that a fire broke out at the Manchester and Salford Gas Manufactory in the St Mary's district on 6th October 1828 (Public Ledger & Daily Advertiser, 6th October 1828). The fire was thought to have originated from gas that had escaped from a loose valve at one of the gasometers. The gasworks was almost destroyed.

Several industries and small-scale workshops had been established along Water Street and Bridge Street,

including hat manufacturers, textile warehouses, public houses, a chairmaker, boot and shoemakers, drapers and tailors, locksmiths, cabinet makers and farriers (Pigot & Dean, 1821). Thomas Fleming & Son, orchill manufacturers, occupied no. 71 Water Street, Bridge Street and Samuel Hague, a hat manufacturer, occupied no. 76 Water Street, Bridge Street (Pigot & Dean, 1821, p. 54 and 65). Residents along Back Bridge Street included William Everall, a smith, William Grimshaw, a dyer and William Hackett, a fustian-cutter (Pigot & Dean, 1821). It is unclear whether any trade directory entries refer to the buildings within the Site.

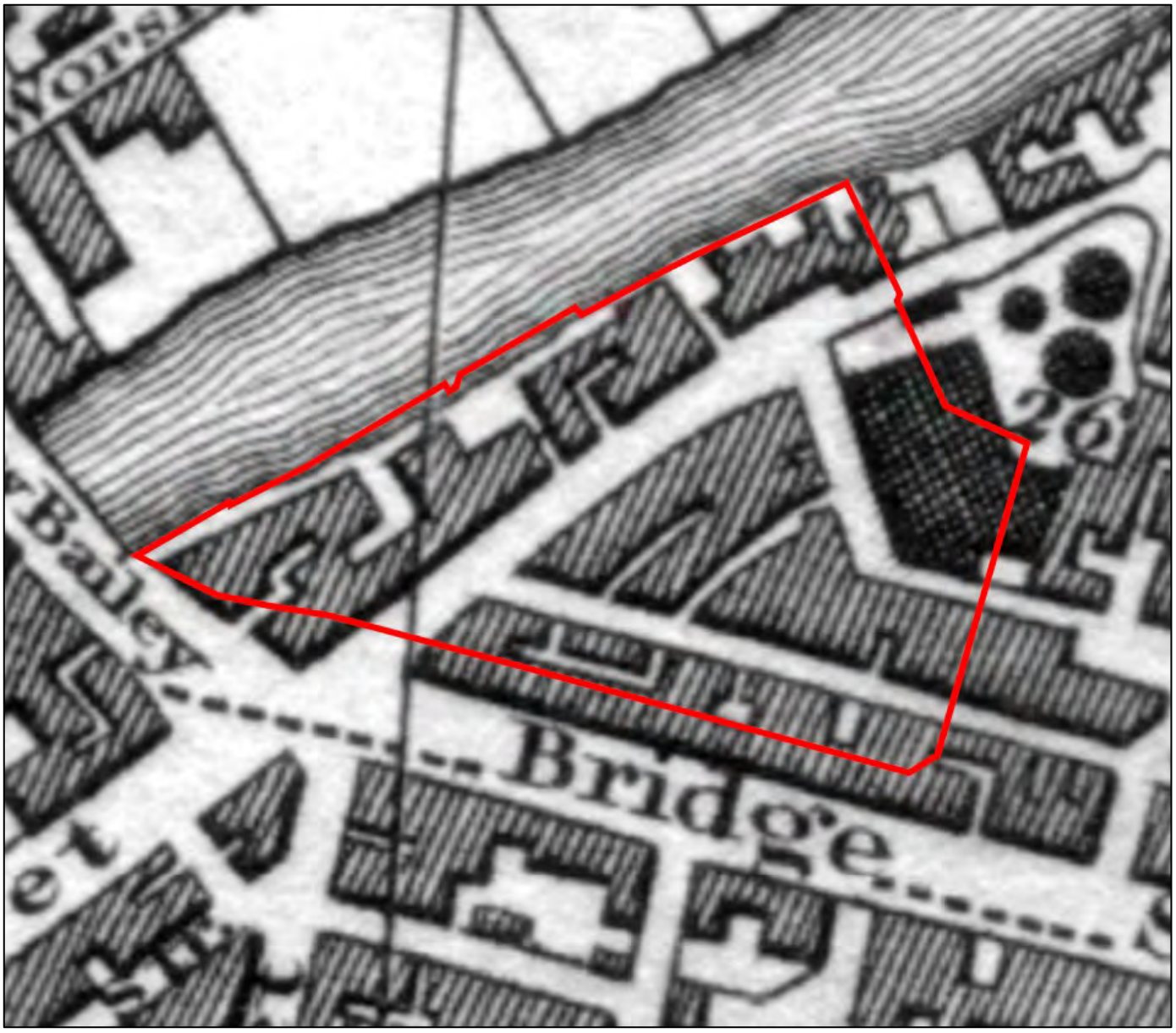


Plate 7 Extract from Swire's map of 1824, showing the approximate Site Area

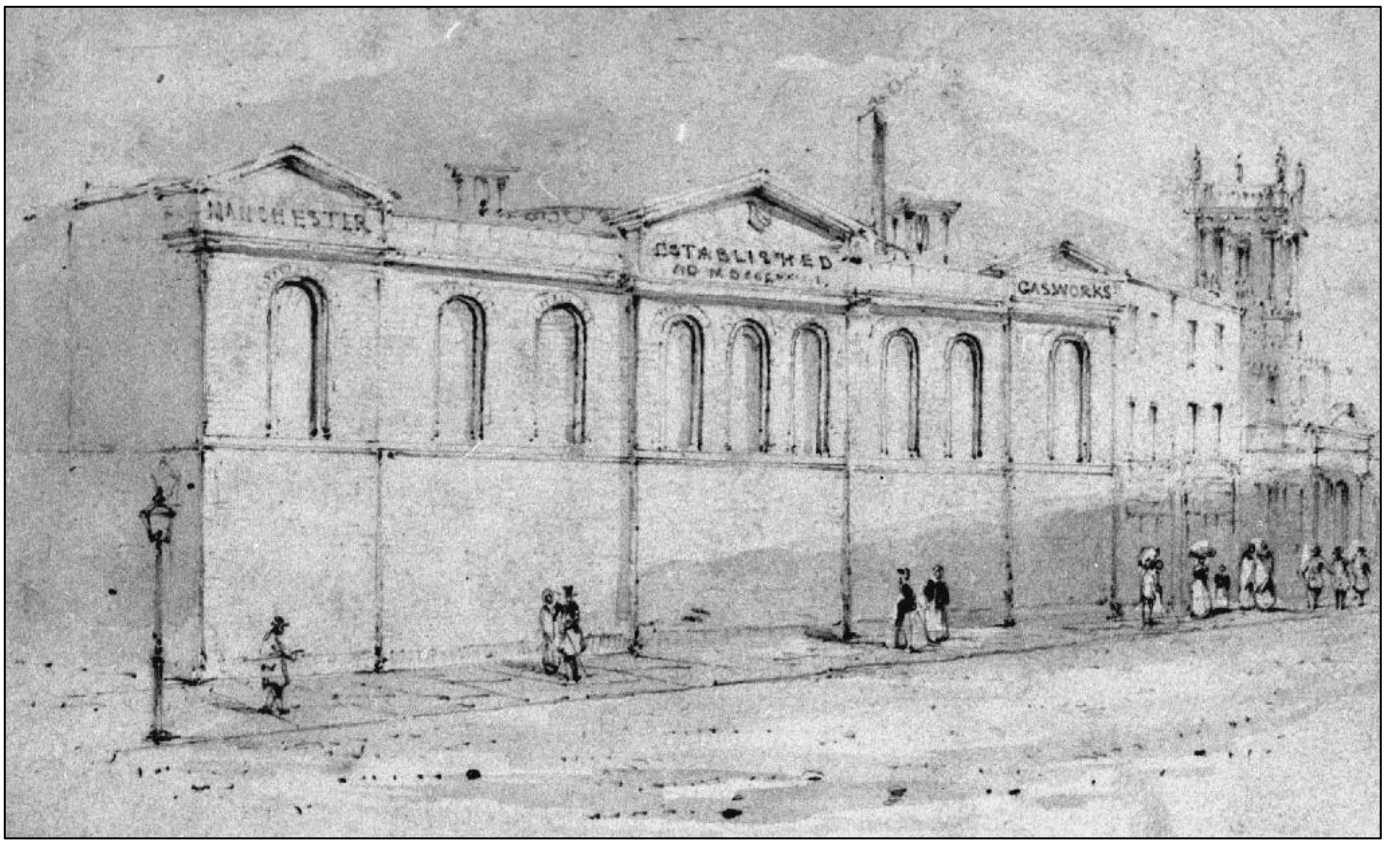


Plate 8: Sketch of Manchester Gas Works in 1850, courtesy of Manchester Local Image Collection

Bancks and Co's *Plan of Manchester and Salford*, published in 1831, provides a slightly more detailed plan of the Site, showing the individual buildings (Plate 9; Fig. 5). The map shows that Back House Street had been renamed Back Bridge Street. The map shows that the buildings lining the north side of Bridge Street consisted of double-depth houses backing onto smaller dwellings or outbuildings that lined Back Bridge Street. Similar sized houses lined the south-east side of Albert Street, whilst slightly larger properties occupied the northw-est side of the street, which stretched towards the river frontage. At least two much larger industrial premises were at the southern end of Albert Street, on the north-west side. The larger footprint of buildings on the north-west side of the street, and their riverside location, may imply that they had a commercial function. In addition, rows of back-to-back houses appear to have been off a narrow lane, running northwest from Back Bridge Street, within a triangular arrangement of buildings.

The footprint of the gasworks continued to occupy the eastern part of the Site. The smaller gasholder shown on Swire's map was no longer extant and could indicate that it was this gasholder that was destroyed in the fire of 1828. A small circular building had been added west of what was presumably the gasworks office building along the St Mary's Street frontage.

A newspaper article in 1845 describes the Manchester gasworks, 'now the most extensive in Great Britain, or in the world, were first commenced in 1817, and in December of that year, the Manchester public were first supplied with gas, from the establishment, at a charge of 15s per 1000 cubic feet. The funds for this purpose were supplied by the Commissioners of the Police out of the police funds (but which were afterwards repaid by virtue of an Act of Parliament, giving power to the Commissioners of Police to borrow, for this and other purposes therein named, a sum not exceeding £80,000) and have almost without exception, been annually extended…Extensive as are the Manchester Gas Works at the present moment, a further extension, it is said, is being now contemplated…the public may need not wonder if, in the next two years, the gas works should be extended 33 percent' (Leeds Intelligencer, 4th January 1845).

During the 1840s, the north-east end of Water Street was renamed Albert Street. Newspaper articles give an insight into the function of some of the buildings on Albert Street, which included a steam engine manufactory

at no. 46 (Aris's Birmingham Gazette, 6th August 1846), though it is unclear whether this was within the Site boundary. The Old Hare and Hounds occupied the Site by at least 1846 (Manchester and Lancashire General Courier, 30th May 1846). A good shop and dwelling houses were advertised for sale in 1844 at Albert Street (late Water Street) '*with two-tier of good cellaring, and very suitable for anyone engaged in the Irish trade, as the premises are situate on the brinks of River Irwell'* (Manchester and Lancashire General Courier, 2nd November 1844). A mill was also present along the street, with items advertised for sale in 1847, including 'weaving machinery, mechanics' tools and yarn etc at the mill in Albert Street, Manchester, late in the occupation of Elias Cocker' (Manchester and Lancashire General Courier, 11th December 1847).



Plate 9 Extract from Bancks' and Co's map of 1831, showing the Site boundary

The next available map that captures the Site is the Ordnance Survey map of 1851 (Plate 10; Fig. 6). The map is the first accurate map that details the Site, annotating several of the buildings within the Site and its vicinity. The map labelled the gasworks '*Manchester Gas Works Reserve Station No. 1'*. A large new gasholder had been erected across the Site in place of a block of buildings shown on earlier maps. In addition, a building that ran the length of Gas Street to the west was also within the Site boundary. The gasworks was bounded by a brick wall that ran along Lower King Street, Gas Street and Albert Street.

A similar footprint of buildings continued to stand between the River Irwell and Albert Street (formerly Water Street). The Ordnance Survey plan annotated industrial premises and public houses, showing that Albert Mill was at the south-west end of Albert Street. A hat manufactory, the Old Hare and Hounds public house and Vine Tavern public house also occupied Albert Street. The southern end of a Brass and Copper Works lay on the north-east Site boundary. The map also shows that the narrow street off Back Bridge Street was called Bancroft Place. Back-to-back houses along Bancroft Place seem to have been converted into through

houses, though a block of four single-depth, blind-back houses were still in use off Gas Street. By 1850, buildings at the southern end of Bancroft Place and the west end of Back Bridge Street had been demolished to make way for Lower King Street, laid north-east/south-west through the southern part of the Site. The buildings on the west edge of the Site occupied Albert Place. Most buildings within the Site had either external staircases or pavement lights indicative of cellars.

Slater's trade directory of 1850 recorded some of the trades along Albert Street, listing the Gas Works, bookkeepers, a milk seller, a tailor, a hatter, a cooper, a cork cutter, a beer retailer, a cork cutter, a milliner, a merchant, plumbers and an engineer (Slater, 1850, p. 1). The Old Hard and Hounds public house was at no. 44 and was run by Joseph Birch (Slater, 1850, p. 91). Slater's trade directory indicates that the properties on the north side of Bridge Street were on the right side of the street when approaching the Site from the east. The buildings within the Site may have corresponded to no's 89 & 91 to no. 55. Most of the addresses were listed in the trade directory, demonstrating that these properties were functioning as shops and workshops, presumably with domestic rooms above. Trades included a Venetian blind maker, cabinet maker, fent dealer, ironmonger, tailor, auctioneers, carver and gilder, paper hangers, druggist, confectioner, attorney, basket maker, architect, watchmaker and a grocer (Slater, 1850, p. 10).

The census returns of 1851 recorded that many of the cellars along Albert Street were inhabited and, there was a court behind Albert Street, which probably referred to the houses on Bancroft Place. No. 24 Albert Street was occupied by William Diggle, a cotton dyer (who employed 24 men) that lived with his wife and three children. The cellar beneath no. 24 Albert Street was occupied by Samuel Knoll, a cotton spinner from Little Lever, his wife, Mary, their five children and a lodger, who worked as an odd hand. The family were born in and around Bolton, whilst the lodger had been born in Ireland. The house behind no. 24 was occupied by Joseph Taylor, a boiler maker, his wife, their two children and a lodger. The same dwelling was also occupied by Sarah and John Cheers. No. 40 Albert Street was recorded as also being at no. 6 Hague Buildings. The occupations of the other residents included gentleman, sawyer, picture frame maker, dressmaker, salesman, tailor, washerwoman, errand girl, a hatter (employing six men), a silk sewer, hatters, greengrocers, coffee dealer, labourer and white smith (Census Returns 1851, Albert Street, St Mary's, Manchester). The census returns imply that the area was overcrowded.

Similarly, the cellars along Bridge Street were also inhabited, including no. 81, which was occupied by Elizabeth Hulme, a charwoman, who lived with her two children. The cellar at no. 81 was occupied by John Barkhead and his two children (Census Returns 1851, Bridge Street, St Mary's, Manchester). The houses along Back Bridge Street seemed to have been less crowded and were generally occupied by a single family, though some families took in lodgers (Census Returns 1851, Back Bridge Street, St Mary's, Manchester).

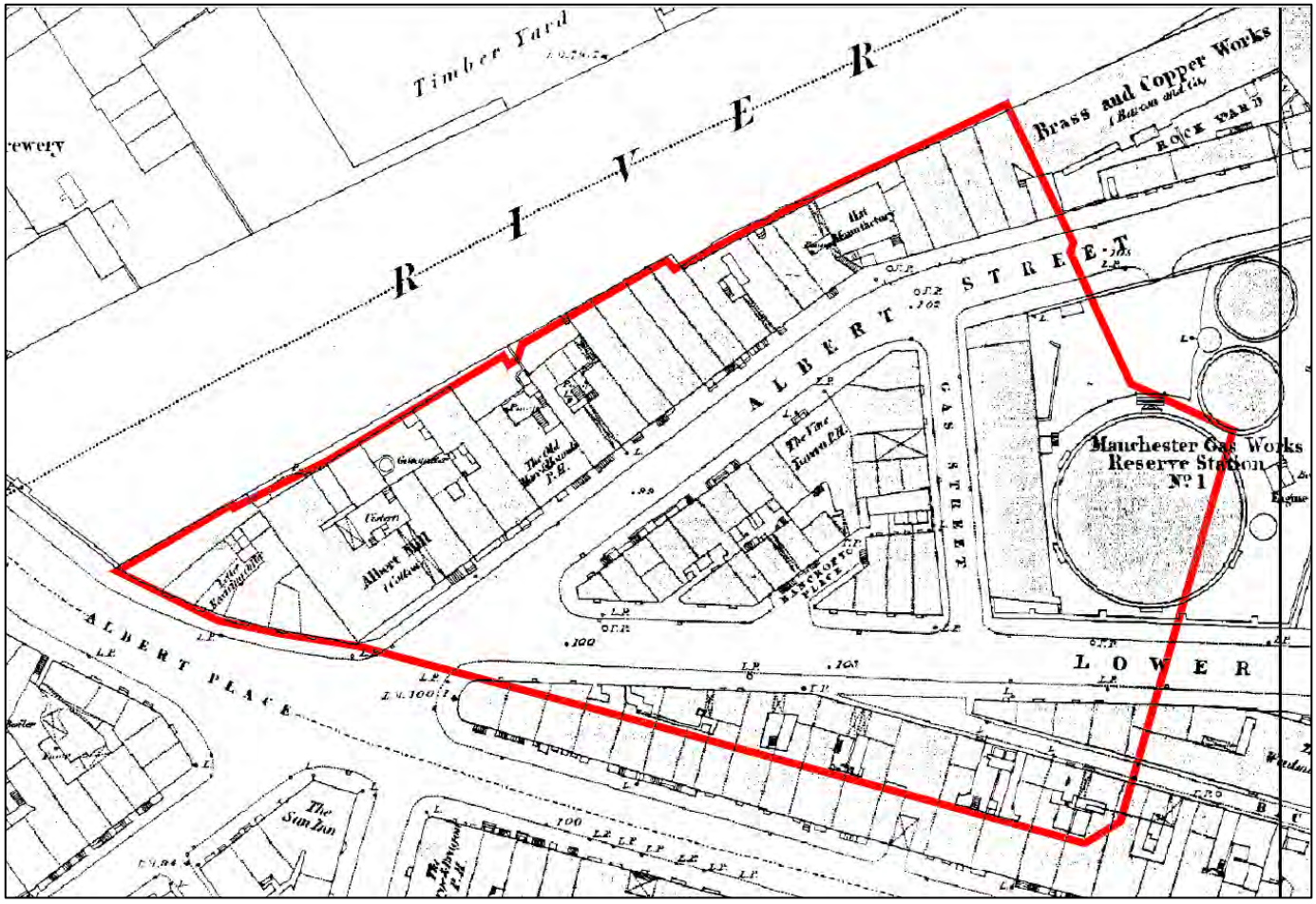


Plate 10 Extract from the Ordnance Survey map of 1851, showing the Site boundary

By the Ordnance Survey map of 1891 (Plate 11; Fig. 7), the Manchester Gas Works site had been demolished and replaced by a Police Station, which occupied the Albert Street frontage and extended within the east Site boundary. The Police Station had a large yard to the rear of the building, which was also in the east of the Site. Newspaper articles refer to the police offices on Albert Street as early as 1861 (Rochdale Observer, 30th March 1861). Slater's trade directory of 1863 confirms that the Police Station had been erected by the early 1860s, listing Police Station, A Division at No. 5-9 Albert Street (Slater, 1863, p. 2).

Some of the buildings on the north side of Albert Street had been expanded into the adjacent buildings to create larger premises. In total, three long narrow buildings had been converted into a single large building. In addition, two buildings immediately to the west was now one larger building. Further buildings at the Gas Street and Albert Street junction had also been turned into a single building. The remainder of the Site was unchanged, including the blind-back dwellings off Gas Street.

Although not annotated on the Ordnance Survey map of 1891 (Plate 11; Fig. 7), a strip of vacant land was shown to the east of Albert Bridge, on the south bank of the river, north of the buildings on Albert Place. Later maps indicate that the platform of land next to the river was a landing stage. A photograph taken in 1900 shows Albert Bridge and the probable landing stage in the west of the Site (Plate 12). The landing stage could have earlier origins.

The Ordnance Survey map also shows that the buildings along Bridge Street and Back Bridge Street had been knocked through, creating long narrow buildings comparable in size to those on the north side of Albert Street. A photograph taken in 1895 shows the condition of a house at no. 70 Bridge Street (Plate 13). Plaster had fallen off the walls, and the brick chimney breast had crumbled, with brick rubble on the floor. The trade directories imply that the rear half of this building was situated within the Site. The condition of the dwelling suggests that the houses along Bridge Street and Back Bridge Street were those captured on Green's late

18th-century map and were likely to have been at least 100 years old.

Slater's trade directory of 1863 lists the businesses along Albert Street. The buildings on the north side of Albert Street had even street numbers, and the building formerly annotated as Albert Mill may have been at no. 50. The trade directory recorded multiple occupants at the building, including Edwards Williams, a manufacturer, Thomas Travis, (executors of) Silk manufacturers, Woolf and Higham, smallware manufacturers and Norris Walker, a smallware manufacturer (Slater, 1863, p. 2). Buildings within the Site may have included no's 26-50 on the northern side of the street with no's 11 to 27 on the southern side. Traders within the Site may have included James Butterworth, an engineer, Michael Beaban, Wine Inn, Matthew Marsden, a machine smith, James Brown, a bootmaker, William Pell, a gold heater, Henry Rose, a picture mounter, Alfred Norbury, a cord maker, William Corbett, a cabinet maker, William Dawber, a nail maker, Joseph Birch, the Hare and Hounds, Henry Southam & Co wine merchants and Hiram Nuttall, a plumber.

Slater's trade directory of 1895 recorded the addresses within the Site more accurately, listing the buildings between Gas Street and King Street West as no's 13 to 29 Albert Street. The addresses on the north side of the street had changed, with the Standard Hotel (formerly the Old Hare and Hounds) now occupying no's 34 & 36 (instead of no. 44). The hotel was run by Thomas Wilson. The residents listed in the trade directory included James Taylor, the Vine Tavern (no. 15), James Haslam, plumber (no. 21), Farnell & Co, horse collar makers (no's 23A & 25A), Howarth & Willert, saddler' ironmonger (no. 28), Bullock & Son, carvers and gilders (no. 30 & 32), Alfred Walker & Son, auctioneers (no. 40), Marsland, Son & Co, manufacturers (no. 40). Bridge Street was also occupied by various skilled crafts people and shops (Slater, 1895, p. 52).

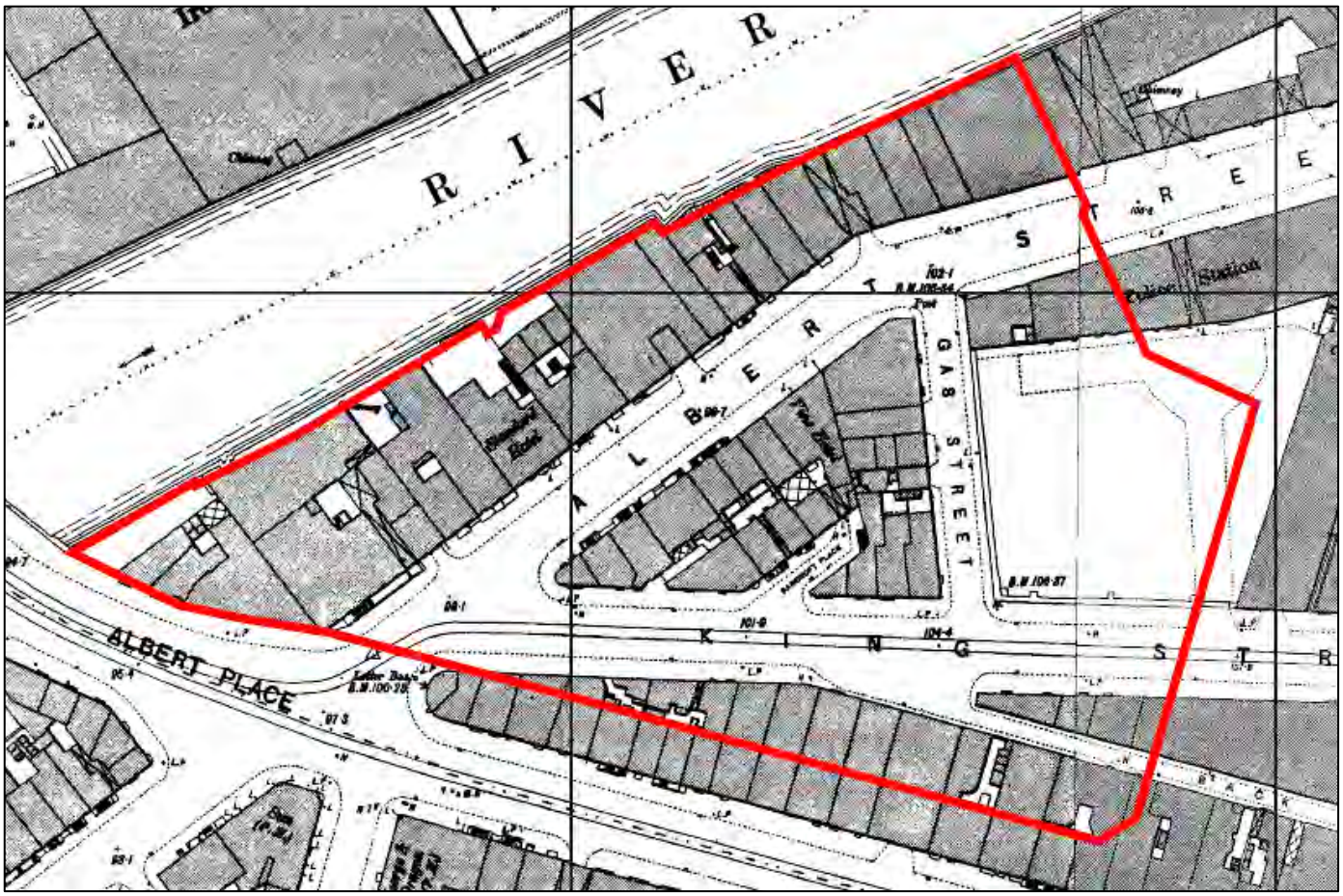


Plate 11 Extract from the Ordnance Survey map of 1891, showing the Site boundary



Plate 12 Albert Street Bridge, possibly showing the landing stage within the Site, taken in 1900, courtesy of Manchester Local Image Collection



Plate 13 Interior of no. 70 Bridge Street, Manchester, taken in 1895, courtesy of Manchester Local Image Collection

Goad's Insurance Maps of 1888, revised in 1901 (Plate 14 and Plate 15), provide further insight into the buildings within the Site. Some manufacturers and traders recorded in the trade directory of 1895 appear on Goad's plan. The largest building on Albert Street was occupied by Marsland, Son & Co and operated as a cotton thread factory. The company occupied Albert Mill, which is corroborated by a drawing of the mill, dated 1897 (Plate 16) and a photograph taken in 1900 (Plate 17). The drawing of the mill appeared alongside an article about Marsland, Son and Co stating that '*Albert Mills, Manchester are the property of Messrs Marsland, Son and Co, a firm which was established as far back as 1798 as spinners, doublers, and sewing cotton manufacturers. Its principal trade is with the shipping merchants of London, Manchester, &c., the firm enjoying a great reputation for cotton balls for foreign markets, besides spools and other sewing cottons for home and foreign use. Their machinery for the production of cotton ball is enthusiastically spoken of in the trade'* (Myra's Journal of Dress and Fashion, 1st December 1897). The building was five-storeys high and had a basement.

The second biggest building was H. W and Printers, also on Albert Street and consisted of a three-storey building with a basement. Goadsby & Co, druggists, occupied no's 2 to 6 Albert Place in the west of the Site. A row of four narrow buildings to the north-east of the printers ranged from two- and three-storeys high, all with basements (no's 18 to 24). A further row of four buildings were used collectively as an 'iron foundry, printers, polishers and various other'. The four buildings were at no's 10 to 16 Albert Street and were also known as Parsonage Row. These buildings were four and a half storeys high with two basements. A cabinet and furniture warehouse, occupied by J. Dilworth and Son, was in the east Site boundary and consisted of a five-storey building with two basements. The map also showed that the landing stage for Irwell Steam Ferry was on the southern bank of the River Irwell adjacent to Albert Bridge and Albert Place (Plate 12, p 27). In addition, many buildings along Bridge Street were functioning as small warehouses or shops. The buildings along Bridge Street had changed addresses and were at no's 1 to 31. These buildings ranged between two and three storeys in height.

The group of buildings bounded by Albert Street, Gas Street and King Street West ranged from two to three storeys high, some of which had basements. The blind-back dwellings were two storeys and did not have basements (Plate 15).



Plate 14 Goad's insurance map of 1888, revised in 1901, sheet 41, showing the north side of Albert Street

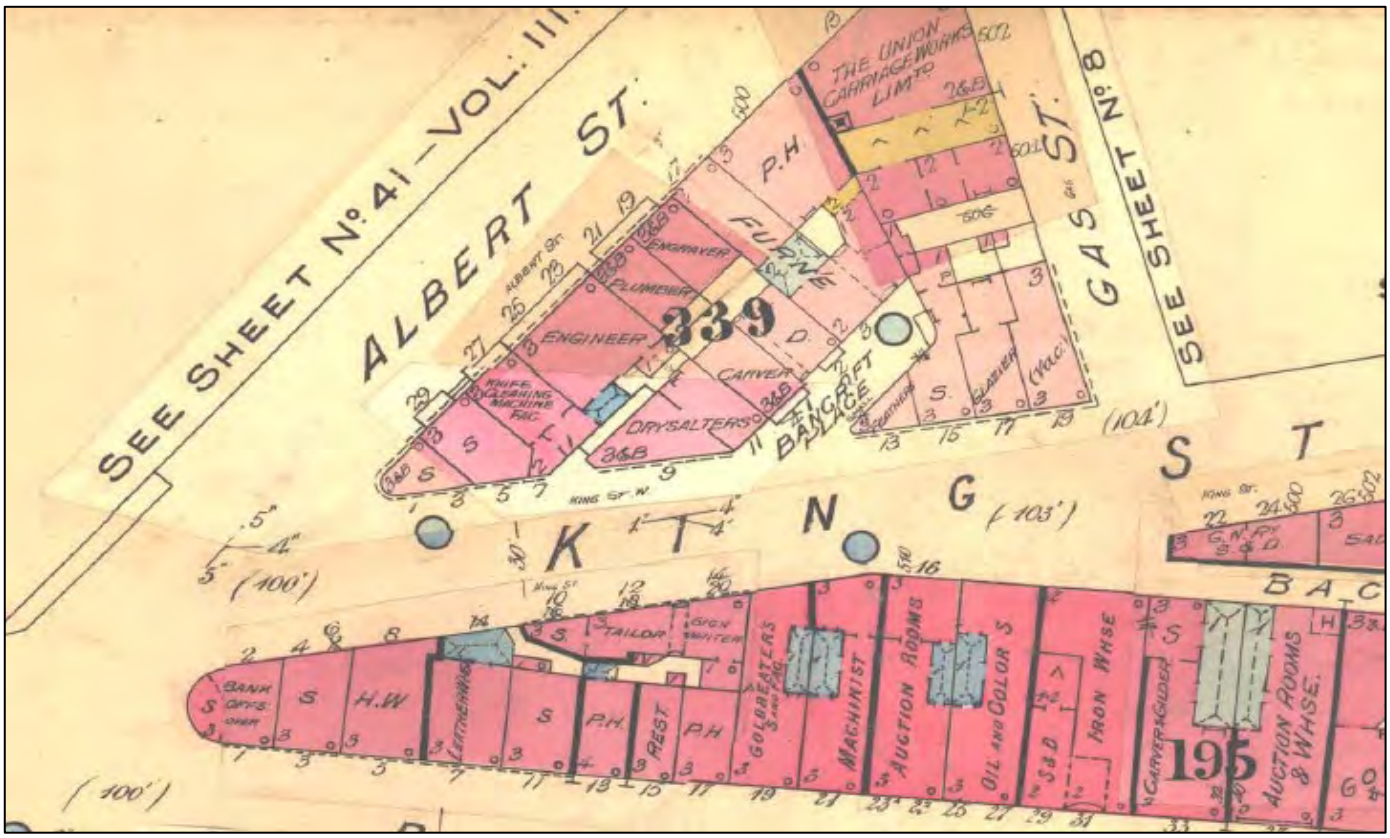


Plate 15 Goad's insurance map of 1888, revised in 1901, sheet 14, showing the Site

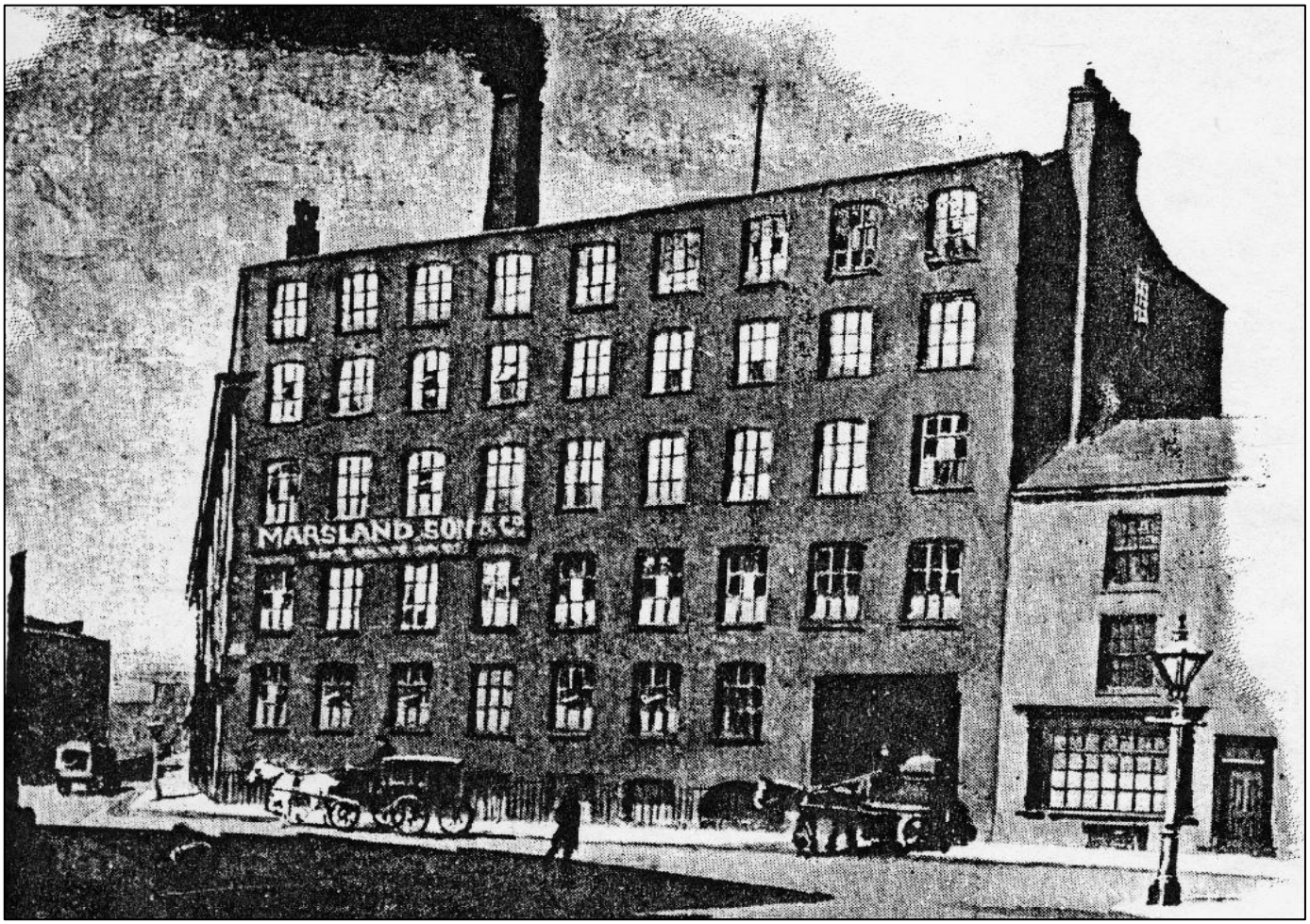


Plate 16 Drawing of Albert Mills, Manchester 1897, courtesy of Manchester Local Image Collection

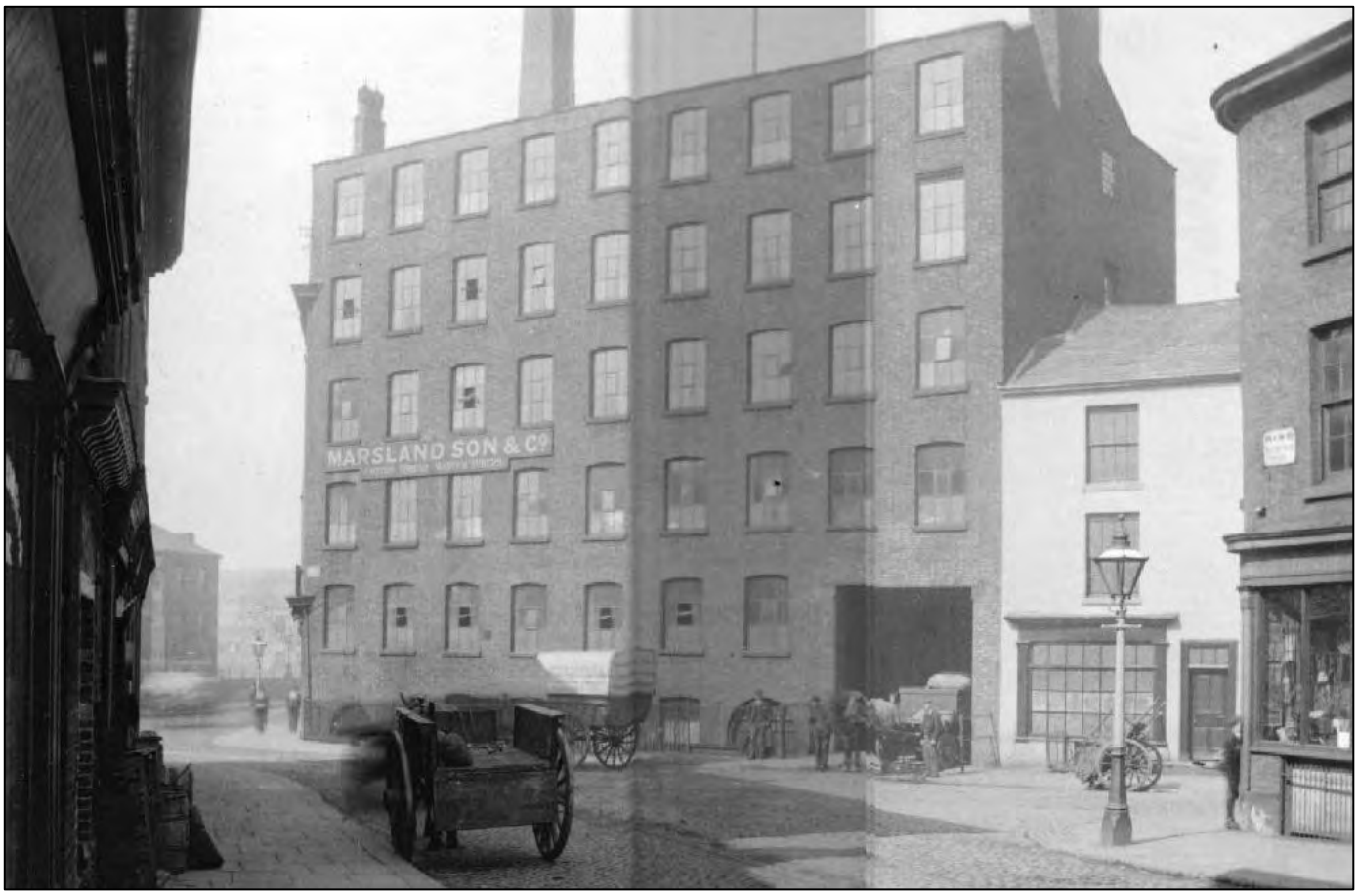


Plate 17 Albert Mills, Manchester, taken in 1900, courtesy of Manchester Local Image Collection

A similar configuration of buildings was captured on the Ordnance Survey maps of 1908 and 1933 (Figs 8 to 9). The cotton thread factory occupied by the Marslands & Co had been expanded to the east slightly, incorporating an existing building by 1933 (Fig. 9). The blind-back houses also appear to have still been standing off Gas Street (Figs 8 to 9). An aerial photograph also shows the arrangement of buildings within the Site before the outbreak of the Second World War (Plate 18). The photograph shows that the Site was characterised by 18th- and 19th-century buildings of varying heights.

Slater's trade directory of 1911 recorded the same addresses on the south side of Albert Street, which included, no. 15, the Vine Hotel, occupied by Edward Crossman Orwell, H. Marsh & Co (plumbers,) at no. 17 Ellen Barnet, an engraver, occupied no. 19, Manchester (The) Aniline Co were at no. 21, John Bardsley and Son, millers, occupied no. 25, William Woodall, a cabinet maker lived at no. 27 and Matilda Quinn, a dressmaker and Sarah Jones, a mantle maker both occupied no. 29 (Slater, 1911, p. 10).

The trade directory recorded that the north side of the street was occupied by Thomas Roach an antique dealer at no. 10. No.12 was occupied by multiple companies including a bookseller, several printers, a papermaker, a paper ruler and a tailor. No. 14 was also occupied by a printing company. A billiard table maker, yarn merchants, several printers, a saddlers', ironmonger, a shopkeeper and a carver and gilder also inhabited the street. No. 38 most likely represented the building formerly occupied by Marslands, Son & Co, however, several firms operated from the building in 1911, including Charles Holmes and Son (portmanteau makers), Henry Griffiths (a brass founder), Empire Clothing Co (wholesale clothier), Standard Envelope Co (envelope manufacturers), John Taylor (a printer), William Morris press (The) printers and Corner & Whittle (engravers).



Plate 18 Aerial view of the Site, taken in 1930, courtesy of Manchester Local Image Collection

Air raids undertaken by the German Luftwaffe during the Second World War may have damaged the Site area. The nearest known casualties were on Bridge Street and Black Friars Bridge. By the end of the 1940s, all the buildings between Albert Street and the river frontage were ruins, except for the building at no's 30 and 32 (Plate 19). The buildings in the triangular plot of land between Gas Street, King Street West and Albert Street had been demolished.

The Ordnance Survey map of 1951 (Fig. 10) shows that the building at the west end of Back Bridge Street and Bridge Street were the only remaining structures within the Site (Fig. 10). The map also shows that the police station was no longer standing, and a garage had been erected in the former yard area, in the east Site boundary.

During the late 1950s a new road layout had been established across the Site, removing Gas Street, and laying Alberton Street to the east of the Site, aligned north to south. The remaining houses along Bridge Street were demolished before the construction of Albert Bridge House began.

By 1962, Albert Bridge House (Government Offices) had been completed, standing between the river frontage and Bridge Street. Alberton House was erected to the north of the Site by 1970. Alberton Street has since been renamed St Mary's Parsonage (Fig. 2). A photograph taken in 1962 shows Albert Bridge House standing behind 18th- or 19th-century buildings that were upstanding on Bridge Street (Plate 20). These buildings were probably like those that stood within the southern Site boundary.



Plate 19 View of demolished buildings between Albert Street and the River Irwell, taken in 1945, courtesy of Manchester Local Image Collection



Plate 20 Buildings on Bridge Street taken in 1962, showing Albert Bridge House in the background, courtesy of Manchester Local Image Collection

4.9. Previous archaeological works

In total, 45 events have been recorded within a 250m radius of the Site. This includes 21 desk-based assessments, four heritage statement, five watching briefs, seven archaeological evaluations and eight archaeological excavations have been undertaken.

4.9.1. Desk-based studies

Salford Archaeology produced a desk-based study for Albert Bridge House in 2021 (EGM5476), which forms the basis of this report. The report concluded that the site has potential to contain remains of late 18th-century buildings and Albert Mill (Salford Archaeology, 2022).

The adjacent site that is currently occupied by Alberton House has also been subject to an archaeological desk-based assessment in 2020 (EGM5368). The report concluded that the potential for the site to contain buried archaeological remains is considered to be moderate. Remains may include post-medieval garden soils, an 18th-century industrial building (Rock House) and elements of the former Manchester Gas Works (Salford Archaeology, 2022).

A desk-based assessment was also recently produced for Rali Quays, Salford (EGM5433). The report concluded that the basements of later buildings have likely removed archaeological remains of the early public houses and possibly the industrial sites. There may, however, be pockets of archaeological remains within the development area, which may be adversely affected by any ground-breaking works associated with the proposed development (Salford Archaeology, 2020).

4.9.2. Intrusive archaeological investigations

An archaeological evaluation followed on from the desk-based assessment at Rali Quays, Salford (EGM5435). The investigation demonstrated that remains of limited significance probably pertaining to early 20th-century industrial activities, were present on the site, though heavily disturbed by modern services. No further archaeological work was required (Salford Archaeology, 2022).

Archaeological investigations at Chapel Wharf, Salford uncovered significant archaeological remains, including a regionally significant assemblage of late medieval and post-medieval pottery and the world's first gas-lit mill. In 2006, UMAU carried out the first phase of an archaeological evaluation at Chapel Wharf, consisting of three evaluation trenches and two trial pits (EGM 3903). Phase 2 (EGM 3904) was undertaken two years later, comprising 18 evaluation trenches between Clowes Street and Barlows Croft, which resulted in an open area excavation, where medieval and post-medieval burgage ditches were excavated (UMAU, 2007). The third phase of works consisted of an archaeological excavation, which targeted the footprint of Salford Twist Mill and workers' housing (EGM 4890). The archaeological works were undertaken on the opposite side of the river, *c* 60m to the north-west of the Site (Salford Archaeology, 2017).

Significant archaeological remains were also excavated at Plot 106, Spinningfields, located *c* 22m to the southeast of the Site. The excavation revealed four phases of activity, including a pre-medieval or medieval post pit that was perhaps associated with a timber structure or fence line; a medieval plough soil, associated with a small assemblage of 12th- to 14th-century pottery; a post-medieval garden soil, containing 15th- to 18th-century artefacts; and a series of late 18th-century buildings, which originally flanked Cumberland Street (UMAU, 2007)

Further post-medieval soils were revealed at the Pump House, Manchester, located *c* 180m to the south of the Site. The soils consisted of a small surviving area of post-medieval deposits, associated with a small assemblage of late 17th- and early 18th-century artefacts, which lay close to River Irwell. Late 18th-century houses were also excavated in the area (UMAU, 2008).

Excavations *c* 180m to the south-west of the Site, at Plot 104, revealed the remains of four late 18th-century

buildings, one of which had functioned as an industrial property, before being converted into workers' housing. A large assemblage of clay tobacco pipes and kiln waste was recovered from the Site (UMAU, 2008).

5. Site walkover

A Site walkover was undertaken on 25th February 2025. The Site is occupied by Albert Bridge House with hard-standing car parks on either side of the tower block (Plate 13). The building consists of an 18-storey office block, three-storey entrance building to the north-west of the main block, six-storey building to the east of the main building (connected via glazed bridge at first and second floor level) and a single-storey building along the River Irwell (Plate 21 to Plate 26). Single-storey garage or service buildings are present at the south-west boundary and adjoin the main tower block. The main tower block is connected to the six-storey building by a glazed bridge. The premises abuts the river built adjacent to stone retaining walls of the river. A single-storey building fronts the River Irwell built above substantial brick and concrete walls. The building is currently vacant but formerly functioned as government buildings (HGM11887).

Much of the premises is enclosed by metal and heras fencing. No archaeological remains were visible.



Plate 21 Albert Bridge House, taken from St Mary's Parsonage, looking north-west



Plate 22 Six-storey building connected to the main tower block, looking north-west



Plate 23 hard-standing car park to the south-east of the main tower block, together with garages and service buildings, looking broadly west

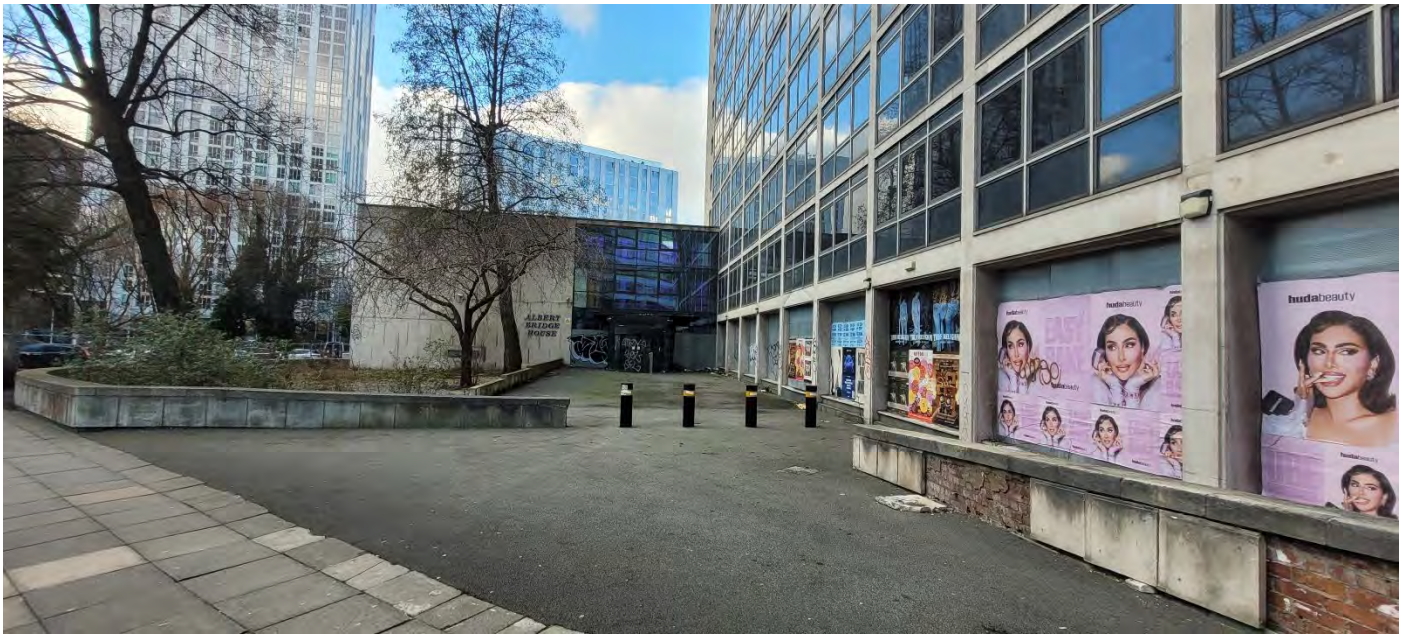


Plate 24 Three-storey entrance building to the west of the main building, looking north-west

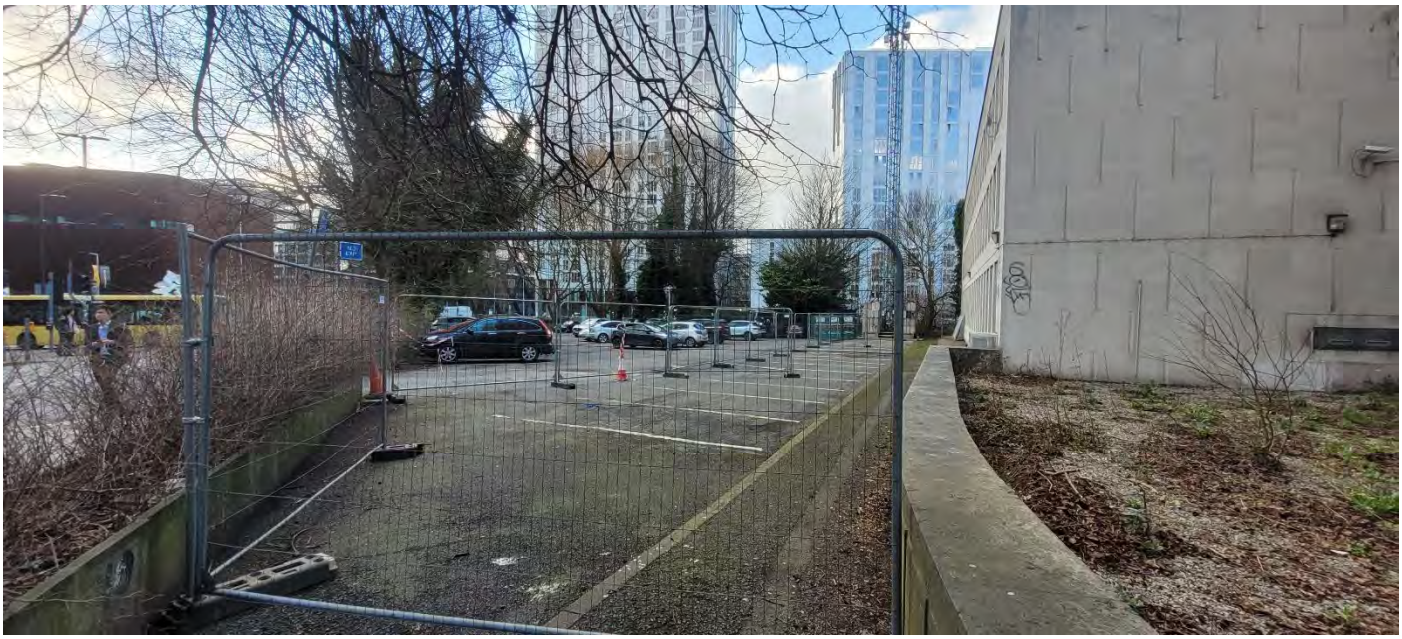


Plate 25 Hard-standing car parking to the west of the former entrance to Albert Bridge House



Plate 26 View of Albert Bridge House from the opposite side of the River Irwell, showing substantial modern walls and stone retaining wall.

6. Gazetteer

The following gazetteer sites (GS) summarise the sites of potential archaeological interest and elements of the historic landscape within the Site and its immediate vicinity. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data. The locations of the gazetteer sites are shown on Figure 11 within Appendix 1.

Gazetteer Site (GE)	01
Site Name	Pre-industrial landscape (site of)
Designation	-
HER number	-
Period	Post-medieval (potentially medieval)
NGR	383421, 398346 (centred at)
Source	HER; 1640 map; Casson and Berry's map of 1751
Description	In 1635, the college wardens were provided with the two-acre parcel of land known as Parsonage Croft, now called Parsonage Gardens. The 1650 map (Plate 2, 11) of Salford and Manchester annotated a plot of land between Deansgate and the River Irwell as 'New Garden's', which appears to have been in the vicinity of the Site. Casson and Berry's map of 1751 Plate 3, 17) clearly shows Parsonage Croft and a strip of gardens between Deansgate and the River Irwell, in the vicinity of the Site. Excavations within a 250m radius of the Site have uncovered medieval and post-medieval agricultural soils and features. The survival of the pre-industrial landscape is rare in Manchester and Salford and has often been removed by extensive development in the 19th century.
Assessment	Remains of the medieval and post-medieval landscape could survive in isolated patches but are likely to have been removed by the 18th- and 20th-century development of the Site.

Gazetteer Site (GE)	02
Site Name	Albert Street / river front (site of)
Designation	-
HER number	-
Period	Late 18th century
NGR	383413, 398396 (centred at)
Source	Historic mapping
Description	Long narrow buildings were established on the north side of Albert Street and the river frontage by the late 18th century. These buildings were knocked through into adjoining properties to create larger warehouses and manufacturing spaces during the second half of the 19th century. OS mapping and Goad's Insurance maps show that these buildings varied in height and had basements. Buildings along the street included the Old Hare and Hounds Public House (later known as the Standard Hotel).
Assessment	Roughly the same configuration of buildings between Albert Street and river frontage occupied the Site from the late 18th century until the mid-20th century. Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Site (GE)	03
Site Name	Albert Street (site of)
Designation	-

HER number	-
Period	18th and 19th century
NGR	383412, 398365 (centred at)
Source	Historic mapping
Description	Some buildings had been established on the southern side of Albert Street by the late 18th century. The rest of the street had been developed by the early 19th century. The houses along the street were typically three-storeys high with basements. The Vine Hotel was established at the northeast end of the street.
Assessment	Approximately the same configuration of buildings on the southern side of Albert Street occupied the Site from the early 19th century until the mid-20th century. Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Site (GE)	**04**
Site Name	Bridge Street and Back Bridge Street (site of)
Designation	-
HER number	-
Period	18th century
NGR	383433, 398339 (centred at)
	Historic mapping
Description	Buildings along Bridge Street and Back House Street (late Back Bridge Street) had been constructed by the late 18th century. Some of the houses on the southern side of Back Bridge Street were demolished to make way for Lower King Street by the mid-19th century (King Street West). The remaining houses on the southern side of Back Bridge Street were converted into the houses on Bridge Street. OS mapping shows that most of the houses along the street contained cellars. The houses were demolished in 1956.
Assessment	A similar configuration of buildings occupied the Site from the late 18th century until the mid-20th century. Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Site (GE)	**05**
Site Name	Blind Back Houses, Gas Street (site of)
Designation	-
HER number	-
Period	Early 19th century
NGR	383440, 398375 (centred at)
Source	Historic mapping
Description	Group of single-depth, blind-back houses shown on early 19th-century mapping. The mid-19th-century OS map shows that this consisted of four buildings with a covered entrance to the rear of two blind-back properties. The covered entrance and blind-back to the west were converted into a property by the late 19th century. Small outbuildings were tagged onto the southern side of the dwellings, which were removed by the early 20th century. At least three of the blind-back houses were captured on the 1933 map (Fig. 9). The houses were two-storeys high and did not contain cellars.
Assessment	Broadly the same configuration of buildings occupied the Site from the early 19th century until the mid-20th century. Remains associated with these buildings could be affected by the proposed development scheme, but have likely been damaged or destroyed during the 20th-century redevelopment of the Site.

Gazetteer Site (GE)	06
Site Name	Manchester Gas Works (site of)
Designation	-
HER number	19101.1.0
Period	Early 19th century
NGR	383465, 398368 (centred at)
Source	Historic mapping; newspapers; HER
Description	Building associated with the gasworks fell within or partly within the Site boundary. The police commissioners in Manchester passed a resolution in 1817 to build a gasworks to light the police stations and principal streets and sell any surplus gas to private customers. This was the first example of a municipally owned gas undertaking in the world. A gasworks is first shown on Swire's map of 1824 (Plate 7, 21) shaded in black and noted as '*Gas Works (Manchester)*'. The gasworks was transferred to Manchester Corporation in 1843 and was marked on the OS map as Manchester Gas Works Reserve Station No. 1 (Plate 10, 25). A large gasholder was shown within the Site boundary on the OS map of 1850. Demolished by 1860 and replaced by a Police Station.
Assessment	Remains of the gasholders may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Site (GE)	07
Site Name	Police Station, A Division (site of)
Designation	-
HER number	-
Period	Mid-19th century
NGR	383462, 398394 (centred at)
Source	OS mapping
Description	A police station was erected on the site of the former gasworks by 1861. Historic mapping indicates that the station may have been cellared. The west end of the police station was within the east of the Site. The building was demolished in the mid-20th century and replaced by Alberton House.
Assessment	Remains of the police station may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Site (GE)	08
Site Name	Albert Mill (site of)
Designation	-
HER number	-
Period	18th to 19th century
NGR	383366, 398361 (centred at)
Source	Historic mapping
Description	Albert Mill is first annotated on OS map of 1851. The footprint of buildings in 1851 roughly corresponded to those shown on late 18th-century maps. Albert Mill consisted of a group of buildings, five-storeys high with a basement. The boiler house was possibly at the southern end of the building. Marsland, Son & Co, a cotton thread factory, operated the mill at the end of the 19th century. By 1911 multiple companies ran their businesses from the mill. Still standing in 1933 (Fig. 9) but was demolished by 1951 (Fig. 10).

Assessment	Remains of the mill may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Site (GE)	**08**
Site Name	Landing Stage (site of)
Designation	-
HER number	-
Period	Late 19th century
NGR	383338, 398363 (centred at)
Source	Historic mapping
Description	A steam ferry landing stage is annotated on Goad's Insurance map of 1888, revised in 1901. The landing stage was not annotated on earlier maps, but may have earlier origins, perhaps providing wharfage facilities in the late 18th or early 19th centuries. A small element of the landing stage likely falls within the Site.
Assessment	Remains of the building may survive within the Site and could be affected by the proposed development scheme.

7. Significance

7.1. Policy context for heritage assets

Under both national and local planning policy, heritage assets are to be considered within the planning process (as previously stated in Chapter 3). The NPPF emphasises assessing the development proposals in line with an up-to-date local plan. Therefore, *Policy EN3* of Manchester's Core Strategy (adopted 2012) and *Policy JP-P2: Heritage* of Places for Everyone (adopted March 2024) were consulted as the key Development Plan Documents in the Local Development Framework.

7.2. Designated heritage assets

The Site does not contain any designated heritage assets (see Chapter 1.2, Table 1, p4).

7.3. Significance of the archaeological resource

The Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of '*Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979'* (DCMS, 2013) provides a methodology for assessing archaeological significance. This criterion has been used to assess archaeological significance, below.

7.3.1. Historical and archaeological interest

Historical interest

The Site is located *c* 10m to the west of the Parsonage Gardens Conservation Area. The name of the Conservation Area, and surrounding streets, reflect the area's former use as gardens that catered for the Collegiate Church during the 15th to 18th centuries. Historic maps indicate that the Site most likely contained gardens or fields during the mid-18th century and is likely to be connected to the history of the Conservation Area. By the late 18th century, the Site was almost entirely developed, containing buildings on Albert Street and Back Bridge Street. A significant industrial development within the Site was the establishment of the world's first municipal gasworks. Therefore, the Site is considered to be of historical interest.

Archaeological interest

Archaeological remains within the Site could be associated with the early use of the area as gardens associated with the Collegiate Church, which adds to the archaeological interest of the Site. The potential archaeological remains of at least late 18th-century buildings also hold archaeological interest as buildings pre-dating the 19th century are rare. Furthermore, the gasworks would also be of archaeological interest.

7.3.2. Baseline Significance conditions

Period

No prehistoric or Roman activity is known to have taken place within the Site, and the potential for such remains is considered to be extremely low due to the intensive development of the Site since the early 19th century.

The most likely remains to be encountered within the Site would date to the post-medieval and industrial periods, which could include gardens (GE01), late 18th-century buildings on Albert Street (GE02-3) and Bridge Street and Back Bridge Street (GE04), blind-back houses on Gas Street (GE05), Manchester Gas Works (GE06), a Police Station (GE07), Albert Mill (GE08) and a landing stage (GE09). The industrial period is significant to Manchester's history. Therefore, sites reflecting Manchester's industrial heritage may be considered significant due to period.

Rarity

Buried remains pre-dating the 19th century (GE01-4), would be considered significant due to rarity, as few remains survive within the area due to extensive development during the industrial period. Archaeological remains associated with the gasworks (GE06) and police station (GE07) may not be considered rare as there are many several surviving examples.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

The Site lies within an area of Manchester that was developed during the early industrial period. The buildings erected within the Site are characteristic of this period and may hold some group value.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown, however, most of the buildings within the Site contained cellars (GE02-4). Since the demolition of the buildings, the Site has been redeveloped into Albert Bridge House. Buried archaeological remains may survive beneath this structure, depending on the construction methods employed.

Fragility / vulnerability

Any buried archaeological remains, should they be present and survive *in situ*, are vulnerable to damage or destruction during any earth-moving works associated with the restoration scheme.

Diversity

The heritage assets within the Site are mostly associated with the development of the industrial period, however, the Site may have been in use since the post-medieval period and therefore may be considered significant due to diversity.

Potential

There are no prehistoric, Roman or medieval sites within the sites or its environs, and the potential for remains from these periods is considered to be low.

The Site was within an area that contained gardens during the late medieval and post-medieval periods, which were used to cater for the Collegiate Church. The survival of former agricultural activity may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* Archaeological Research Framework for North West England (https://researchframeworks.org/nwrf/sample-page/post-medieval/):

Late medieval, post-medieval and Industrial period	
Agenda No	**Agenda Description**
LM05	How can we recreate the medieval land-use patterns within townships?
LM12	How do we improve our knowledge of the region's various agricultural practices, plant and animal husbandry, and how did these change and develop over time?
PM11	How can palaeoenvironmental indicators of consumption enhance our understanding of the wider patterning and social context?
Ind09	How does the nature of rural settlement change during this period?
Ind15	How well recorded and understood are farming landscapes and field patterns?
Ind21	How did industrial period towns affect the pre-existing historic landscape?

Table 2 Late medieval to industrial research agendas

It is unlikely that below-ground remains pertaining to the gardens will survive within the Site due to the development that took place in the 18th century and the redevelopment of the Site in the late 1950s, though isolated patches of garden soil cannot be ruled out entirely. The Site has limited potential to address the research aims listed above.

Several buildings had been erected on Albert Street, at Back Bridge Street and Bridge Street by the late 18th century, including commercial and domestic properties. The research agendas listed in the *Archaeological Research Framework for North West England* (*https://researchframeworks.org/nwrf/industrial/#section-24*) aim to address urban housing:

Industrial period	
Agenda No	**Agenda Description**
PM27	How do the industries associated with the North West evolve and develop during this period?
Ind21	How did industrial period towns affect the pre-existing historic landscape?
Ind36	What impact did social and private housing estates have on the landscape?
Ind53	What can archaeology tell us about the production and use of consumer products and their typologies from the late 18th to early 20th centuries?

Table 3 Industrial research agendas

Most of the buildings within the Site contained cellars, except for the blind-back dwellings off Gas Street, which are, therefore, unlikely to survive within the Site. The buildings were demolished in the 1940s and 1950s and were replaced by Albert Bridge House. Buried remains of the cellared buildings have the potential to address the research aims listed above, depending on the construction methods used to build Albert Bridge House.

The development of power production sites has been recognised as an avenue of research. This is articulated in the current *Archaeological Research Framework for North West England* (https://researchframeworks.org/nwrf/industrial/) which identified several initiatives that should be prioritised for archaeological research:

Industrial period	
Agenda No	**Agenda Description**
Ind52	What Industrial and Modern period type sites need further study?
Ind55	What is the evidence for the development of power production?
Ind58	How have industrial buildings adapted to new technology and processes?
Ind61	What are the gaps in our understanding of power production sites in the North-West?

Table 4 Post-medieval and industrial period research agendas

The world's first municipal gasworks, built in 1817, was partly across the southern part of the Site. A large building associated with the gasworks was within the Site, which was later partly redeveloped into a large gasholder. The research questions would also apply to Albert Mill shown on mid-19th-century mapping. The Site may have some potential to address the research aims listed above, depending on the construction methods used to build Albert Bridge House. It may also be worth noting that all redundant non-designated gas holders are currently being demolished across the country. These structures are being recorded as part of this national programme (*ibid*).

The research agendas set out in the *North West Regional Research Framework* identify the potential to further our understanding of the development of institutional buildings:

Industrial period	
Agenda No	**Agenda Description**
Ind25	How do institutional buildings (e.g. prisons, asylums, workhouses, hospitals etc) develop during this period and where are significant extant examples?

A small part of the footprint of the Police Station lies within the Site and therefore has limited to potential to address the research aim listed above.

7.4. Summary of significance

A summary of the potential and significance of the archaeological remains within the Site is outlined in the table below (Table 5). These conclusions have been informed by the above criteria, professional judgment, the ICOMOS guide to assessing the value of heritage assets, as well as contributions that could be made towards local and regional research agendas.

Identified Asset	Period	Potential	Archaeological significance
Gardens (GE01)	Post-medieval	Limited	Low
Albert Street north (GE02)	18th century	Moderate	Low
Albert Street south (GE03)	18th to 19th century	Moderate	Low
Bridge Street and Back Bridge Street (GE04)	18th century	Moderate	Low
Blind-back houses (GE05)	Early 19th century	Limited	Low
Manchester Gas Works (GE06)	Early 19th century	High	Medium
Police Station (GE07)	Mid-19th century	High	Negligible
Albert Mill (GE08)	18th to mid-19th century	High	Low
Landing Stage (GE09)	Mid-19th century	Limited	Negligible

Table 5 Summary of potential archaeological sites and their significance

This assessment concludes that the Site is of archaeological interest and has the potential to contain buried remains of low (local) significance and medium significance that date to the industrial period. Figure 12 (Appendix 2) shows the areas of archaeological potential.

8. Impact Assessment

8.1. Site conditions

The Site contains two hard-standing car parks and Albert Bridge House, a 1950s government office block. The buildings within the Site may have substantial foundations due to their riverside location, particularly the main office tower, which is 18th-storeys high.

8.2. Proposed development

The desk-based assessment has been prepared in support of a full planning application for a mixed-use scheme on land that is currently occupied by Albert Bridge House and two car parks in Manchester City Centre. The scheme comprises three mid- to high-rise blocks.

8.3. Review of impact on the archaeological resource

The development proposals will involve ground-breaking and landscaping works across the Site, which has the potential to impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of post-medieval garden soils, various late 18th- and early 19th-century buildings, a late 19th-century Police Station, Albert Mill, Manchester Gasworks and a landing stage. Any such remains that do exist within the site are likely to be of negligible, low (local) significance and, potentially, medium (regional) significance. Without a programme of mitigation, the proposed development could damage or destroy these remains.

9. Conclusions

9.1. Planning policy

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

9.2. Recommendation for further work

Following consultation with GMAAS, it is recommended that an archaeological evaluation (in the form of trial trenches or a strip, map and record evaluation) to confirm the presence or absence of buried archaeological remains and, if present, their extent and significance. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource.

The above recommendations would offset the harm of the development on the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework, Place for Everyone and Manchester's Core Strategy. The exact scope of the archaeological evaluation will be set out within a Project Design and agreed with GMAAS.

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Appendix 2 - Figures

Figure 1: Site location map

Figure 2: Site boundary superimposed on modern mapping

Figure 3: Site boundary superimposed on Green's map of 1787-94

Figure 4: Site boundary superimposed on Swire's map of 1824

Figure 5: Site boundary superimposed on Bancks & Co's map of 1831

Figure 6: Site boundary superimposed on the Ordnance Survey Town Plan, published 1851

Figure 7: Site boundary superimposed on the Ordnance Survey Town Plan of 1891

Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1908 edition, surveyed 1908

Figure 9: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1933 edition

Figure 10: Site boundary superimposed on the Ordnance Survey 1:2500 National Grid Map, published 1951

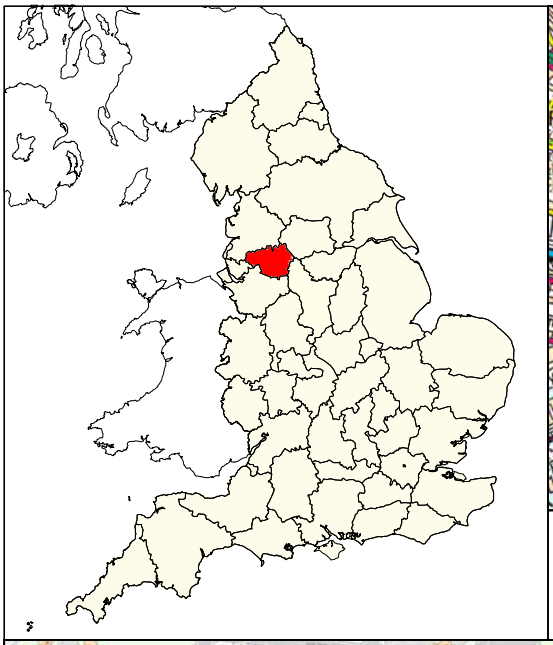
Figure 11: Gazetteer sites superimposed onto modern mapping

Figure 12: Areas of archaeological potential

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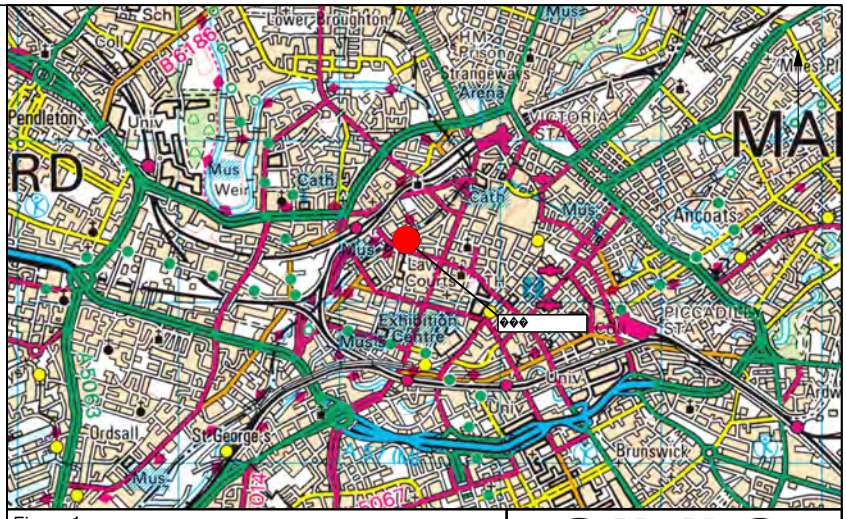
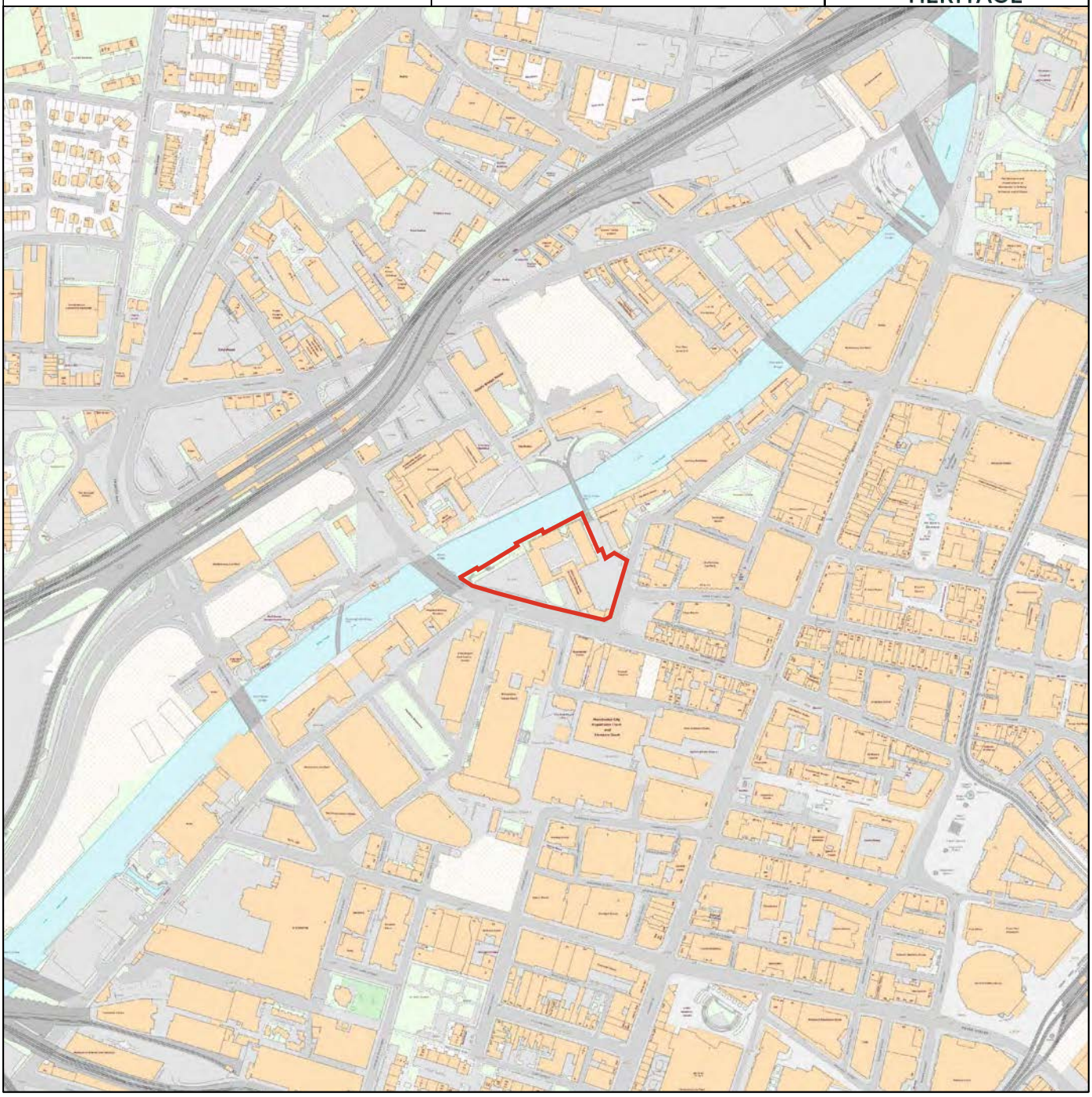


Figure 1

Site location

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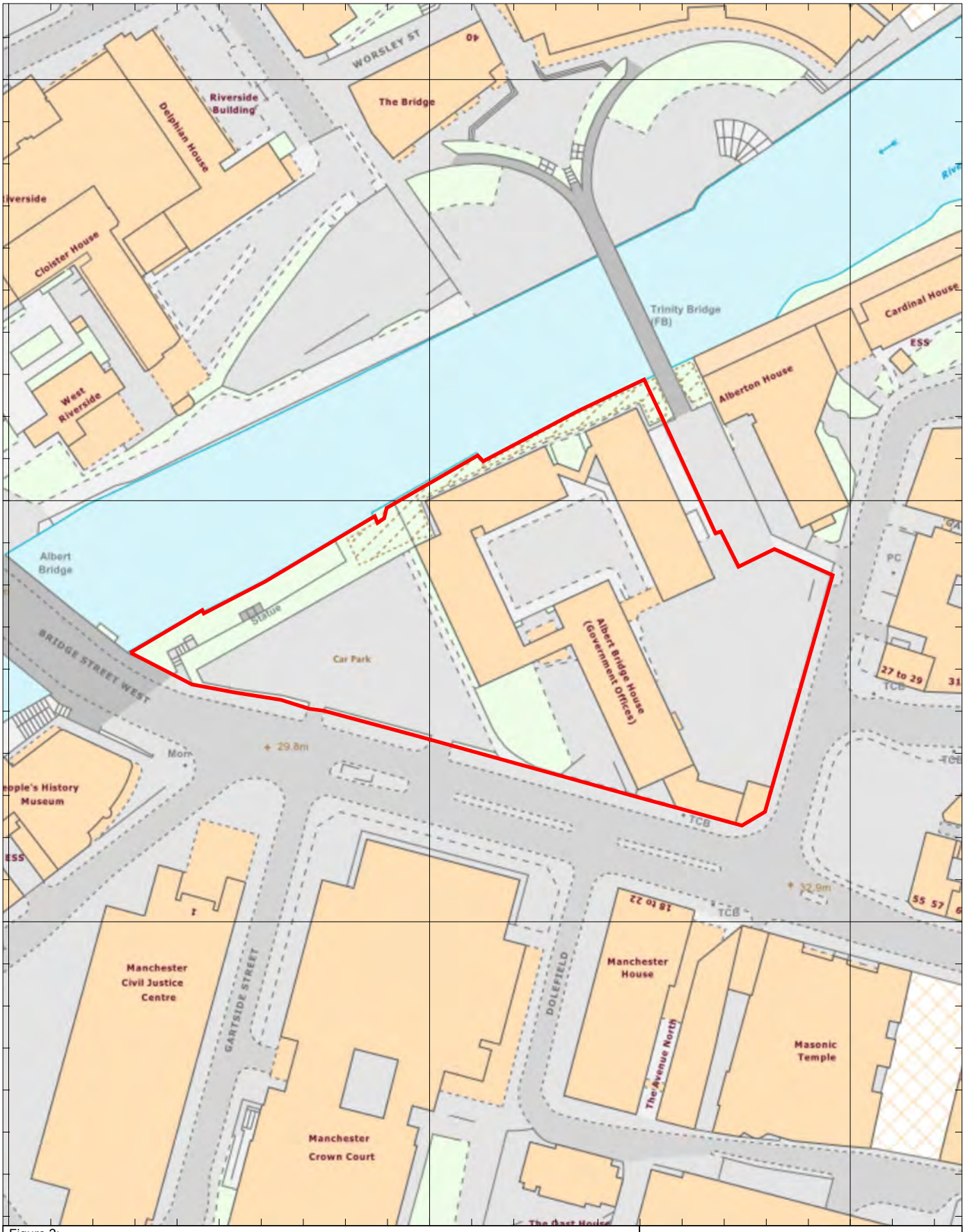


Figure 2:

Site Boundary Superimposed onto Modern Mapping

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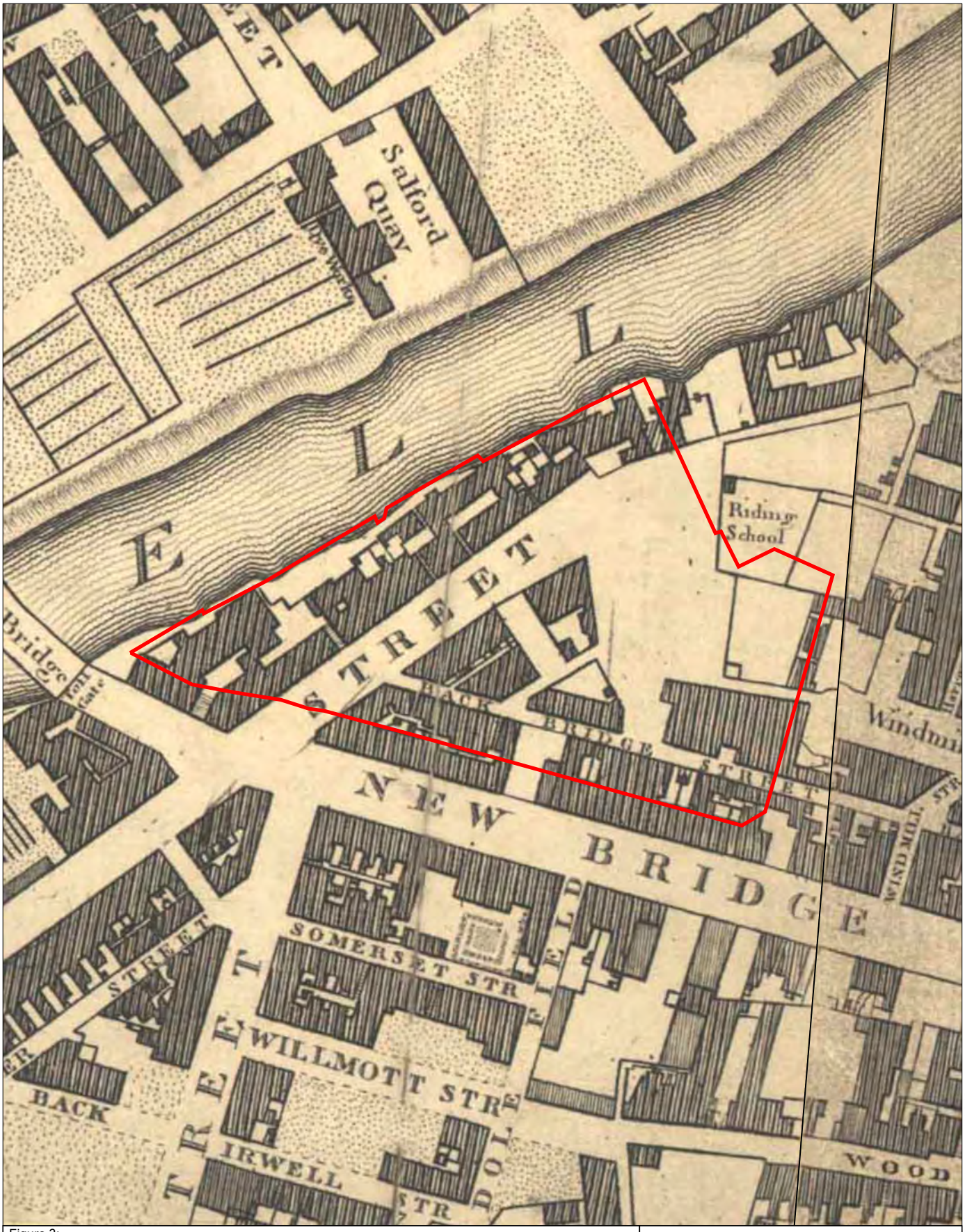


Figure 3:

Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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Figure 4:

Site Boundary Superimposed onto Swire's Map of Manchester & the Environs 1824

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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Figure 5:

Site Boundary Superimposed onto Bancks & Co's Map of Manchester & Salford 1831

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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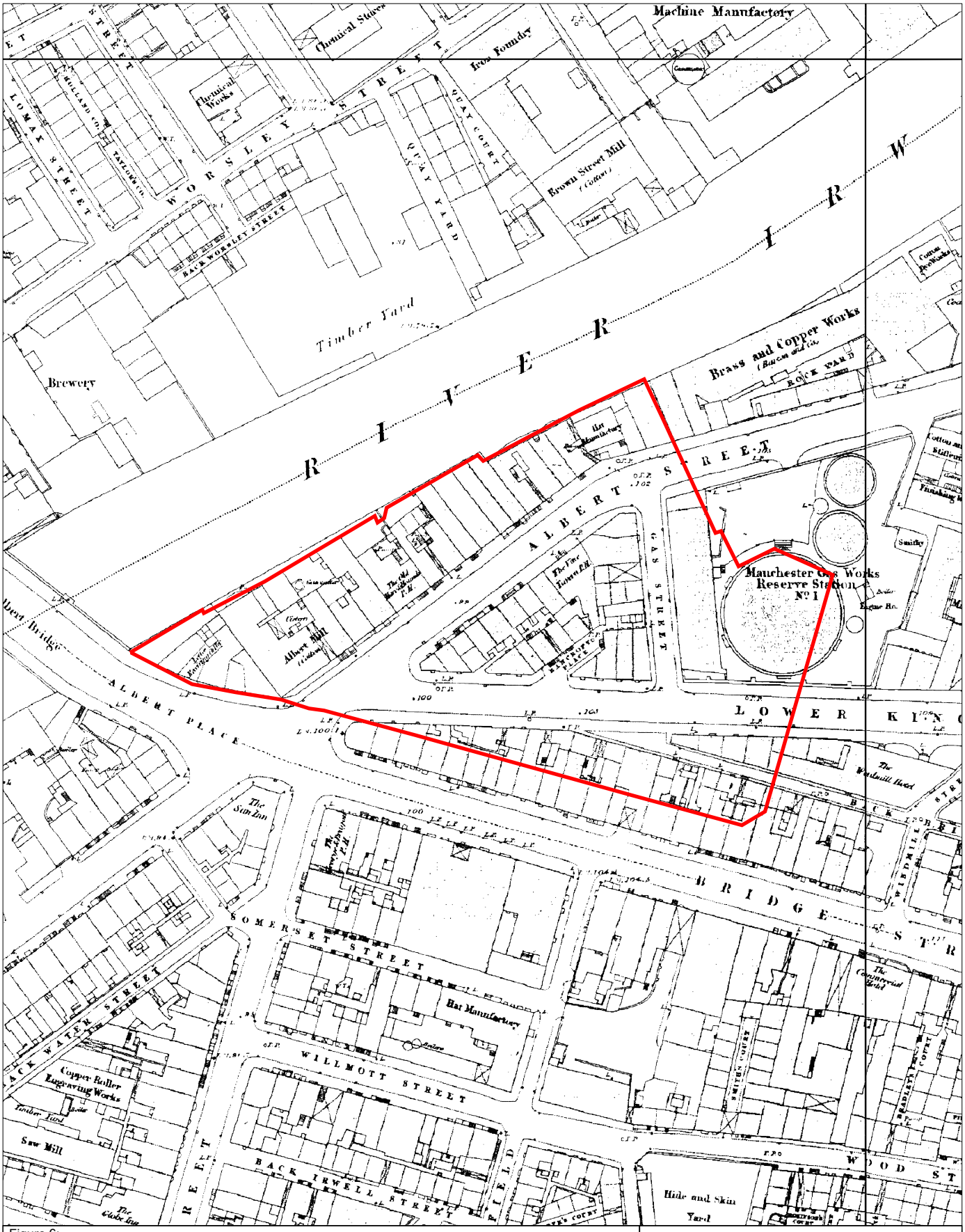


Figure 6:

Site Boundary Superimposed onto the 1:1056 Town Plan of 1851

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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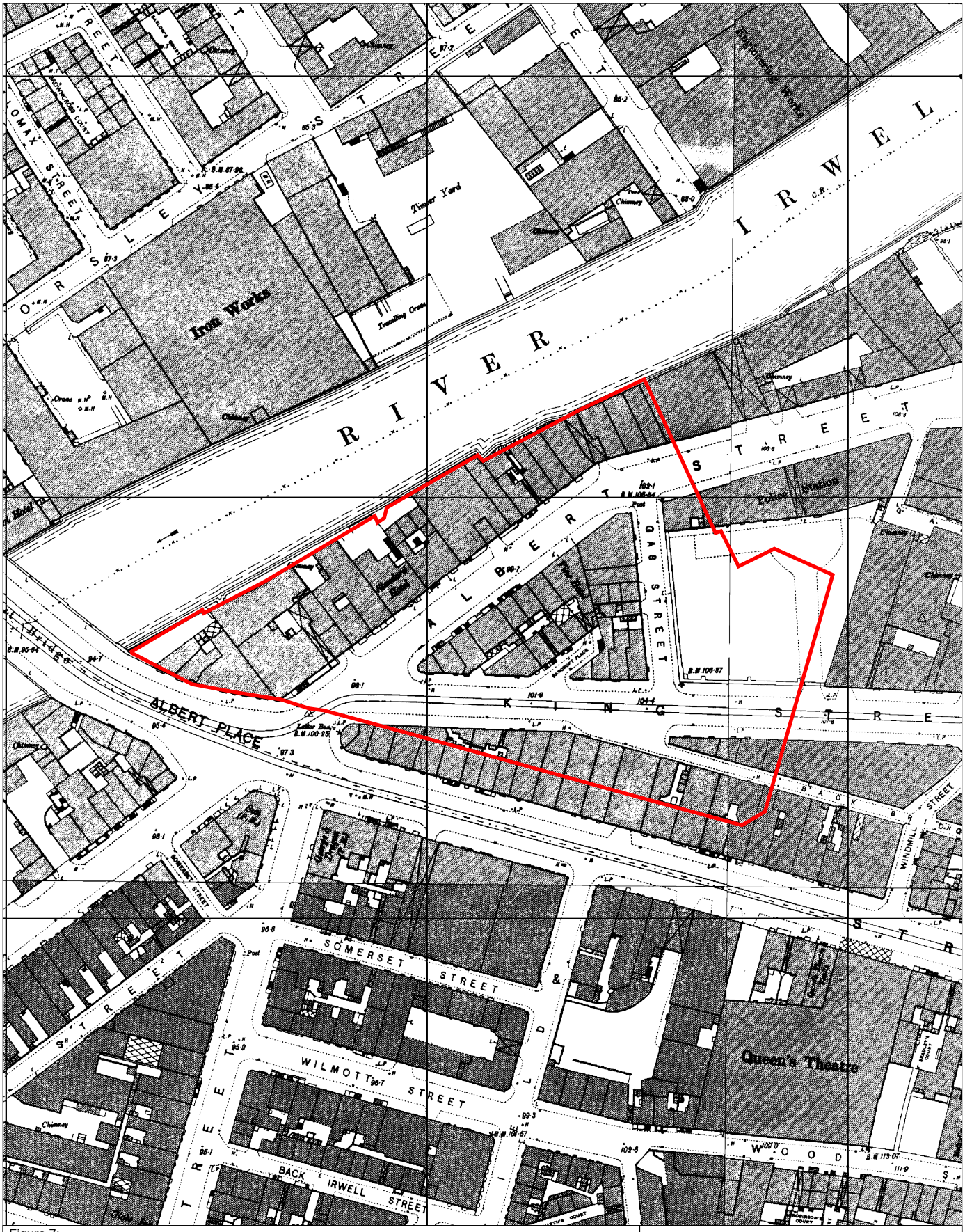


Figure 7:

Site Boundary Superimposed onto the 1:500 Town Plan of 1891

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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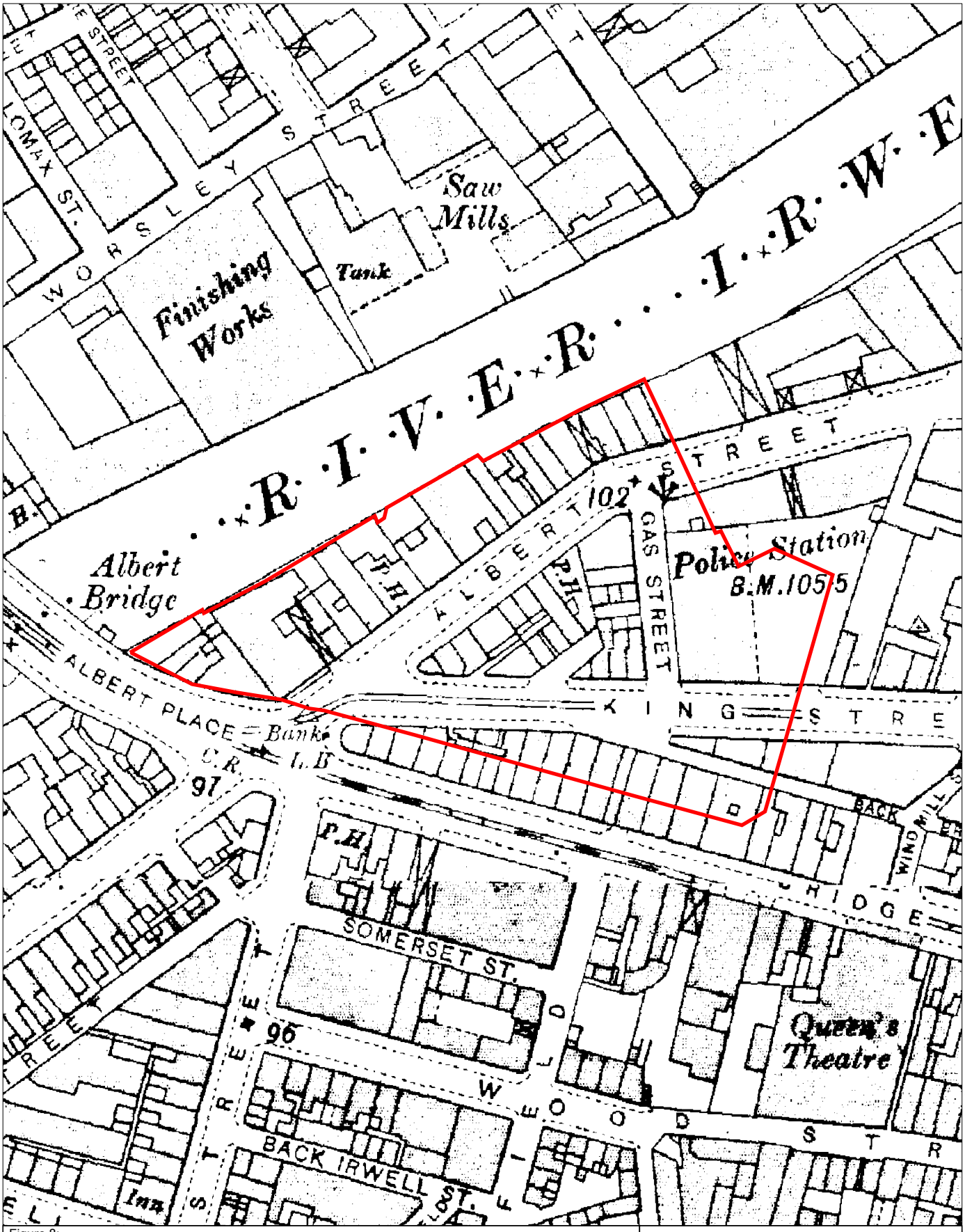


Figure 8:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1908

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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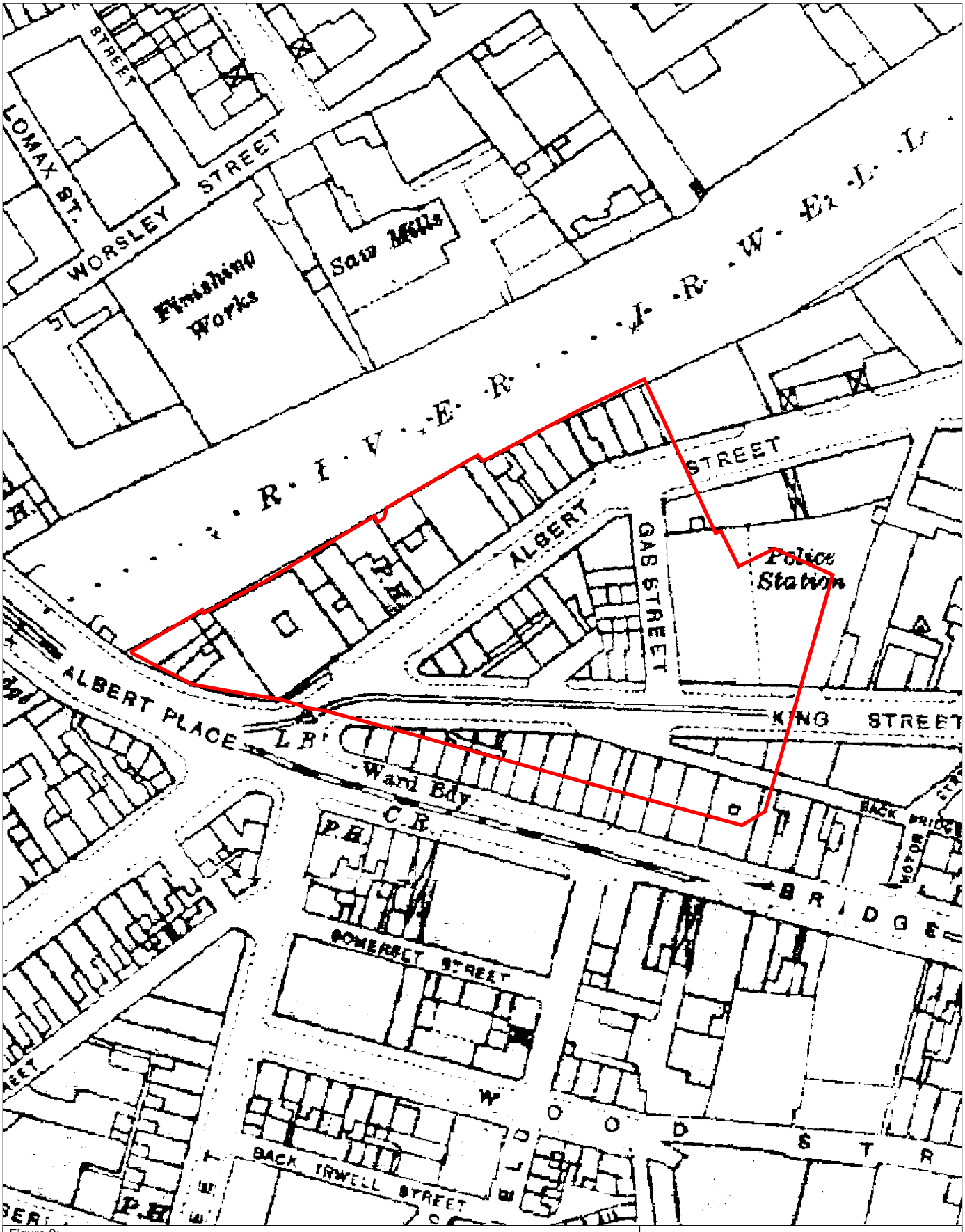


Figure 9:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1933

N

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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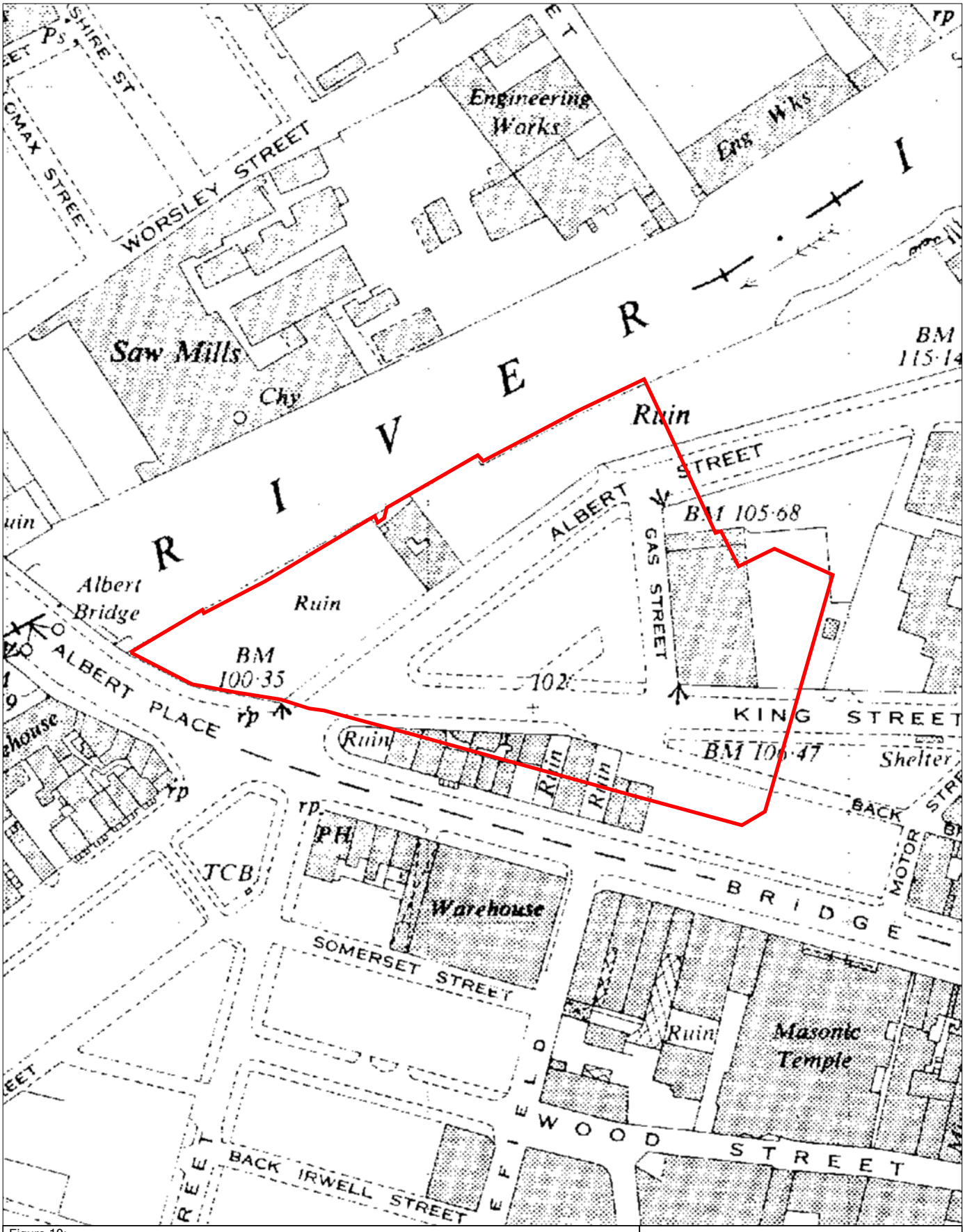


Figure 10:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1951

Key:

Site Boundary

CIVIC HERITAGE

0 50 m

Scale at A4 1:1250

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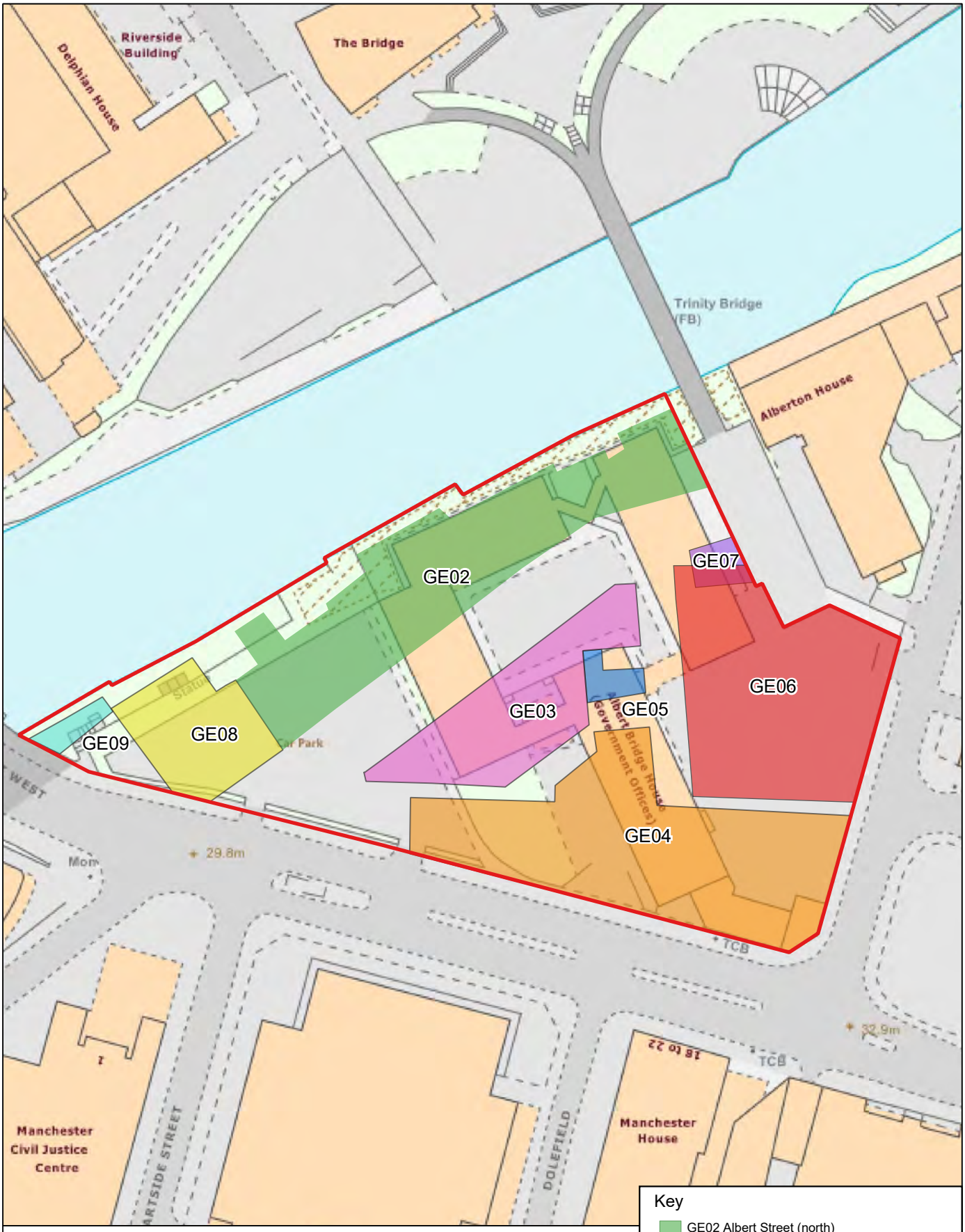


Figure 11:

Locations of Gazetteer Entries

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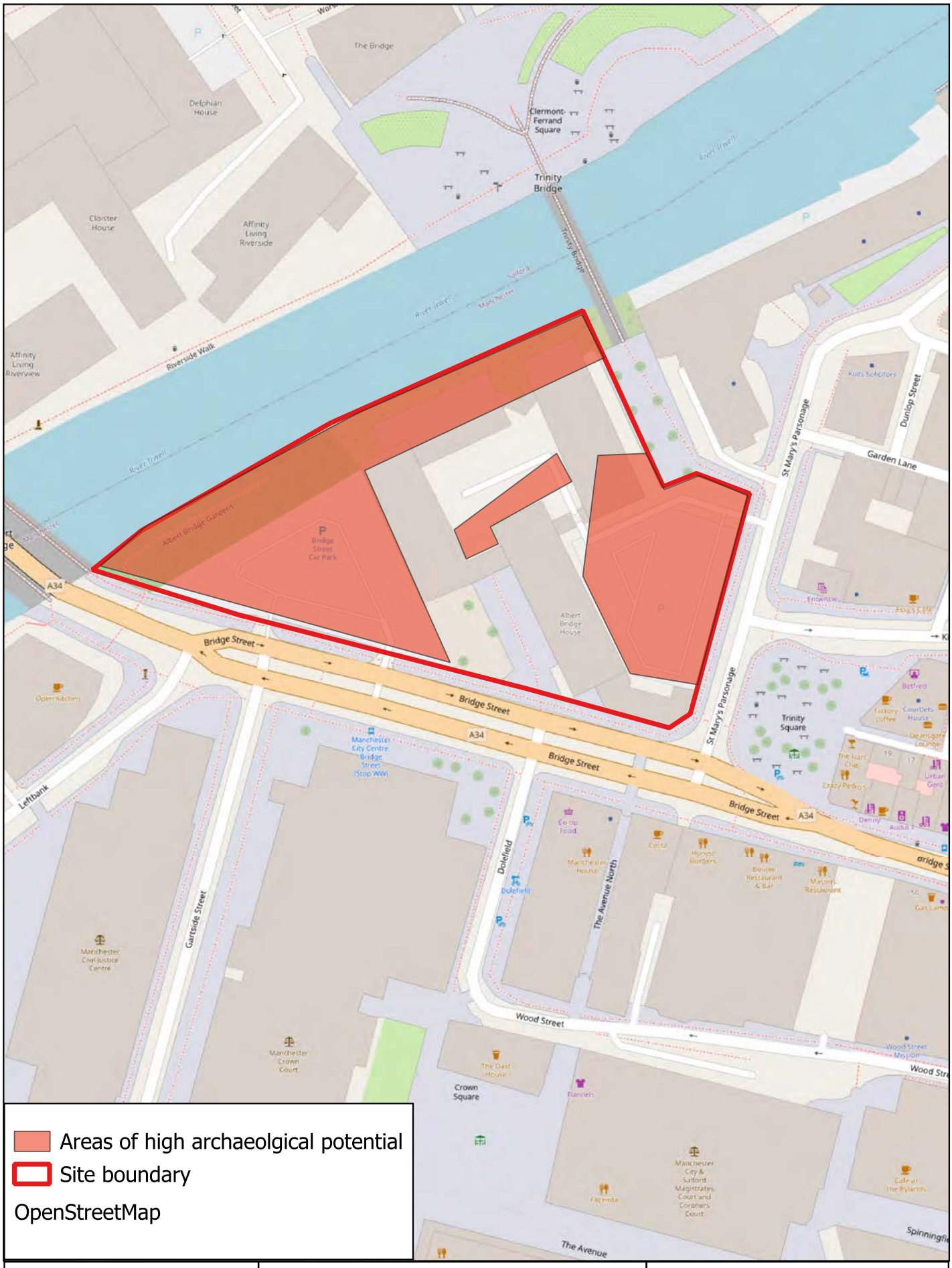
0 50 m

Scale at A4 1:1000

Key

- GE02 Albert Street (north)
- GE03 Albert Street (south)
- GE04 Bridge Street and Back Bridge Street
- GE05 Blind-back houses
- GE06 Manchester Gas Works
- GE07 Police station
- GE08 Albert Mill
- GE09 Landing stage
- Site boundary

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Figure 12: Areas of archaeological potential inlcuding GE01-4 GE06 and GE08

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Decision Summary

This building has been assessed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest. The asset currently does not meet the criteria for listing. It is not listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended.

Name: Albert Bridge House

Reference Number: 1476463

Location

HM Revenue & Customs, Manchester Castlefield, Albert Bridge House, 1 Bridge Street, Manchester, M60 9AF

The building may lie within the boundary of more than one authority.

County:
District: Manchester
District Type: Metropolitan Authority
Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Decision Date: 01-Jun-2021

Description

Summary of Building

Government offices, built in two phases: an eighteen-storey tower block 1958 to 1959; a six-story block and three-storey block with an attached single-storey block 1960 to 1962, to designs by E H Banks, senior architect of the Chief Architects' Division of the Ministry of Works.

Reasons for currently not Listing the Building

Albert Bridge House, built in two phases of 1958 to 1959 and 1960 to 1962 to designs by E H Banks of the Ministry of Works, is not listed for the following principal reasons:

Degree of architectural interest: * it does not compare favourably with contemporary listed office buildings, lacking either their sophistication of layout and planning, technological innovation, degree of completeness, quality of interior fixtures and fittings (especially in key areas), or notable high-quality artwork;

* the design of Albert Bridge House tower block is typical for office buildings of the late 1950s with an exposed concrete frame, repetitive modular elevations and extensive glazing, its modern credentials diluted by the use of traditional Portland stone for partial cladding;

* though the use of an undulating concrete shell roof on the rear block is eye-catching, it is not innovative technology by this date;

* the mainly open plan interiors are standard with no key areas of note due to the quality of their original fixtures and fittings;

* the appearance of the complex has been altered by the replacement of the original windows in all the buildings, impinging particularly upon the tower block, whose fenestration was a prominent component of its design;

* the interiors of all the buildings have undergone a major refurbishment with replacement of original fixtures and fittings, reconfiguration of spaces with addition or removal of partition walls, and insertion of modern underdrawn ceilings with integral lights.

Degree of historic interest: * though there is some historic interest in Albert Bridge House's role in the post-war redevelopment of Manchester this is not sufficient without also having clear architectural interest to meet the criteria

for listing;

* Likewise, though it was the first post-war building constructed under the Ministry of Works new fixed-price contracts for government building projects, this is not sufficient without the clear architectural interest to meet the criteria for listing.

History

Albert Bridge House stands on the south bank of the River Irwell, close to the Albert Bridge (the latter constructed in 1844). The 1:1056 Ordnance Survey Town Map published in 1851 shows that at this time the site had a tight network of streets built up with small-scale businesses and terraced housing. In addition the Manchester Gas Works stood on the east side of the short Gas Street, replaced by the Albert Street A Division Police Station in 1859.

The police station closed in the 1930s, following the construction of the new Bootle Street Police Station. In October 1937 the Manchester Watch Committee approved the sale of the site to the Lord Chancellor's Department for the construction of a new building to accommodate county courts for both Manchester and Salford. Before this could occur the area was heavily bombed during the Second World War, resulting in many buildings being destroyed or severely damaged. It was subsequently largely cleared and became the focus for major post-war redevelopment in the city. The City of Manchester Plan of 1945 by R Nicholas, City Surveyor and Engineer, envisaged a processional way between the Town Hall to the east and new riverside civic and judicial buildings, notably the new law courts. The one and three-quarter acre plot of land on which Albert Bridge House stands was reserved for 'buildings of a major cultural and civic character'.

In 1956 the Ministry of Works decided to tender fixed-price contracts for certain new buildings designed by their architects' department. Albert Bridge House was the first such contract to be built following the Ministry extending this arrangement to all government building projects of not more than two-year periods. It was designed by E H Banks, senior architect of the Chief Architects' Division. The first building to be built in 1958 to 1959 was the 18-storey tower block to house tax officials, referred to locally as 'little Whitehall'. It had a contract price of £615,000 and provided accommodation for 900 of the 1,200 complement of staff. The main contractors were Messrs J Gerrard and Sons Ltd. The building was finished in exactly two years and was opened in March 1959 by Mr Harmer, Parliamentary Secretary to the Ministry of Works.

The clearance of bombed buildings also led to a reconfiguration of the historic street pattern and the tower block was built at an oblique angle to Bridge Street and St Mary's Parsonage, overlying the former location of Albert Street, Gas Street and the west end of King Street West. On the opposite side of Bridge Street is the north end of the Crown Court, which was being built in 1957 to 1962. The tower block was constructed with an expressed reinforced concrete frame glazed with slender metal-framed windows with centre-pivot opening lights and concrete end walls faced in Portland stone slabs. The stone cladding to the end walls was used as permanent shuttering for the concrete, which together with the repetitive flush slab construction of the open-plan floorplates enabled the contractors to complete a floor a fortnight. The window frames were originally painted yellow, with pearly-grey vitrolite spandrel panels beneath the windows. The ground floor to the east and west long elevations had curved glass brick screens with individual windows in each bay. The lifts stopped on the 17th floor to avoid a high lift-shaft projection on the roof. The elevations of the block were approved by the Fine Art Commission. Banks's design was also exhibited at the 1957 Royal Academy with a drawing by Jack Cowan; exhibiting architectural drawings here was a regular practice by the Ministry of Works.

The Architects' Journal (Apr 23, 1959) stated that 'there is little of note' internally, though complimenting smooth-running lifts (since replaced). The interior had a small terrazzo-floored entrance hall at its northern end with a bank of three lifts opening off one side and a staircase in the corner. At the southern end was a single lift and a second staircase. The staircases were finished in terrazzo up to the second floor, beyond which the finish was granolithic. The lift lobbies on the upper floors also had cheaper granolithic flooring to the landings and to the adjoining lavatories, while corridors and offices had linoleum flooring. The offices were either open-plan or divided up by lightweight plaster partitions.

A second phase was built in 1960 to 1962. It comprised a six-storey block housing the Ministry of Labour and a three-storey block with an attached single-storey block housing the Ministry of Pensions. The blocks were constructed in a similar manner with concrete frames and Portland stone cladding and were linked to the taller tower at its northern end by enclosed walkways. The single-storey block had an undulating concrete shell roof. The interiors were similarly fitted out.

In around 1989 the original metal-framed windows in all the buildings were replaced with new windows, with the exception of those in the link walkways between the tower block and the six-storey and three-storey blocks; it is not known if the purple glass to the link walkways is original. Perhaps at the same time the ground-floor curved glass brick screens were replaced with windows similar to those on the floors above.

In October 1992 a new cranked link walkway was built between the six-storey block and the single-storey block to permit wheelchair access between the buildings. In 1993 and then in February 1997 changes were made to the link walkway entrance to the tower block.

The rooms throughout the buildings were refurbished in the late C20, or early C21.

Since the early 1990s the building has been used by the Inland Revenue, although the Department of Work and Pensions continues to carry out assessments in the three-storey block and attached single-storey block.

Details

Government offices, built in two phases: an eighteen-storey tower block in 1958 to 1959; and a six-story block and three-storey block with an attached single-storey block in 1960 to 1962, to designs by E H Banks, senior architect of the Chief Architects' Division of the Ministry of Works.

MATERIALS: the four buildings have a reinforced concrete construction with Portland stone cladding and glazing.

PLAN: Albert Bridge House is located on a large, approximately triangular plot, bounded on the south side by Bridge Street, on the east side by St Mary's Parsonage, and on the north side by the River Irwell. It comprises a group of rectangular buildings set around a quadrangle used as a carpark. The eighteen-storey tower block and attached single-storey range containing lavatories, storage (former cycle shed) and electricity sub-station range, are closest to Bridge Street. The tower block has a link walkway at its northern end to the six-storey block set back on the east side and an opposing link walkway to the three-storey block on the west side. Attached to the rear east side of the three-storey block is the single-storey block, which is built parallel to the River Irwell. A cranked walkway links it to the six-storey block. The eighteen-storey tower block, six-storey block and three-storey block all have basements.

EIGHTEEN-STOREY BUILDING (TAX OFFICE) EXTERIOR Not inspected: information from other sources. The tower block stands at an oblique angle to Bridge Street (A34) with its southern end wall most visible when travelling along the road from the centre of Manchester towards Salford on the opposite side of the River Irwell. The end walls are stone-clad and project above roof level. The cladding is channelled to give texture and a staggered pattern. Between the end walls the concrete frame has also been extended upwards to form an integral open colonnade screening ancillary roof structures. All the windows have been replaced.

The west elevation is eleven bays long and eighteen storeys high. The left-hand first bay is stone-clad, wrapping round from the north end elevation, and has an inset, vertical row of individual rectangular, framed windows equating to the floor levels. The right-hand corner of the building is also stone clad. In between is a ten-bay concrete grid formed by floor plates and piers. The first-floor plate is deeper and the ground-floor windows below are recessed, unlike the flush windows on the upper storeys. The concrete grid bays each have a slender, white-powdered metal frame containing a row of three casement windows with grey-powdered metal frames, dark blue glass spandrel panels below and narrower dark blue glass panels above. At the left-hand end the lowest three storeys of the second bay are obscured by the eastend of the link walkway to the three-storey building. At the right-hand end an angled dwarf wall abuts the building. It is clad in stone, which has fallen off in places exposing the brick behind.

The eleven-bay east elevation is similar to the west elevation. On this side of the building the left-hand corner of the building is stone-clad and the right-hand eleventh bay is stone-clad with a similar inset, vertical row of individual windows. The concrete grid bays have similar glazing; the ground-floor windows are flush, rather than recessed. At the right-hand end the first- and second-floor bays of the tenth bay are obscured by the west end of the raised link walkway to the six-storey building. At the left-hand end is a flat-roofed, single-storey range angled to abut the site boundary. It is clad in stone with a coped parapet. The right-hand end, abutting the main building, has a wide doorway and two horizontal ventilation slits. In the centre is a recessed and angled four-bay storage and garage area, the bays secured with metal roller blinds and security gates. At the left-hand end is a projecting electricity sub-station with central double doors. The outer elevations facing the road are mostly blind. The left-hand end has a window with ventilation slats with two adjacent horizontal ventilation slits and is angled in to abut the right-hand side of the south end elevation of the tower block. A triangular paved area formed between the single-storey range and the end elevation of the tower block has a raised, kerbed roundel of pebbles.

The south end elevation is clad in stone with two vertical rows of individual windows on the right-hand side, above the single-storey range. At first-floor level on the left-hand side is a relief-carved royal cypher E II R surmounted by a crown, with the date 1959 beneath.

The north end elevation is similarly clad in stone. It has a single vertical row of individual windows towards the right-hand corner.

INTERIOR Not inspected: information from other sources. The interior has a basement and eighteen floors with layouts repeated on each floor with minor variations. The floors have double spine rows of eight, square columns forming a central corridor and walls separating off the north and south end bays. The north bays contain a staircase lobby with a bank of three lifts flanked by a corner staircase and corner lavatories; on the first and second floors these open into a lobby in the second bay from which the link walkways are accessed. The south bays have a lift, staircase and ancillary rooms. The central bays are largely open plan, with some separate rooms of varying sizes, mostly located at the northern end of the building. These have lightweight partition walls and are likely to be later additions, including the largest meeting room, which is on the tenth floor and has two sub-dividing concertina screens.

The ground floor is slightly different, having a northern entrance lobby with the lift lobby with two circular columns

opening off the north side. The original three steps up to the lift lobby have been replaced by angled steps and a ramp. The lavatories on this floor are located in the single-storey range at the south end of the building.

The building has been extensively refurbished, leaving few original fixtures and fittings. The original open-well staircases with half landings remain with plain metal balustrades painted white and red plastic-coated handrails and similar red plastic-coated handrails attached to the walls. The southern staircase retains the original fire hydrants on the landings. A few of the original plain timber doors remain, some with reinforced glass lights. They have aluminium door handles or pulls and simple timber architraves, though the majority have been replaced by modern part-glazed doors. Throughout the building the floors have modern underdrawn ceilings and integral lighting. The lavatories and kitchens or tea points all have modern fixtures and fittings. On the ground floor the entrance lobby and lift lobby have been refurbished, with modern timber wall panelling and doors, and tubular metal handrails to the remodelled steps and inserted ramp. The lifts are replacements.

SIX-STOREY BUILDING AND LINK WALKWAY (MINISTRY OF LABOUR) EXTERIOR Not inspected: information from other sources. The six-storey east block is set back from the street and is aligned at the same oblique angle as the tower block. It is entirely clad in channel-patterned Portland stone slabs with a coped parapet. At the south end of the roof is a projecting, organically shaped lift engine housing. The windows to the building are replacements.

The west elevation is twenty-seven bays long at its upper levels with regular rows of individual vertical rectangular windows. At the left-hand end, the ground floor of the second and third bays are obscured by the cranked walkway linking the building to the single-storey rear block. There is a fire door in the fourteenth bay. At the right-hand end is a raised link walkway to the northern end of the tower block. Below, at ground-floor level, there is a projecting renewed, glazed entrance porch opening into the entrance lobby of the six-storey building.

The east elevation is twenty-four bays long with similar regular rows of individual vertical rectangular windows. There is a door in the eighth bay.

The south end elevation has two vertical rows of individual windows towards the right-hand side. On the left-hand side at first-floor level is the building’s name in applied letters.

The north end elevation overlooks the River Irwell. It is clad in stone, except at basement level, where the reinforced concrete frame is visible, the panels infilled with brick. It also has two vertical rows of individual windows.

The walkway is raised on two pairs of columns to allow a road beneath into the quadrangle. The walkway itself has two levels, linking the first and second floors of the buildings. The south and north elevations both retain the original curtain-wall glazing.

INTERIOR Not inspected: information from other sources. The interior has a basement and six floors with layouts repeated on each floor with minor variations. The floors have double spine rows of square columns forming a central corridor either fully or partly partitioned off depending upon the floor. Again, there is a mixture of open plan and rooms of varying sizes. There are staircases in the north-east and south-east corners. Two lifts and lavatories are located at the southern end.

Partitioned corridors retain their original partition walls with high-level horizontal rows of borrowed lights with reinforced, textured glass. The surviving original fixtures and fittings are similar to those in the tower block with plain timber doors, some with reinforced glass lights, aluminium door handles or pulls and simple timber architraves. The open well staircases also have plain metal balustrades painted white with black plastic-coated handrails. The ground-floor entrance lobby retains an original rectangular, terrazzo planter beside the steps and circular columns, but has been otherwise refurbished, with a modern underdrawn ceiling and integral lighting and tubular metal handrails.

The floors have also been refurbished with similar underdrawn ceilings and lighting, and the lavatories and tea points all have modern fixtures and fittings.

The basement has a large Sargent & Greenleaf safe.

THREE-STOREY BUILDING AND LINK WALKWAY (MINISTRY OF PENSIONS) EXTERIOR Not inspected: information from other sources. The three-storey west block is set back from the street, aligned at the same oblique angle as the tower block and parallel to the six-bay east block to which it is similar in appearance, also being entirely clad in channel-patterned stone slabs with a coped parapet. At the north end of the roof is a projecting, organically shaped lift engine housing. The windows to the building are replacements.

The outward-facing south end elevation is blind. At ground-floor level is a horizontal metal panel with a row of three letterboxes. Inscribed on the panel above the letterboxes from left to right is TREASURY MEDICAL SERVICES; MINISTRY OF PENSIONS / AND NATIONAL INSURANCE / PNEUMOCONIOSIS MEDICAL PANEL; MINISTRY OF PENSIONS / AND NATIONAL INSURANCE / WAR PENSIONS OFFICE. To the right-hand side is the building’s name in applied letters.

The west elevation is twenty-two bays long with regular rows of individual vertical rectangular windows. At the left-hand end is a ground-floor doorway. At the right-hand end a stone-clad dwarf wall abuts the building and curves

round towards Bridge Street before being angled in towards the link walkway entrance.

The east elevation is also twenty-two bays long with similar fenestration. The single-storey block wraps around the right-hand corner.

The north end elevation has two vertical rows of individual windows.

The three-storey link walkway is flush with the south end elevation of the three-storey block. The south elevation has stone-clad eaves and replacement fenestration beneath incorporating glazed revolving doors and double doors. The north elevation of the walkway faces into the quadrangle. It retains the original curtain-wall glazing, with a cantilevered concrete canopy over a pair of glazed double doors.

INTERIOR Not inspected: information from other sources. The interior has a basement and three floors with double spine rows of square columns forming a central corridor. On the ground and first floors the corridor is partitioned off; the second floor is mostly open plan. There are staircases in the north-west and south-east corners and the lavatories are located at the north end of the first and second floors.

The ground and first floors retain the central corridor partitions with high-level horizontal rows of borrowed lights with reinforced, textured glass and plain timber doors with aluminium door handles. The corridors and rooms have modern underdrawn ceilings and integral lights. Some of the rooms on the first floor have been combined to provide larger rooms. The staircases are original and similar to those in the other blocks, with plain metal balustrades painted white and black-plastic coated handrails. The lavatories have modern fixtures and fittings and there is a modern reception area and reception counter and screen on the ground floor. The basement retains plain timber double doors with reinforced glass lights and aluminium door pulls.

SINGLE-STOREY REAR BLOCK (MINISTRY OF PENSIONS) AND LINK WALKWAY EXTERIOR Not inspected: information from other sources. The single-storey block is attached to the north-east corner of the three-storey block and is aligned at right-angles, overlooking the south bank of the River Irwell. It is attached to the six-storey block by a later cranked link walkway. The building has an undulating concrete roof. The windows are replacements.

The south long elevation faces into the quadrangle. It has concrete piers and intermediate vertical ribs with stone panels above and below a row of vertical rectangular windows with small horizontal windows over. At the left-hand end is a recessed doorway. Above a modern sign is a mosaic of coloured tesserae showing the footprint of the four blocks making up Albert Bridge House.

The north long elevation has similar concrete piers and vertical ribs with stone panels and a row of windows. At basement level the reinforced concrete frame is visible, the panels infilled with brick. The east and west end walls are clad in channel-patterned stone slabs.

Abutting the east end wall is the cranked walkway. It is built of beige brick with large windows to each side with black spandrel panels and a coved roof.

INTERIOR Not inspected: information from other sources. The range interconnects with the three-storey block. It has a spine corridor with rooms opening off.

The corridor and rooms have modern underdrawn ceilings with integral lighting. The doors are modern replacements.

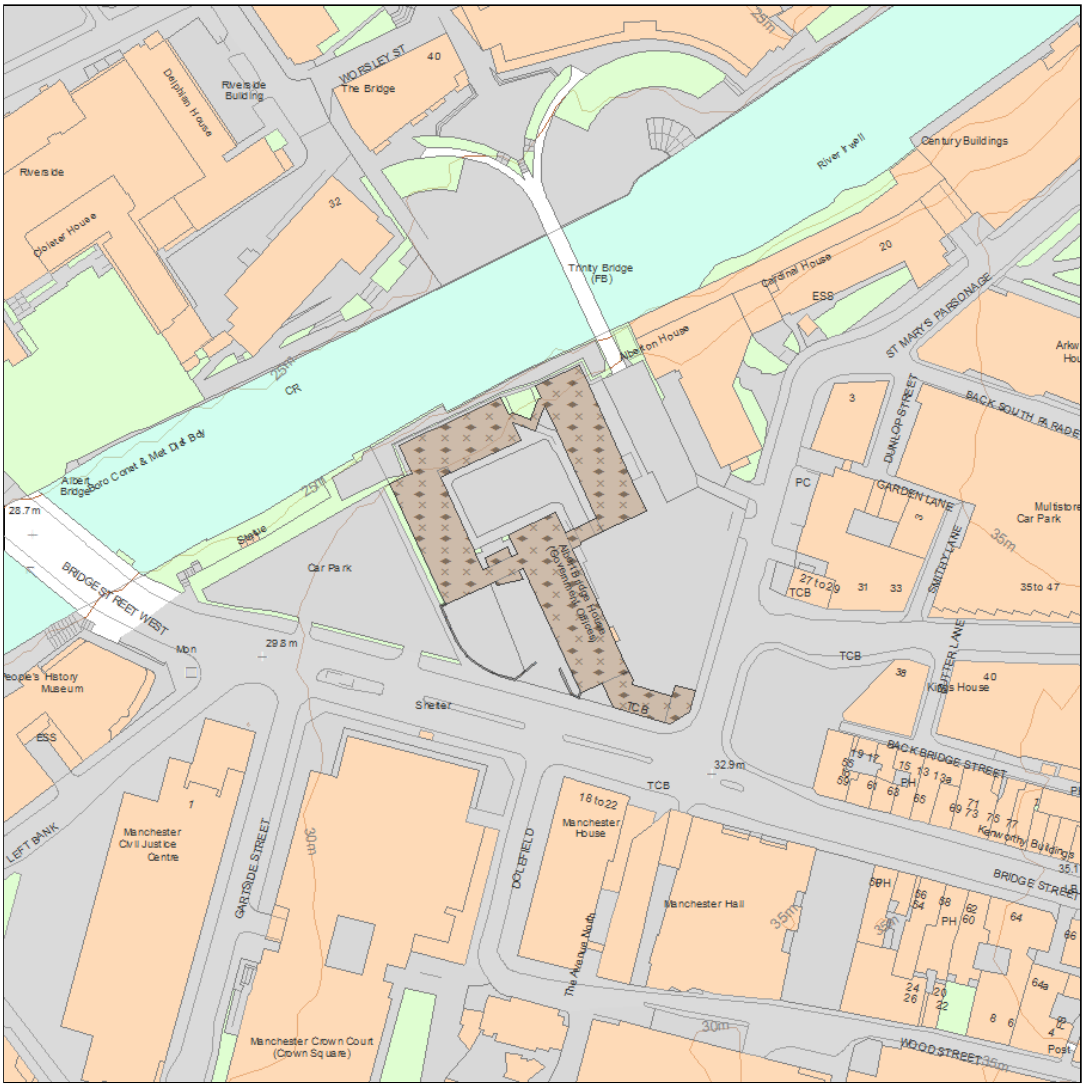
Selected Sources

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Ian Nairn, , 'Birmingham: Liverpool: Manchester' in Architectural Review, (Aug 1, 1960), 111-117
'Planning Study: changing Manchester's Skyline' in Architect's Journal, (23 April 1959), 621-624
'Albert Bridge House, Manchester' in Official Architecture & Planning, (April 1959), 179-180

Map

National Grid Reference: SJ8343998372

The below map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1476463.pdf - Please be aware that it may take a few minutes for the download to complete.



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