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FUSION STUDENTS AND ATRI7 6 LIMITED

WHITWORTH STREET WEST

EIA SCOPING REPORT

JUNE 2025

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1 INTRODUCTION

- 1.1.1 This Scoping Report has been prepared on behalf of Fusion Students and ATRI7 6 Limited (the Applicants) in support of a request for a formal Environmental Impact Assessment (EIA) Scoping Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), Regulation 15, regarding a full planning application for a 40 storey purpose built student accommodation building (hereafter referred to as the 'Proposed Development') at 10-12 Whitworth Street West, Manchester, M1 5NZ (hereafter referred to as the 'Site'). The relevant planning authority is Manchester City Council (MCC).
- 1.1.2 This report sets out the proposed scope of the Environmental Impact Assessment (EIA) being prepared in support of the Proposed Development. As required by Regulation 15, the report includes the following information:
- I. a plan sufficient to identify the land (Appendix A);
 - II. a description of the nature and purpose of the development, including its location and technical capacity (Section 2); and
 - III. an explanation of the likely significant effects of the Proposed Development on the environment (Sections 4 - 9).
- 1.1.3 In addition, this report includes information on the proposed methodologies to assess potentially significant environmental effects, and, if relevant, potential mitigation measures that may be implemented.
- 1.1.4 The Scoping Report has been submitted to MCC as the relevant planning authority who will provide a formal Scoping Opinion on the Proposed Development.
- 1.1.5 As a registrant of the Institute of Environmental Management and Assessment's (IEMA) EIA Quality Mark Scheme, Wardell Armstrong LLP (WA) is experienced and committed to the delivery of effective practice in EIA.

2 DESCRIPTION OF THE SITE AND THE PROPOSED DEVELOPMENT

2.1 The Application Site

2.1.1 The Site is approximately 0.12 hectares (ha) in size and is located at 10-12 Whitworth Street West, Manchester, M1 5NZ. The Site is illustrated on the Existing Site Plan included at Appendix A.

2.1.2 The Site is centred at National Grid Reference (NGR: SJ 83611 97506) and currently comprises made ground, concrete and hoarding. The Site is currently being used as a temporary storage area in relation to a nearby development site (using permitted development rights). It is noted that in accordance with the discharge of planning condition 1 (time frames and restoring of land) attached to planning permission 135272/JO/2022 the Site will be restored, and measures implemented to secure the Site and prevent unwanted public access. Such will be implemented within Q3 of 2025 and will comprise the turfing of the Site and the erection of perimeter fencing. Where relevant each of the technical assessments has considered this anticipated baseline to ensure a worst-case scenario has been considered.

2.1.3 The Site is bound by:

- Whitworth Street West and roadside footpath to the north;
- City Road Inn to the east;
- An elevated railway line to the south that runs between Deansgate and Manchester Oxford Road stations; and
- Camerson Street to the west.

2.1.4 The area surrounding the Site predominantly comprises built development, due to the Site being located within the city of Manchester. The majority of this development comprises apartment buildings, hotels (including the Hilton Manchester Deansgate c.0.14 km to the northwest), bars and nightclubs, a music venue (Rebellion Manchester c.0.08 km west) and restaurants.

2.1.5 The Site lies adjacent to the railway line that connects Deansgate station (0.09 km west) and Manchester Oxford Road station (0.40 km east). Rochdale Canal, Castlefield Metrolink tram stop, and AXIS Manchester apartment building are located immediately opposite the Site off Whitworth Street West/B6469. The canal runs in an east to west orientation whereas the tram line runs in a northeast to west orientation.

2.1.6 Castlefield Art Gallery is located 0.14 km to the west. Car parks can be found 0.07 km south and 0.19 km west of the Site.

Environmental Designations

- 2.1.7 The Site located within close proximity to a number of Grade I, II, and II* Listed Buildings and Conservation Areas. These can be found listed in Tables 7.1 and 7.2 and illustrated on the Heritage Asset Plan (Appendix B).
- 2.1.8 The closest ecological designations to the Site include Non-Statutory Designated Ashton Canal West Site of Biological Importance (SBI) and Rochdale Canal: Stott's Lane to Ducie St Basin SBI, both located 1.40 km northeast of the Site. The closest statutory designation comprises the Rochdale Canal Special Area of Conservation (SAC), located 6.45 km northeast of the Site.
- 2.1.9 The Site is located within Flood Zone 1.
- 2.1.10 The Site is located within an Air Quality Management Area (AQMA), which covers the entirety of Manchester City Centre.

2.2 The Proposed Development

- 2.2.1 The following section provides an initial indication of the proposals, correct at the time of writing this Scoping Report. Due to the iterative nature of EIA these proposals may evolve prior to submission of the ES, however the broad principle of the Site being developed for student accommodation will be unchanged, ensuring the Scoping Opinion remains valid.
- 2.2.2 The Proposed Development description is as follows;

“Full planning permission for a 40 storey purpose built student accommodation building”.
- 2.2.3 The Proposed Development will provide student accommodation, along with a range of communal uses such as lounge areas, work stations, a café, cold storage space, concierge, gym, dinner party rooms and communal roof space.
- 2.2.4 Externally the Proposed Development will comprise a limited amount of panel types.
- 2.2.5 Pedestrian access to the building will be via Whitworth Street West. There will also be a separate access for cyclists to a dedicated cycle store off Cameron Street. A drop off bay is also proposed on Cameron Street for deliveries and taxi drop offs.
- 2.2.6 It is anticipated that the Proposed Development will be car free, although there is the potential for accessible parking (alternatively referred to as ‘Blue Badge’ parking) to be included.

2.3 Requirement for EIA

- 2.3.1 The Proposed Development falls within Schedule 2 Category 10 Infrastructure projects (b) urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas, of the EIA Regulations owing to the size and scale of the proposals. An EIA will be undertaken and an Environmental Statement (ES) prepared and submitted in support of the application on a voluntary basis.

3 PROPOSED SCOPE OF THE ENVIRONMENTAL STATEMENT

3.1 Introduction

- 3.1.1 The EIA will be undertaken in accordance with the EIA Regulations with regard to Schedule 4 which sets out the information for inclusion within an ES.
- 3.1.2 Information relating to the scope of each of the technical chapters of the ES, together with a preliminary summary of baseline information and the potential significant effects related to each of these aspects, is provided in Sections 4 to 9 of this report. Details relating to the non-technical chapters, and the technical aspects to be 'scoped out' of the ES, are provided below.
- 3.1.3 A Non-Technical Summary will be produced as a separate standalone document.

3.2 Non-Technical Chapters

- 3.2.1 The following non-technical chapters will be included within the ES.
- **Introduction:** This chapter will outline the background to the application and provide a brief overview of the proposals.
 - **Site Description:** This chapter will describe the location of the Proposed Development and provide a broad overview of the current state of the Site and surrounding area. Detailed baseline information will be provided within the relevant technical chapter.
 - **Development Description:** This chapter will describe the Proposed Development, including a description of the proposed construction and operational phase activities (to the extent available at the time).
 - **Approach and Scope:** This chapter will detail the requirement for EIA; the scope of the ES and how it was determined; any consultation undertaken; and the schemes to be considered within the cumulative assessment.
 - **Consideration of Alternatives:** This chapter will describe any reasonable alternatives studied by the Applicant, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
 - **Summary of Residual and Cumulative Effects:** This will form the final chapter of the ES and will summarise the significant residual and cumulative effects identified within the technical chapter of the ES.
- 3.2.2 The ES will be prepared by competent experts and will be accompanied by a statement outlining the relevant expertise and/or qualifications of these experts.

3.2.3 The ES will also be accompanied by a reference list detailing the sources used for the descriptions and assessments included in the environmental statement.

3.3 Scope

3.3.1 It is anticipated that the following aspects will need to be addressed in the EIA:

- Air Quality;
- Noise and Vibration;
- Built Heritage, Townscape and Visual Impact Assessment;
- Daylight, Sunlight & Overshadowing;
- Wind Microclimate; and
- Socio-Economics

3.3.2 Sections 4 – 9 of this Scoping Report set out further details on the scope of the above aspects.

Aspects to be Scoped Out

3.3.3 Specific chapters will not be included for the following topics, as it is considered that these will be addressed sufficiently elsewhere within the ES or planning application, and/or the Proposed Development is unlikely to result in significant environmental effects relevant to these topics.

Transport

3.3.4 It is proposed that traffic and transport effects are fully scoped out of the Environmental Statement (ES) for the Proposed Development.

3.3.5 The Proposed Development is a car-free, high-density PBSA scheme in a central location with excellent access to public transport, including Deansgate rail and Metrolink stations within 150 metres, and high-frequency bus services.

3.3.6 The only on-site parking provision will be for Blue Badge holders, in accordance with inclusive design requirements. The Site benefits from established pedestrian and cycle networks, and further enhancements are being delivered along Whitworth Street West as part of city centre public realm upgrades.

3.3.7 As such, the scheme aligns closely with local and regional policy objectives promoting sustainable transport.

- 3.3.8 A Transport Statement (TS) will be prepared, by Stantec, to support the planning application and will confirm both the operational and construction phases of the development will have negligible impacts on the local or strategic highway network.
- 3.3.9 Trip generation associated with the construction and operational phases of the Proposed Development is extremely limited, and well below the thresholds for assessment set out in IEMA Guidelines for Transport in ES.
- 3.3.10 A Construction Traffic Management Plan (CTMP) will be secured by condition to manage contractor movements, deliveries, and pedestrian safety during the construction period.
- 3.3.11 It is considered that the Proposed Development:
- Will not result in severance, delay, or amenity issues for pedestrians or road users;
 - Will not materially impact public transport services or their capacity;
 - Will not generate significant levels of traffic during construction or operation;
 - Will be regulated via standard planning and highways conditions; and
 - Will not trigger any of the IEMA-defined transport-related significant effects.
- 3.3.12 Accordingly, based on professional judgement, policy alignment, and accepted precedent, there is no reasonable likelihood of significant environmental effects from transport, and it is entirely appropriate for this topic to be scoped out of the ES in full.

Ecology

- 3.3.13 It is considered that ecology can be scoped out of the EIA for the reasons set out below.
- 3.3.14 A Preliminary Ecological Appraisal (PEA) (Appendix C) has been undertaken to identify ecological receptors which could be impacted by the Proposed Development. These are further discussed below.
- 3.3.15 The Rochdale Canal SAC Statutory Designated Site is located 6.45 km northeast of the Site and the Non-Statutory Designated SBIs at Ashton Canal West and Rochdale Canal Stott's Lane to Ducie St Basin are both located 1.4 km northeast of the Proposed Development. These are sensitive to potential impacts of pollution, run off or dust which could have adverse effects upon aquatic flora that they are designated for. The SAC is hydrologically connected to the Site as the canal is located approx. 20 m to the north. However, the section of the canal that is designated as a SAC and the SBIs are located upstream (by flow of water) of the Proposed Development, therefore any run-

off or pollution would not flow into them as the canal would take it west/southwest. The impact of dust would also be very limited (if not negligible) due to the distances between the designated sites and the Proposed Development, intervening development, and the anticipated amount of dust to be produced by the Proposed Development will be low.

- 3.3.16 Any dust pollution would result in at most a minor adverse effect to Rochdale Canal SAC and negligible effect to the SBIs. Neither effect is considered to be significant.
- 3.3.17 It is assumed that measures for pollution prevention and dust control would be put in place as appropriate (such as Working Methods or a Construction Environmental Management Plan (CEMP)), thereby reducing any pollution or dust creation arising from the Proposed Development to none or very minimal. This will ensure no significant adverse effects occur upon the Rochdale Canal SAC or SBIs.
- 3.3.18 Notable bird species that may be present on or close to the Site are black redstart *Phoenicurus ochruros*, which are a Schedule 1 Species and Local Biodiversity Action Plan species. The adjacent railway bridge is considered to provide nesting habitat, but there is limited foraging habitat in the surrounding area and none on Site. Impacts to this species are restricted to limited disturbance. Standard mitigation measures of initial works avoiding the nesting bird season or a pre-works nesting bird check will avoid significant adverse effects.
- 3.3.19 The railway bridge is also suitable for roosting bats. Any works that are directly on the bridge would result in potential adverse impacts to roosting bats, however the current proposals do not propose works on this bridge. As such significant adverse effects will not occur. If works do change and involve the bridge, then to assess if bats are present, an endoscopic inspection and/or an emergence survey would identify if the identified feature were suitable and if bats are roosting within.
- 3.3.20 The temporary turfing of the Site may provide limited ecological value for invertebrates and foraging birds. No significant ecological value should arise from changing the site in its current condition to turf. Pre-works checks of the Site will avoid significant adverse effects.
- 3.3.21 It is considered that if the mitigation mentioned above is put in place, then the already limited impacts from the Proposed Development upon any ecological receptor is likely to be negligible to minimal and would not result in a significant effect. There were no other ecological receptors that were identified as subject to potential impacts as a result of the development.

Water Resources & Flood Risk

- 3.3.22 The Site is located wholly within Flood Zone 1 in accordance with the Environment Agency's Development Advice maps and therefore comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (< 0.1%).
- 3.3.23 The implementation of mitigation measures into the design of the Proposed Development will ensure that the flood risk at the Site remains low and acceptable. The Proposed Development will include for standard industry practice for the type of development proposed, including the implementation of Sustainable Drainage Systems (SuDS) prior to occupation, to reduce the potential for impacts on flood risk, hydrology and water quality.
- 3.3.24 It is acknowledged that the Proposed Development will result in the construction of low permeability surfacing, increasing the rate of surface water run-off from the Site. Drainage Strategies will be produced, and suitable measures will be implemented to ensure the existing runoff rates to the surrounding water environment are maintained at pre-development rates accounting for the effects of climate change. Drainage systems and wastewater discharge shall be designed in line with best practice guidance, to eliminate any pollution risks for watercourses and underground water.
- 3.3.25 To control environmental issues during the construction process, good environmental practice will be followed, and a CEMP will be developed. The CEMP will form part of the project management plan, which will integrate the core arrangements for health and safety, quality and environmental management for the construction phase. This integrated approach ensures that environmental aspects are considered at all stages of the design and construction process.
- 3.3.26 Significant effects are not anticipated in relation to water resources and flood risk and this aspect can be scoped out of the ES.

Ground Conditions and Contamination

- 3.3.27 A number of site investigations have been carried out on the Site.
- 3.3.28 A Phase I Geo-Environmental Assessment Report (December 2024) (Appendix D) concluded that the Site *'has had previous uses of residential dwellings and more recently a warehouse, based on the proposed residential development, the overall risk to human health from on site soils contamination is considered to be moderate to low'*. The report also concluded that the risk from off-site sources of contamination is considered to be moderate to low; permanent ground gases is considered to be

moderate to low; radon is not considered to pose a risk; and the overall risk to controlled waters is considered to be low.

- 3.3.29 A Phase II Geo-Environmental Assessment Report (December 2024) (Appendix E) has also been prepared. As the Proposed Development does not propose any soft landscaping, the risk is considered to be low and no remedial measures in respect to human health are required. The assessment confirmed that *'the overall risk to controlled waters is considered to be low and no further action is required'*.
- 3.3.30 The report also states that *'Based on the gas monitoring the site is classified as Characteristic Situation 1 and ground gas protection measures are not required'*. It is proposed to undertake a ground gas monitoring programme prior to construction, following which this will be re-assessed.
- 3.3.31 During construction standard protocols and best practice will be implemented to ensure there is no risk of contamination. If required a Materials Management Plan (MMP) will be prepared.
- 3.3.32 Further site investigations and a Risk Assessment will be undertaken prior to any development work on the Site. This can be secured as a condition to the planning permission.
- 3.3.33 Considering the above it is proposed to scope Ground Conditions out of the ES.

Waste

- 3.3.34 A Phase II Geo-Environmental Assessment Report (December 2024) has been prepared in support of the Proposed Development. The report concluded that *'Waste classification for the made ground at the site has revealed the majority of the soils to be non-hazardous with some soils suitable for disposal at an inert landfill and some at a non-hazardous landfill'*. Further testing of waste arisings will be undertaken where necessary to determine the most appropriate accepting landfill.
- 3.3.35 During both the construction and operational phases the Proposed Development will be managed to integrate the core principles of the waste hierarchy circular economy to enable resources and waste to be managed sustainably and to their highest value for as long as possible.
- 3.3.36 During construction a Site Waste Management Plan (SWMP) will be prepared which will detail the design measures towards optimum use of materials, set specific targets for construction waste generation and appropriate mechanisms/protocols for segregating waste on-site and monitoring overall waste management. Areas designated for the safe storage of waste will be provided during construction. All

storage areas will be appropriately designed for environmental protection and will be organised so that they can be safely accessed by construction staff. Staff will be appropriately trained in the use of waste storage facilities on Site and clear labelling and signage will be employed to ensure that materials are handled and stored in-line with legislative requirements. Wastes will only be removed from the Site by registered waste carriers and the movements will be accompanied by a Waste Transfer Note (and a Waste Consignment Note, if appropriate) in accordance with Duty of Care. Copies of these will be stored on the Site. Wastes will only be sent to sites appropriately permitted for the treatment, recycling and/or disposal of the specific waste stream.

- 3.3.37 During the operational phase of the Proposed Development, suitable waste storage and recycling facilities will be provided in accordance with the regulations and policy set out by MCC, who will collect the waste from the Site under their statutory duties, and as part of MCC's existing waste collection scheme. The facilities will facilitate the separation of waste, promoting the diversion of waste from landfill in line with the Waste Hierarchy.
- 3.3.38 The design of the Proposed Development would provide appropriate access for refuse collection vehicles and ensure safe access and manoeuvrability for collection crews.
- 3.3.39 It is not anticipated that the construction or operation of the Proposed Development will generate hazardous waste.
- 3.3.40 With implementation of appropriate design features to facilitate waste collection, it is considered that there is limited potential for significant waste effects to arise as a result of the Proposed Development. Consequently, waste has been scoped out of further assessment within the ES.

Human Health

- 3.3.41 Impacts of the Proposed Development on human health are likely to relate to noise, air quality, and transport, which will be considered within the relevant ES chapters and reports supporting the Planning Application.
- 3.3.42 During the construction phase, health and safety regulations, will be adhered to reduce the likelihood of any impacts occurring to human health.
- 3.3.43 The construction of the Proposed Development will create direct and indirect employment opportunities in the short term which will likely have a beneficial effect upon the local population through increased employment opportunities, enhanced future job security and contribution to the economy through expenditure. Impacts

upon employment, economy, housing provision, education, healthcare and crime will be considered as part of the Socio-Economics ES Chapter.

- 3.3.44 The risk to human health from events such as major pollution and fires will be controlled through adherence to the relevant environmental permits and regulations during both construction and operation.
- 3.3.45 Owing to the nature of the Proposed Development no adverse effects on human health are expected to be introduced by the Proposed Development during the operational phase. The Proposed Development will provide a beneficial effect through increased student accommodation provision and will also promote healthy travel through the provision of cycle parking.
- 3.3.46 In conclusion, it is not considered that the proposals are likely to result in significant adverse effects on population and human health, beyond those already being considered elsewhere within the ES.

Climate Change

- 3.3.47 The EIA Regulations state that an EIA should consider potential climate related effects. It is considered that these comprise the impact of the Proposed Development on the climate (i.e. greenhouse gas (GHG) emissions) and the impact of climate change on the Proposed Development.
- 3.3.48 As for any development, the Proposed Development will result in GHG emissions and these are unavoidable. It is not considered that the GHG emissions of the Proposed Development will be significantly different from other proposals of a similar nature and scale as the Proposed Development will be constructed, at a minimum, in accordance with relevant regulations, with betterment of Building Regulations being achieved where possible. In addition, the proposals will meet the requirements of policies that aim to reduce GHG emissions, through the use of sustainable design and other relevant measures.
- 3.3.49 The Proposed Development could potentially be affected by the impacts of climate change, including increased risk of extreme weather events and flooding. However, resistance to extreme weather events will be incorporated within the design process, and the Proposed Development will be constructed in accordance with relevant regulations and guidance. The Proposed Development is not expected to be severely affected by climatic changes.
- 3.3.50 In conclusion, it is not considered that the Proposed Development is likely to result in significant adverse effects on climate, and that the risk of the Proposed Development

being significantly affected by climate change is being considered sufficiently elsewhere within the ES and standalone reports submitted as part of the application package. The sustainability credentials of the Proposed Development will be considered more generally through the planning application.

Risks of Major Accidents and/or Disasters

- 3.3.51 The EIA Regulations state that an EIA should consider the vulnerability of a development to risks of major accidents and/or disasters, relevant to the project concerned.
- 3.3.52 ‘Risk’ can be defined as the ‘likelihood of an impact occurring, combined with effect or consequence(s) of the impact on a receptor, if it does occur’; a ‘Major Accident’ can be defined as an event which threatens immediate or delayed serious environmental effects to human health, welfare and/or the environment, and requires the use of resources beyond those of the client or its appointed representatives (i.e. contractors) to manage’; and a ‘Disaster’ can be defined as ‘naturally occurring extreme weather events (e.g. storm, flood) or ground-related hazard events (e.g. subsidence, landslide, earthquake) with the potential to cause an event or situation’. Disaster and natural disaster are often used interchangeably.
- 3.3.53 The proposals will be designed to ensure that the likelihood of it resulting in or causing an event to occur that threatens serious damage to human health, welfare and/or the environment is low. The vulnerability of the Proposed Development to naturally occurring extreme weather events (i.e. flooding, storms and extreme temperature beyond that of weather events experienced in the UK) and/or ground related hazard events, (e.g. subsidence, earthquakes and ground contamination) that could lead to an event or situation is low.
- 3.3.54 For the purpose of this ES, a ‘significant adverse effect’ is considered to be one which results in the loss of life or permanent injury, and/or permanent or long-lasting damage to an environmental receptor.
- 3.3.55 Table 3.1 below sets out the accidents and disasters of relevance to the Proposed Development (based on the location of the Site and proposed land uses), and how these will be mitigated.

Table 3.1: Consideration of major accidents and/or disasters to the Proposed Development	
Major accident/disaster type	Description
Extreme weather events	The Proposed Development could be damaged by extreme weather events (exacerbated by climate change), including storms, snow, ice and heatwaves. Resilience to extreme weather events will be incorporated within the design

Table 3.1: Consideration of major accidents and/or disasters to the Proposed Development	
Major accident/disaster type	Description
	process, and the building will be constructed in accordance with relevant building and fire regulations.
Flooding	The Site is wholly located within Flood Zone 1 with a low risk of flooding. The development will incorporate suitable sustainable drainage systems (SuDS) to reduce the volume of water run-off over the building's lifecycle
Electricity, gas, water supply or sewerage system failures	Users of the Proposed Development could be at risk of utilities system failures. However, it is assumed that this risk will be mitigated through standard protocols implemented by the utilities providers, including emergency call and response procedures.
Ground contamination / Pollution incidents	A number of site investigations have been carried out on the Site. These have identified the Site to be of a moderate to low risk from contamination. During construction standard protocols and best practice will be implemented to ensure there is no risk of contamination. If required a Materials Management Plan (MMP) will be prepared. Further assessments of this risk will be undertaken, and mitigation measures will be recommended where required.
Transport accidents	The Proposed Development could affect traffic flows on the local highway network, which could increase the risk of transport accidents. A Transport Statement will be prepared which will consider highway safety in proximity of the Site. Where relevant measures to increase safety will be identified.
Rail accident	The Site is located adjacent to a railway line. Impacts from an associated accident will be controlled by existing best practice and safety measures implemented by the rail operators.
Major fire	Construction of the Proposed Development will follow standard good practice and a suitable fire risk assessment and fire precautions will be adhered to. The risk assessment will take account of relevant guidance. The Proposed Development will be built to national fire regulations and to have the standards of fire protection required by Building Regulations. The Proposed Development will include the use of linings, materials and finishes that limit the release of heat. Good design will reduce the risk of fire significantly.

3.3.56 Based on the above, it is not considered that the Proposed Development will result in any significant adverse effects on the environment deriving from the vulnerability of the Proposed Development to the risk of major accidents and/or disasters (relevant to the Proposed Development).

Lighting

3.3.57 The lighting design of the Proposed Development is intended to be efficient and in excess of Building Standards requirements.

3.3.58 Temporary lighting implemented during the construction phase, such as on-site temporary light fittings, construction compounds and on-Site security lighting have the potential to result in sky glow and light trespass or 'spill'. The level of light will be dependent on the location of the construction activities on a daily basis and the

equipment being used, with light levels being attenuated as the distance between the source and receptor increases. Any impacts would be temporary.

3.3.59 Lighting associated with the operation of the Proposed Development will be designed in accordance with the most relevant lighting standards and will be assessed in relation to sensitive receptors. An appropriate lighting strategy will be implemented, as such, no significant operational effects are anticipated.

3.3.60 It is therefore considered that it is not necessary to assess lighting further within the ES.

Aviation

3.3.61 The Site is located in the Manchester control zone (CTR) airspace, which extends from the ground to 3,500 feet above mean sea level (AMSL).

3.3.62 The Proposed Development is unlikely to result in an adverse effect upon the operations of Manchester Airport due to the scale of the Proposed Development and the location of the Site relative to the number of existing high-rise buildings in the surrounding area.

3.3.63 The proposed building and cranes used during construction will be lit in accordance with external lighting requirements. No effects upon helicopters are anticipated.

3.3.64 In summary, it is unlikely that significant effects would occur with respect to aviation. This discipline can therefore be scoped out of the EIA.

TV, Radio, & Broadband Connectivity

3.3.65 The Proposed Development has the potential to adversely impact the reception of TV transmissions (both digital terrestrial television (DTT) and digital satellite television services) in certain areas surrounding the Site, in particular the area 'behind' the Proposed Development with respect to the serving transmitter or serving satellite. These areas are known as 'signal shadow zones'. The main regional DTT transmitter serving the area surrounding the Site is the Winter Hill transmitter, located towards the northwest and approximately 24km from the Site. This is a main UK DTT transmitter, broadcasting local and national television services in the northwest region.

3.3.66 A TV baseline reception survey will be completed within the various shadow zones created by the built form of the Proposed Development, using professional reception equipment, connected to calibrated antenna systems. This process will confirm the transmitter serving the surrounding area, as well as the baseline signal strength and quality. The data recorded will allow for a 'before and after' comparison should

interference be reported either during the construction phase or the operational phase of the Proposed Development.

3.3.67 Any reported TV interference once construction of the Proposed Development has begun will be investigated. It is not standard practice to apply mitigation in advance because specific instances of interference cannot be easily predicted in such a densely cluttered urban environment. It is also not standard practice to alter plans of a Proposed Development solely for possible TV interference matters. Any TV interference confirmed to be caused by the Proposed Development will be mitigated by the developer.

3.3.68 Whilst the Proposed Development may have the potential to impact TV reception in certain areas around the Site, it is not anticipated that there will be significant effects on coverage in the area as a result of the Proposed Development; therefore, it is proportionate that television interference is scoped out of the ES. A TV reception impact assessment will be prepared and submitted as part of the planning application.

3.4 Determining Significance

3.4.1 The significance of environmental effects will be determined within the ES to assist MCC in identifying the potential significant effects of the Proposed Development, if any.

3.4.2 Significance is a function of impact magnitude and the importance/sensitivity of the resources or receptors. Whilst the methods for determining the significance of an effect will vary according to the environmental discipline, this underlying principle remains the same. The assessment of 'significance' makes a judgement of the severity of the effect on a particular environmental receptor, and will take into consideration all or a combination of the following factors:

- Geographical extent;
- Rate of change;
- Reversibility of the effect;
- Probability of the effect;
- Duration of the effect;
- Size and magnitude of the effect; and
- Sensitivity/importance/substitutability of the receptor.

- 3.4.3 The specific criteria for the assessment of significance will be in accordance with current published guidance specific to the discipline to which it relates where available. The published guidance documentation will be referenced within each technical chapter of the ES. Where published guidance is not available the criteria for determining the significance of an effect will be based on best practice and professional judgement. Each technical chapter will clearly define how the significance of effect has been determined.
- 3.4.4 Where potential significant adverse effects are identified, mitigation measures will be proposed in order to avoid, reduce or remove such effects. The mitigation measures will include refinements to the scheme design (as much as is possible at this stage) and/or the introduction of best practice methodology and specific safeguards.
- 3.4.5 Through the incorporation of appropriate mitigation measures, the effects will be reduced to the lowest practicable level, consistent with the overall objectives of the development. Any residual effects will be identified, and the significance of these residual effects addressed.

3.5 Cumulative Effects

- 3.5.1 In accordance with Schedule 4 of the EIA Regulations, an assessment of potential cumulative impacts will be undertaken.
- 3.5.2 Cumulative impacts can take two forms; intra-cumulative and inter-cumulative, and the consideration of both will be incorporated into the ES. Intra-cumulative being those impacts that occur as a result of the combination of multiple environmental impacts (from the development in isolation) on a single receptor, and inter-cumulative being those impacts that occur as a result of the development in combination with other development(s).
- 3.5.3 The assessment of intra-cumulative impacts will consider the residual impacts likely to be experienced for each type of receptor and assess the significance of these cumulative effects.
- 3.5.4 The assessment of inter-cumulative impacts will consider potential significant effects arising from the cumulation of effects with other existing and/or approved projects. It is proposed that the ES will consider the following schemes, set out within Table 3.2, within the assessment of cumulative effects.

Table 3.2: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Manchester City Council (MCC)		
141773/FO/2024 2-4 Whitworth Street West, Manchester, M1 5WY.	Demolition of buildings at 2 and 4 Whitworth Street West and the construction of a residential building (Class C3) with associated servicing arrangements, landscaping, and associated works.	Approved 10th April 2025. Decision notice pending.
EIASCO/25/001 Manchester Oxford Road Station, Remodelling Manchester M1 6FU.	Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).	Scoping Opinion Issued 10 th March 2025
129273/FO/2021 34 Great Jackson Street, Manchester, M15 4NG.	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.	Approved Wednesday 20th November 2024
137227/FO/2023 Plot D, Great Jackson Street, Manchester, M15 4NP.	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.	Approved subject to a S106 August 2024. Decision notice pending.
137226/FO/2023 Part Of Plot C And Plot E, Great Jackson Street, Manchester, M15 4NP.	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.	Approved subject to a S106 August 2024. Decision notice pending.

Table 3.2: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Manchester City Council (MCC)		
132199/FO/2021 Plot F, Great Jackson Street, Manchester, M15 4AX. (including subsequent applications (Discharge of Conditions and Non-material amendments))	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 access arrangements, highways alterations, and associated works.	Approved Friday 1st July 2022
139715/FO/2024 Viadux Phase 2 Land Bounded By Albion Street, Great Bridgewater Street, And Trafford Street, Manchester, M60 2AT.	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.	Approved April 2025
133172/FO/2022 Land Bounded By Trumpet Street, Albion Street & Great Bridgewater Street, Manchester, M1 5LE.	Erection of a 26 storey residential tower for 72 apartments (Use Class C3) with associated car parking, cycle parking, servicing, and associated landscaping works.	Awaiting decision Validated 9 th March 2022
133176/FO/2022 50-56 Great Bridgewater Street, Manchester, M1 5LE.	Erection of a 7-storey building with commercial floorspace (Use Class E/Sui Generis) to first and second floors and residential use to floors three to six containing 4 no. apartments (Use Class C3) with associated parking and servicing.	Awaiting decision
141786/FO/2024 Plot 9B, First Street, Manchester.	Erection of part 12, part 33 storey purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound (Plot 9B).	Approved April 2025. Decision notice pending.

Table 3.2: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Manchester City Council (MCC)		
136170/FO/2023 Land Bounded By River Street To The North, River Street And Vacant Lane To The East, Hulme Street To The South, And Plot 10A Of The First Street Masterplan To The West, Manchester. Varied by 141139/NMC/2024 and 141162/JO/2024 (including subsequent applications (Discharge of Conditions and Non-material amendment))	Erection of 14-storey building comprising purpose-built student accommodation (PBSA) (Sui Generis) and ground floor Food Hall (Sui Generis Use), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements (Plot 10B).	Approved 25th July 2023 Under construction
138831/FO/2023 Plot 11, Block C, First Street, South Manchester, M15 6JE.	Erection of a ground plus 28-storey building plus plant level, comprising purpose-built student accommodation (PBSA -Sui Generis) and other associated works including public realm, secure cycle parking and servicing arrangements.	Awaiting decision 18th December 2023
114664/FO/2016 Land Bounded By Jacksons Row, Bootle Street, Southmill Street & 201, Deansgate, Manchester, M2 5GU. Varied by 125549/JO/2019 137873/JO/2023 (Amendment App) Varied by 141519/JO/2024 (including subsequent Partial Discharge of Conditions and Discharge	Partial demolition of existing buildings. Development up to 171.6m AOD comprising residential (Use Class C3), offices (Use Class B1), hotels (Use Class C1), place of worship (Use Class D1) and leisure/food and drink uses (Classes A1, A3, A4, A5 and D2). Creation of public spaces and new public realm, provision of basement car parking, highway alterations, landscaping and associated works. Variation of planning conditions 2 and 7 attached to planning permission 135827/JO/2022 to allow increase in height of building by two floors to facilitate the increase in the number of residential apartments from 213 to 229, reconfiguration of level 6 hotel, amendment to basement cycle store and other associated elevational alterations.	Approved 20th June 2018 Under construction

Table 3.2: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Manchester City Council (MCC)		
of Conditions applications)		
125804/FO/2019 325 - 327 Deansgate, Manchester, M3 4LQ. Varied by 139059/JO/2024 (including subsequent applications (Discharge of Conditions and Non-material amendment))	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.	Approved 26 th June 2020 Under construction
129406/FO/2021 Land At Deansgate South Manchester (including subsequent applications (Discharge of Conditions, re-discharge condition, and Non-material amendments))	Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis).	Appeal Allowed 4 th June 2021 Under construction
134694/FO/2022 Bridgewater House, Great Jackson Street, Manchester, M15 4WG.	Restoration and conversion of the Grade II listed Bridgewater House and redevelopment of car park area to create a ground plus three storey apartment building; overall providing 53 residential units, including landscaping to courtyard, bike storage and associated works.	Approved 6 th February 2023
128002/FO/2020 One City Road, East Manchester, M15 4PN. (including subsequent applications (Discharge of Conditions and Non-material amendment))	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.	Approved 26 th January 2021
135565/FO/2022 Land Bounded By Deansgate, Great Bridgewater Street, Watson Street & Peter Street Manchester M3 4EN.	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,	Approved February 2023. Decision notice pending.

Table 3.2: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Manchester City Council (MCC)		
	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 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.	
135419/FO/2022 One Medlock Street, Manchester, M15 5FJ. (including subsequent applications (Discharge of Conditions and Non-material amendment))	Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.	Approved 7 th November 2023
136043/FO/2023 Land Bounded By River Street To The North, Plot 10B To The East, Hulme Street To The South And	Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (floors 11 and 12) and other associated works including external amenity spaces (Plot 10A).	Approved 12 th May 2023

Table 3.2: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Manchester City Council (MCC)		
The Development Plot 9A To The West Manchester. (including subsequent Discharge of Conditions application)		
138805/FO/2023 2 Gloucester Street, Manchester, M1 5QR.	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.	Approved at committee in May 2024NB. Revised plans have been submitted.

- 3.5.5 It is acknowledged that the construction of the proposed developments at the former Bauer Millet Site, Albion Street, Manchester (planning ref: 115871/FO/2017 (Varied by: 126868/JO/2020 and 133998/JO/2022)) and at Plot 9, First Street, Manchester, M15 4FN (planning ref: 132600/FO/2021 (Varied by 140926/JO/2024) have concluded. These schemes will therefore be considered as part of the baseline scenario within the ES.
- 3.5.6 It would be appreciated if MCC could confirm within their Scoping Opinion if the above list of schemes is sufficient and identify any additional schemes that may require consideration.

4 AIR QUALITY

4.1 Introduction

- 4.1.1 An assessment will be undertaken by Planning and Environmental Consultants Ltd of the likely significant effects of the Proposed Development on the environment with respect to Air Quality and Construction Dust.

4.2 Study Area

- 4.2.1 Due to the location of the Proposed Development, there is potential for Air Quality Impacts at proposed receptors across the Site due to existing high levels of existing traffic. At present the Site is anticipated to be car-free or shall only provide Blue Badge parking for future site users affectively limiting vehicular trip generation from the Development, as such impacts on the surrounding area as a result of operational phase traffic emission are anticipated to be scoped out. Additionally the building of the development itself has a high potential to result in construction dust impacts on human health and property within 250 m of the Site boundary and within 50 m of the construction traffic routes up to 250 m from the Site entrance in line with the Institute of Air Quality Management (IAQM) guidance on the Assessment of Dust for Demolition and Construction.

4.3 Baseline Conditions

Current Baseline

- 4.3.1 The Site is located within an area specified by the Greater Manchester Combined Authority (GMCA) as an Air Quality Management Area, this area has been designed due to elevated annual mean concentration of Nitrogen Dioxide (NO₂). Critically this does not mean that all other pollutants fall within acceptable limits. Additionally, GMCA operate Air Quality Monitors across their area of administration including in close proximity to the Site. Several nearby monitors have indicated that in recent years Air Quality has regularly exceeded the established limits.

Future Baseline

- 4.3.2 Baseline conditions are predicted to improve in future years due to the anticipated improvements to combustion engines and uptake in EV's. Critically however, this is not a guarantee and must be taken with careful consideration and rational assumptions made in the assessment of future baseline.

4.4 Embedded Mitigation & Design Assumptions

4.4.1 For the purposes of scoping, the following design assumptions have been made:

- Any and all parking will comply with the requirements for EV infrastructure; and
- Any and all parking will comply with the requirements for disabled parking infrastructure.

4.5 Likely Significant Effects

4.5.1 Due to the location of the Proposed Development, there is a high number of nearby human and property receptors which have the potential to experience significant impacts during the construction phase as a result of dust soiling, or pollutant emissions associated with construction processes and vehicular trips to and from the development. These surrounding receptors will be reviewed as part of the chapter, with any that have potential to experience significant adverse impact assessed further. Additionally, future site users have the potential to experience significant impacts from the surrounding area.

4.5.2 Table 5.1 provides a summary of the key issues to be considered in relation to air quality.

Table 5.1 Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
Dust	Dust generated during earthworks, construction or trackout activities	✓
Pollution	Air quality pollutants associated with construction activities such as from vehicles movements to and from the Site.	X
Operational Phase		
Impacts	The proposed development is anticipated to have at most limited parking reserved for Blue Badge users, the potential for emissions from vehicle movements associated with the development to significantly impact the surrounding area is therefore limited,	X
Exposure	The potential for emissions from vehicle movements associated with the development and existing vehicle movements on the local road network to impact the Proposed Development,	X

4.5.3 Further to the above, Table 5.2 below provides details on the matters to be scoped out of further assessment within the ES.

Table 5.2 Matters to be scoped out of the assessment	
Matter	Rationale
Pollution	Construction vehicles are unlikely to exceed the scoping criteria outlined within IAQM guidance of 25 Heavy Duty Vehicle (HDV) Annual Average Daily Traffic (AADT) within an Air Quality Management Area (AQMA).
Impacts	The EPUK and IAQM document states the following criteria to help establish when an air quality assessment is likely to be considered necessary: - Proposals that will cause a change in Light Duty Vehicle (LDV) flows of more than 100 AADT within or adjacent to an AQMA or more than 500 elsewhere; - Proposals that will cause a change in HDV flows of more than 25 AADT within or adjacent to an AQMA or more than 100 elsewhere; - Proposals which include either a centralised plant using biofuel, a combustion plant with single or thermal input >300 KWh or a standby emergency generator associated with a centralised energy centre; and - Proposals which include combustion processes of any size. Should the above criteria not be met, the EPUK and IAQM document considers air quality impacts associated with the scheme to be not significant and no further assessment is required. Conversely, should the criterion be exceeded it may be deemed necessary that further assessment is required. Any additional vehicle movements associated with the Proposed Development will generate exhaust emissions, such as NO₂, PM₁₀ and PM_{2.5} on the local and regional road networks. Given the scale of the development and the quantity of proposed parking, the Proposed Development is anticipated to generate less than 500 AADT flow (100HDV) on the local road network. Subsequently, potential air quality impacts associated with operational phase road vehicle exhaust emissions can be scoped out as unlikely to result in significant impact
Exposure	The potential for emission impacts from vehicle movements associated with the development and existing vehicle movements on the local road network can be mitigated through building and ventilation design.

4.6 Proposed Methodology

Construction Phase Air Quality Assessment

- 4.6.1 During the construction phase of the Proposed Development there is the potential for air quality impacts as a result of fugitive dust emissions associated with earthworks, construction and track-out activities on the Site. It is proposed to assess these qualitatively in accordance with the IAQM methodology 'Guidance on the Assessment of Dust from Demolition and Construction'. The methodology provided within this guidance document is widely regarded as an example of best practice and results are accepted throughout the UK.

4.7 Potential Mitigation Measures

- 4.7.1 Mitigation will be recommended in line with the IAQM guidance and the DEFRA guidance. If specific situations occur where this guidance is required to be altered to fit the real world scenario, this will be noted within the assessment.

4.8 Consultation

- 4.8.1 PEC will consult with the Manchester City Council Environmental Health Officer to determine the acceptability of the proposed methodology, acceptable local monitoring data, determine the presence of any specific receptor sensitivities in the local area, and highlight any assumptions which need to be made within the creation of the air quality model.

5 NOISE AND VIBRATION

5.1 Introduction

5.1.1 An assessment will be undertaken by Sandy Brown of the likely significant effects of the Proposed Development on the environment with respect to Noise and Vibration.

5.1.2 The Noise and Vibration ES chapter will:

- Define noise and vibration baseline conditions;
- Identify relevant noise and vibration receptors;
- Assess:
 - The potential for noise and vibration impacts throughout the construction works and resultant noise and vibration effects during operation;
 - The likely significant noise and vibration effects;
 - Any required mitigation or monitoring to address any likely significant adverse noise and vibration effects; and
 - The potential for residual and cumulative noise and vibration effects.

5.2 Study Area

5.2.1 The Site is on the southwest corner of the intersection between Whitworth Street West and Albion Street. The elevated mainline railway between Manchester Oxford Road station and Deansgate station forms the southern boundary of the Site.

5.2.2 A mark-up of the Site (outlined in red) is provided in Figure 6.1.

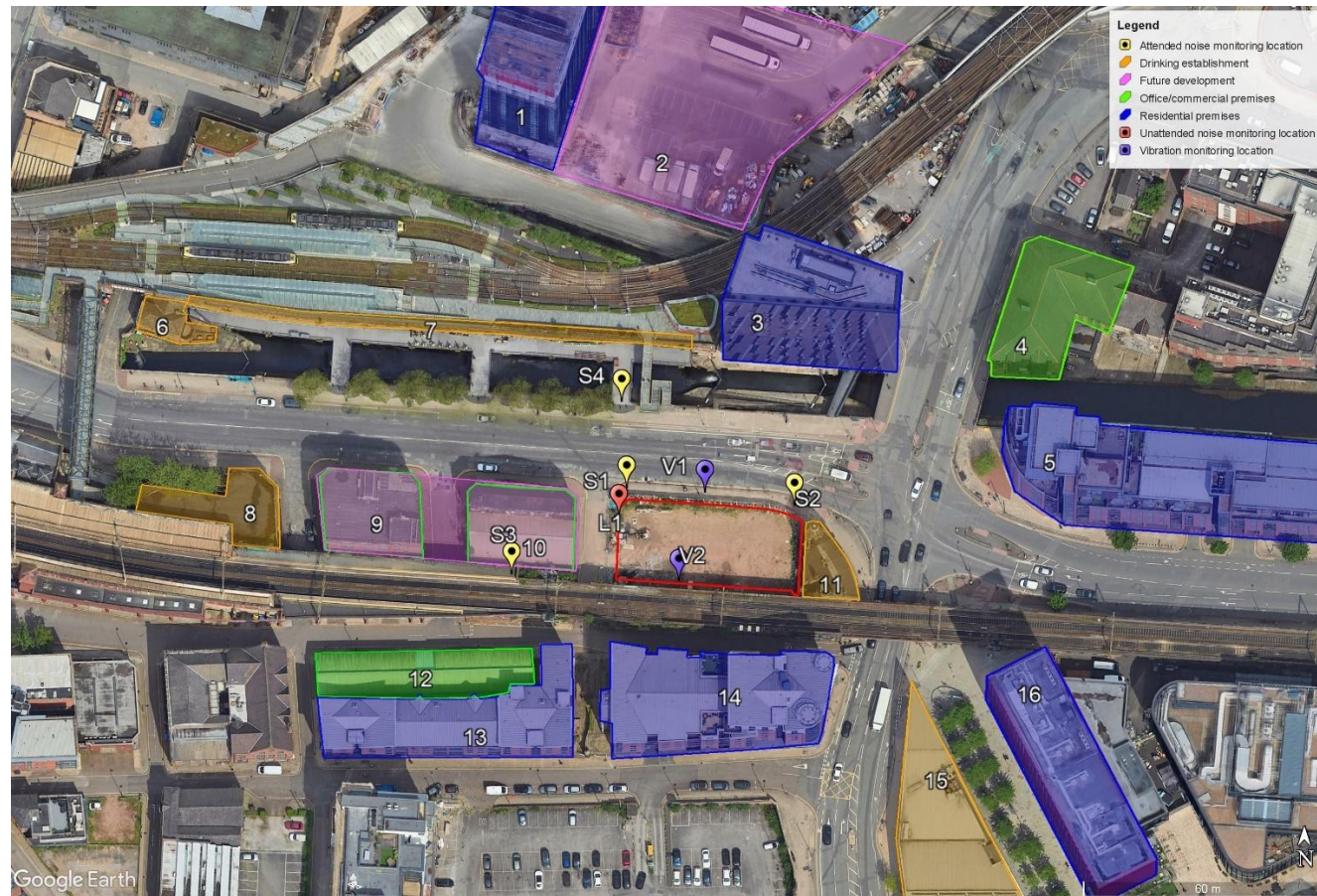


Figure 6.1: Mark-up of the site in relation to the elevated railway (Image courtesy of Google Earth Pro)

5.3 Baseline Conditions

Current Baseline

- 5.3.1 The Site location in relation to its surroundings is shown in Figure 6.1 outlined in red.
- 5.3.2 Baseline noise monitoring has been undertaken by Sandy Brown between 13th January 2023 and 17th January 2023. The ground-borne vibration survey was undertaken on 17th January 2023. The results of the environmental noise and vibration survey are detailed within the environmental noise survey report 22235-R01-B *Noise and vibration planning report* dated 1st June 2023.
- 5.3.3 The existing environmental noise climate at the Site is dominated by road traffic during the daytime from Whitworth Street West, and train noise is noted, with club noise over the night-time period audible.
- 5.3.4 Less significant noise sources included tram noise from Deansgate Castlefield and pedestrian noise from Whitworth Street West.
- 5.3.5 Subjectively there was slight perceptual vibration at the measurement location during train passes.

Noise monitoring locations

- 5.3.6 The long term noise monitoring location 'L1' is denoted by the red icons in Figure 6.1. At this location, noise monitoring was undertaken over 15-minute periods between 16:00 on 13 January 2023 and 14:15 on 17 January 2023.
- 5.3.7 The short term noise monitoring locations 'S1 – 4' are denoted by yellow icons in Figure 6.1. At these locations, noise monitoring was undertaken for 12 x 5-minute durations during the day and 12 x 5-minute durations during the evening.

Vibration monitoring locations

- 5.3.8 Vibration measurements were taken at two locations around the Site in order to determine the vibration levels resulting from the passage of trains on the railway tracks adjacent to the Site. The vibration measurement locations are indicated in Figure 6.1 as positions 'V1' and 'V2'.
- 5.3.9 The measurements were taken on 17 January 2023 between 14:35 and 17:00. Measurement periods containing multiple train events (both passenger and freight trains) were obtained during the survey.
- 5.3.10 An additional vibration survey was undertaken on 6 March 2025. The environmental ground-borne vibration survey was carried out at the Site to an existing pile, and non-pile location.

Noise Baseline

5.3.11 The following section sets out the baseline noise climate based on the outcomes of the Sandy Brown noise survey undertaken between 13th and 17th January 2023.

5.3.12 The average ambient noise levels measured at the unattended logger location 'L1' were: LAeq,16h 64 (dB) during the day and LAeq,8h 63 (dB) at night.

5.3.13 The representative background sound levels measured at the unattended logger locations were:

- Location 'S1' on the west corner of the Site: LA90,5min 60 dB during the day and LA90,5min 62 dB at night;
- Location 'S2' on the east corner of the Site: LA90,5min 60 dB during the day and LA90,5min 62 dB at night;
- Location 'S3' to the west of the Site: LA90,5min 60 dB during the day and LA90,5min 62 dB at night; and
- Location 'S4' to the north of the Site: LA90,5min 59 dB during the day and LA90,5min 62 dB at night.

Vibration Baseline

5.3.14 The following section sets out the baseline vibration climate based on the outcomes of the Sandy Brown vibration survey undertaken on 17th January 2023.

5.3.15 The maximum VDV (m/s^{1.75}) measured for each of the directions measured at the monitoring locations were;

- Location 'V1' X-0.0055 m/s^{1.75}, Y-0.0052 m/s^{1.75} and Z-0.0348 m/s^{1.75}; and
- Location 'V2' X-0.016 m/s^{1.75}, Y-0.0211 m/s^{1.75} and Z-0.1432 m/s^{1.75}.

5.3.16 An additional vibration survey was undertaken on 6 March 2025. The environmental ground-borne vibration survey was carried out at the Site to an existing pile, and non-pile location.

5.3.17 The maximum VDV (m/s^{1.75}) measured for each of the directions measured at the monitoring locations were:

- Location 'existing pile' X-0.00186 m/s^{1.75}, Y-0.00226 m/s^{1.75} and Z-0.00344 m/s^{1.75}; and
- Location 'non-pile' X-0.00074 m/s^{1.75}, Y-0.00129 m/s^{1.75} and Z-0.01071 m/s^{1.75}.

Receptors

5.3.18 The Site is located adjacent to the following existing and future premises (receptors) which are considered sensitive to noise and vibration impacts. The following list will be refined as part of the ES assessment and chapter:

- (1) Residential premises (Viadux 1) highlighted in blue on Figure 6.1;
- (2) Future development (Viadux 2) highlighted in pink on Figure 6.1;
- (3) Residential premises (Axis Apartments) highlighted in blue on Figure 6.1;
- (4) Office/commercial premises (Army careers) highlighted in green on Figure 6.1;
- (5) Residential premises (Hacienda) highlighted in blue on Figure 6.1;
- (6) Drinking establishment (Lock 91) highlighted in orange on Figure 6.1;
- (7) Several drinking establishments (Deansgate Locks) highlighted in orange on Figure 6.1;
- (8) Drinking establishment (Rebellion) highlighted in orange on Figure 6.1;
- (9) Office/commercial premises (2 Whitworth Street) highlighted in green on Figure 6.1;
- (10) Office/commercial premises (4 Whitworth Street) highlighted in green on Figure 6.1;
- (9/10) Future development (2-4 Whitworth Street) highlighted in pink on Figure 6.1;
- (11) Drinking establishment (City Road) highlighted in orange on Figure 6.1;
- (12) Office / commercial premises (88 Hewitt Road) highlighted in green on Figure 6.1;
- (13) Residential premises (Ropeworks Block A) highlighted in blue on Figure 6.1;
- (14) Residential premises (Ropeworks Block B) highlighted in blue on Figure 6.1;
- (15) Drinking establishment (Junkyard Golf) highlighted in orange on Figure 6.1; and
- (16) Hotel (INNSiDE by Meliá) highlighted in blue on Figure 6.1.

Future Baseline

5.3.19 Future developments highlighted in pink in Figure 6.1 including (9/10) 2-4 Whitworth Street and (2) Viadux 2, would impact the future.

5.3.20 The relevant submitted planning applications for the future developments will be reviewed as part of the assessment, this will look at the potential future baselines due

to these schemes and will likely be focused on any potential effects of operational road traffic noise to and around the surrounding area.

5.4 Embedded Mitigation & Design Assumptions

5.4.1 For the purposes of scoping, the following design assumptions have been made.

- Preparation of a Construction Management Plan (CMP) for MCC approval.
- Use of continuous augured piling (CFA piling).
- Plant and operational noise egress limits derived using representative background sound levels in line with the *MCC Planning and Noise Technical Guidance 2022*. Adhering to these limits will require embedded mitigation in the form of acoustic attenuation measures to building services plant. These could include the use of in-duct attenuation, acoustic screening or a fully enclosed plant area.

5.5 Likely Significant Effects

5.5.1 The potentially significant effects to be considered at nearby sensitive receptors comprise those during (temporary) construction activities and those when the Proposed Development is complete and operational. The potential effects of the Proposed Development are as follows:

- Effects due to noise and vibration from construction including road traffic;
- Effects due to noise and vibration from the operation of building services plant equipment; and
- Effects due to changes in road traffic noise on the local road network.

5.5.2 Table 6.1 provides a summary of the key issues to be considered in relation to noise and vibration.

Table 6.1 Summary of Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
Construction noise	The (temporary) effects of noise on noise-sensitive premises (NSPs) are varied and complicated. They include interference with speech communication, disturbance of work or leisure activities, disturbance of sleep, annoyance and possible effects on mental and physical health. In any neighbourhood, some individuals will be more sensitive to noise than others. There will therefore likely be significant	✓

Table 6.1 Summary of Significant Effects		
Receptor	Potential Effects	Scoped In
	effects.	
Construction vibration	Vibration, even of very low magnitude, can be perceptible to people and can interfere with the satisfactory conduct of certain activities. Transmissions from the site activities to the neighbourhood can, therefore, cause anxiety as well as annoyance, and can disturb sleep, work or leisure activities, some individuals will be more sensitive to vibration than others. There will therefore likely be significant effects.	✓
Construction road traffic	Introduction of (temporary) construction works would increase the road traffic on the adjacent road. Due to the size constraints of the site, times of material delivery and unloading processes could cause likely significant effects.	✓
Operational Phase		
Site suitability	Assessments of facade noise ingress, noise ingress during the overheating condition, ground-borne vibration ingress and operational noise transfer within the building will be carried out. Criteria set out in MCC planning and Noise Technical Guidance 2022 are to be adopted, as such no significant effects are expected.	✓

5.5.3 Further to the above, Table 6.2 below provides details on the matters to be scoped out of further assessment within the ES.

Table 6.2 Matters to be scoped out of the assessment	
Matter	Rationale
Building services plant noise egress	Both building services plant noise egress and operational noise egress will have to meet limits as set out in MCC Planning and Noise Technical Guidance 2022. In meeting these limits noise egress levels will be controlled such that no significant effects are likely.
Operational noise egress	
Operational road traffic	IEMA guidelines state that a 1 dB increase or less is considered a negligible effect. A 24% increase in the number of vehicles would be required to exceed this threshold, this increase is highly unlikely as it is understood the scheme will either include limited accessible parking spaces or be car-free. Either scenario is understood to have no significant effect on the surrounding road traffic.

5.6 Proposed Methodology

5.6.1 The scope of the noise and vibration assessments will include:

- Site suitability, including facade noise ingress, noise ingress during the overheating condition, ground-borne vibration ingress and operational noise transfer within the building;
- Identifying the potential noise sensitive receptors on and surrounding the Site; and
- Identifying whether the overall effects of noise and vibration exposure generated by the Proposed Development, during construction and when the Proposed Development is fully complete and operational, is, or would be, above or below the significant observed adverse effect level (SOAEL) and the lowest observed adverse effect level (LOAEL).

5.6.2 The scale of effects and significance will refer to guidance within the IEMA *Guidelines for Environmental Noise Impact Assessment*, 2014. This will be based on the magnitude/scale of predicted change in noise level exposure and the importance/sensitivity of the receptor being assessed to.

Construction

5.6.3 Noise and vibration due to construction will need to be managed to avoid (as far as reasonably practical to do so) significant effects at the nearby sensitive receptors, though any effects would be local, direct and temporary in nature. It is expected that should planning permission be granted, there will be a planning condition requiring the preparation of a CMP for MCC approval.

- 5.6.4 This is likely to require a subsequent assessment of construction noise and vibration, accounting for the likely construction methodologies, major activities, and expected programme. The level of enabling/construction noise and vibration at the nearest sensitive receptors will then be assessed by the Contractor following guidance within BS 5228:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites* and MCC *Planning and Noise Technical Guidance 2022*. The impacts of road traffic associated with the construction works will also be assessed.

Site Suitability

- 5.6.5 The suitability of the Site for the Proposed Development will be assessed as part of the detailed design process with reference to internal and external noise guidelines within best practice guidance and standards such as BS 8233: 2014 *Sound insulation and noise reduction for buildings* and MCC *Planning and Noise Technical Guidance 2022*.
- 5.6.6 Internal noise level criteria will be established for each proposed use and the suitable methods of ventilating the building will be determined along with specifications for the building envelope. No significant effects will occur where internal noise level criteria are achieved upon completion. An assessment of the expected level of internal and external noise at relevant parts of the Proposed Development will be provided.
- 5.6.7 External noise levels in residential amenity areas will be set in line with best practice guidance and standards such as BS 8233: 2014 *Sound insulation and noise reduction for buildings* and MCC *Planning and Noise Technical Guidance 2022*.
- 5.6.8 Overheating assessments will be undertaken for bedrooms in line with the requirements of Approved Document O, and for living rooms in line with the requirement of the ANC Acoustics, Ventilation and Overheating guide.

Cumulative Effects Assessment

- 5.6.9 Two surrounding schemes (which are also future receptors) have been identified initially that would potentially be in the early stages of construction at the same time as the Proposed Development.
- 2-4 Whitworth Street (Planning ref: 141773/FO/2024); and
 - Viadux 2 (Planning ref: 139715/FO/2024).
- 5.6.10 The cumulative impacts associated with the Proposed Development and cumulative schemes agreed through the scoping stage within the locality will be established and assessed. This will be in relation to construction noise and vibration effects and

construction road traffic with the assessments undertaken in line with the methods outlined above.

- 5.6.11 Any noise and vibration levels from construction beyond a distance of 400 m are not expected to result in a cumulative effect which could be considered significant during the construction of the Proposed Development.

5.7 Potential Mitigation Measures

- 5.7.1 Potential mitigation measures relating to construction noise and vibration will be developed as a result of the construction noise and vibration assessment.
- 5.7.2 Appropriate noise and vibration mitigation measures will need to be considered by the Contractor where the potential significant effect at existing sensitive receptors is identified. Mitigation measures would then be included as part of a CMP, with the aim of reducing adverse effects and avoiding adverse effects and protecting the amenity of nearby receptors.
- 5.7.3 The preferred approach for controlling construction noise is to reduce source levels where possible but with due regard to practicality. The simplest and most effective method of reducing noise at nearby receptors is to ensure that noisy plant is located as far from receptors as practicable and screened using temporary barriers. Noise experienced by receptors can also be reduced by limiting the daily time that noisy equipment is operated.
- 5.7.4 For controlling construction vibrations, where reasonably practicable, plant and/or methods of work causing significant levels of vibration at sensitive premises should be replaced by other less intrusive plant and/or methods of working. Vibration from stationary plant should be re-located or isolated using resilient mountings.

5.8 Consultation

- 5.8.1 Consultation should be carried out with the MCC environmental health team on the proposed likely significant effects, matters to be scoped out and the proposed assessment methodologies.

6 BUILT HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT

6.1 Introduction

- 6.1.1 An assessment will be undertaken of the likely significant effects of the Proposed Development on the environment with respect to Built Heritage, Townscape and Visual Impact.
- 6.1.2 It is considered that there is the potential for likely significant effects relating to Built Heritage, Townscape and Visual receptors, and so this topic shall be scoped into the ES.
- 6.1.3 The (Built) Heritage, Townscape and Visual Impact Assessment (the 'HTVIA') will identify the likely effects of the Proposed Development on such receptors.
- 6.1.4 Matters relating to 'built heritage' and 'townscape and visual' impact will be dealt with as two separate disciplines. They are to be incorporated into one chapter within the ES due to their commonalities, including the use of verified views to inform the individual assessments. The assessment would form a chapter of the ES and will be prepared by Montagu Evans LLP.
- 6.1.5 The HTVIA chapter within the ES shall:
- Define the built heritage, townscape and visual baseline conditions;
 - Identify relevant built heritage, townscape and visual receptors;
 - Assess:
 - the potential for built heritage, townscape and visual impacts through the construction works and as a result of the completed development;
 - the likely significant built heritage, townscape and visual effects;
 - any required mitigation or monitoring to address any likely significant adverse built heritage, townscape and visual effects;
 - the resulting residual effects; and
 - the potential for cumulative built heritage, townscape and visual effects.

6.2 Study Area

- 6.2.1 A Zone of Theoretical Visibility (ZTV) has been produced to outline the potential areas where the Proposed Development may be visible, up to 2 km² from the Site. The ZTV has been used to inform the study area for built heritage, townscape receptors and townscape views. The ZTV has been produced using topographically referenced three-

dimensional models from VuCity software. It is a tool for a high-level understanding of the extent of visibility, which was further interrogated through review of individual viewpoints using field surveys and digital software.

- 6.2.2 The study area radius for designated heritage receptors is 500 m for all designated heritage receptors from the site boundary. Grade I and II* receptors within a 750 m radius of the Site will be considered for assessment, where they align with the Site and would likely share intervisibility with the Proposed Development.
- 6.2.3 The study area for townscape receptors is 500 m from the Site boundary. This study area was informed by a review of surrounding building locations and heights, topography, townscape features and an understanding of the scale of the Proposed Development.
- 6.2.4 Viewpoints proposed for assessment are informed by an analysis of the street structure and townscape character (i.e., where there is likely to be a direct line of sight), open spaces or other public areas.

6.3 Baseline Conditions

Current Baseline

- 6.3.1 The Site is located in central Manchester, close to Deansgate train station and c.425m from Oxford Road station. It is a sustainable location for a development of this size and use, being close to universities and sited within the city centre.
- 6.3.2 The Site has been cleared and does not contain any heritage assets. In its current condition, it detracts from the way the area appears and functions. The cleared condition also detracts from the visual amenity of receptors comprising road users, pedestrians, and those who live or work close to the Site.
- 6.3.3 The Site is experienced in the existing and emerging context that includes several tall buildings demonstrating that the skyline of the surrounding area is therefore evolving.
- 6.3.4 The identification of built heritage, townscape and visual receptors has been informed by primary and secondary resources, including:
- The National Heritage List for England ('NHLE');
 - Manchester Core Strategy (2012) and Addendum (2024);
 - Guide to Development in Manchester Supplementary Planning Document and Planning Guidance; and
 - Site observations, obtained through a site walkover.

Heritage

- 6.3.5 The (built) heritage assessment will assess the likely effect of the Proposed Development on 'built' or 'above ground' heritage receptors.
- 6.3.6 (Built) heritage receptors include world heritage sites, listed buildings, scheduled monuments (with upstanding remains), conservation areas, registered parks and gardens and non-designated heritage receptors, such as locally listed buildings. All designated heritage receptors within 500 m of the Site boundary are identified on the Heritage Asset Plan (Appendix B). Grade I and II* listed buildings within a 750 m radius are also illustrated on the Heritage Receptor Plan.
- 6.3.7 This is the study area, which has been identified in accordance with the methodology, as described below.
- 6.3.8 For the purposes of the HTVIA, a ZTV and professional judgement has been used to identify those built heritage receptors that are likely to experience change to their setting, and by extension their heritage value, as a result of the Proposed Development. For a number of heritage receptors in the study area, there is no setting relationship with the Site, being physically and functionally separated from it, or where there is no historical relationship between the Site and the receptor. Consequently, those receptors will not be assessed (we refer to those assets below in Table 7.1). The lettering and numbering correlates to the Heritage Asset Plan at Appendix B.

Table 7.1: Heritage Assets scoped out of the assessment

	Heritage Receptor	Heritage Designation
B	St John Street Conservation Area	Conservation Area
C	Deansgate and Peter Street	Conservation Area
E	George Street Conservation Area	Conservation Area
F	Whitworth Street and Princess Street Conservation Area	Conservation Area
G	Albert Square Conservation Area	Conservation Area
H	Upper King Street Conservation Area	Conservation Area
I	St Ann's Square Conservation Area	Conservation Area

Table 7.1: Heritage Assets scoped out of the assessment

	Heritage Receptor	Heritage Designation
3.	John Rylands Library and attached Railings, Grates and Lamp Standards	Grade I
7.	Deansgate Goods Station and attached Carriage Ramp	Grade II*
9	Free Trade Hall	Grade II*
11	Tootal, Broadhurst and Lee Building	Grade II*
13	Cobden House, 19 Quay Street	Grade II*
14	Lawrence Buildings	Grade II*
15	Memorial Hall	Grade II*
16	Former Refuge Assurance Company Offices	Grade II*
17	Town Hall Extension	Grade II*
19	India House (including attached Wrought Iron Gateway linked to Lancaster House)	Grade II*
21	Roman Catholic Church of St Mary (The Hidden Gem)	Grade II*
22	Lancaster House	Grade II*
23	Asia House	Grade II*
24	103, Princess Street	Grade II*
26	Manchester Law Library	Grade II*
37	235-291, Deansgate	Grade II
38	Castlefield Information Centre	Grade II
39	K6 Telephone Kiosk Beside South West Corner of No. 330 Deansgate	Grade II
41	Chepstow House	Grade II
42	Former Market Hall	Grade II

Table 7.1: Heritage Assets scoped out of the assessment

	Heritage Receptor	Heritage Designation
43	Peveril of The Peak Public House	Grade II
46	Former Cotton Mill on West Side of Junction with Cambridge Street	Grade II
48	Lee House	Grade II
50	Chorlton New Mill and attached Chimney	Grade II
51	Mill Chimney Stack on West Side of Junction with Cambridge Street	Grade II
52	K6 Telephone Kiosk in front of St John Street Chambers	Grade II
53	Canada House	Grade II
54	Royale Club	Grade II
55	Museum of Science and Industry, Air and Space Museum	Grade II
57	8 and 8a, 10, 12-16, 18 and 20, 22, 24, 24a and 26, and 28, St John Street	Grade II
59	11-17, 19, and 21-25, St John Street	Grade II
60	Former Entrance to Deansgate Goods Station including Nos 223 to 233	Grade II
61	56-58, Peter Street	Grade II
65	Chorlton Old Mill	Grade II
66	Albert Memorial Hall	Grade II
67	Princes Buildings	Grade II
69	Harvester House	Grade II
70	Lancashire House	Grade II
72	15a, Byrom Street	Grade II

Table 7.1: Heritage Assets scoped out of the assessment		
	Heritage Receptor	Heritage Designation
73	Mill on North East Corner of Junction with Chester Street	Grade II
74	Sculptural Group adrift to South-West of Central Public Library, Peter Street, Manchester	Grade II
75	Middle Warehouse, at former Castle Field Goods Yard	Grade II
76	61, Oxford Street	Grade II
77	Royal London House	Grade II
78	Two Bollards at East End of St Johns Passage	Grade II
79	127-133, Portland Street	Grade II
80	Onward Buildings	Grade II
81	No. 14, Byrom Street	Grade II
82	Manchester Quaker Meeting House, Boundary Walls and Steps	Grade II
83	116 and 118, Portland Street	Grade II
84	Power Hall of Museum of Science and Industry	Grade II
85	St James Buildings	Grade II

6.3.9 The Site does not include any designated or non-designated heritage receptors and is not located within a conservation area.

6.3.10 The Castlefield Conservation Area lies 180m to the west of the Site and is the closest conservation area to the Site. Its character and appearance are defined by the former industrial use. The conservation area contains a number of surviving 19th century warehouses and canals which reflect those historic uses. The uses found within the conservation near today is mixed including residential and commercial uses.

6.3.11 The Built Heritage receptors that are to be considered within the ES are listed in Table 7.2 below. The lettering and numbering correlates to the Heritage Asset Plan at Appendix B.

Table 7.2: Heritage assets scoped into the assessment

	Heritage Receptor	Heritage Designation
A	Castlefield Conservation Area	Conservation Area
D	Deansgate and Peter Street Conservation Area	Conservation Area
1	Town Hall	Grade I
2	Albert Memorial	Grade I
4	Old Warehouse to North of former Liverpool Road Railway Station	Grade I
5	Manchester Art Gallery	Grade I
6	Former Liverpool Road Railway Station, Station Masters House	Grade I
7	G Mex	Grade II*
12	Central Public Library	Grade II*
18	Manchester War Memorial	Grade II*
20	The Athenaeum	Grade II*
25	Church of St George	Grade II*
27	Rochdale Canal Lock No. 90, Approx. 30 metres West of Albion Bridge	Grade II
28	13-17, Albion Street	Grade II
29	Manchester South Junction and Altrincham Railway Viaduct	Grade II
30	The Britons Protection Public House	Grade II
31	Rochdale Canal Lock Keepers Cottage at Lock No. 91, Next to Gaythorn Tunnel, and Rochdale Canal Lock No. 91 at East End of Gaythorn Tunnel	Grade II
32	Deansgate Station	Grade II
33	Rochdale Canal Lock No. 89 (Tib Lock), on South Side of Havelock Mills	Grade II

Table 7.2: Heritage assets scoped into the assessment

	Heritage Receptor	Heritage Designation
34	Boundary Stone on Knott Mill Bridge, and Floodgate on East Side of Knott Mill Bridge	Grade II
35	Former Congregational Chapel	Grade II
36	Electricity Junction Box in Castlefield Canal Basin, Manchester	Grade II
40	Electricity Junction Box in Castlefield Canal Basin, Manchester	Grade II
44	Electricity Junction Box on Castle Street, Manchester	Grade II
45	29-41, Liverpool Road	Grade II
47	Castlefield Railway Viaduct from G-Mex to Dawson Street	Grade II
49	The Ritz Dance Hall	Grade II
56	Manchester & Salford Junction Canal Tunnel	Grade II
58	Bridgewater Canal Offices	Grade II
62	Manchester Oxford Road Station (including Platform Structures)	Grade II
63	Nos 25 to 31 and attached former Chapel	Grade II
64	Former St Matthews Sunday School	Grade II
68	Rochdale Canal Lock No. 92 and Castle Street Bridge	Grade II
71	Merchants Warehouse	Grade II

Townscape

6.3.12 The townscape assessment will consider the Proposed Development within its urban context, including the buildings, relationships between them, the different types of urban open spaces and the relationships between buildings and open spaces.

6.3.13 The townscape assessment will be presented through the identification of Townscape Character Areas (TCAs) within an identified study area radius. Using professional judgement, a 500 m study area for townscape receptors is deemed to be appropriate

given the scale of the Proposed Development and the built-up nature of the Site's townscape setting. The purpose of identifying TCAs is to understand the appearance, use and function of the townscape surrounding the Site, and the nature of the differences in the townscape, and the potential effect that the Proposed Development will have upon that townscape area.

6.3.14 A site visit and desk-based review of the Site, its environs and local plan documents have informed the identification of six TCAs, these areas are defined below and in the TCA Plan (shown at Appendix F):

- Townscape Character Area 1: Petersfield ;
- Townscape Character Area 2: First Street;
- Townscape Character Area 3: Castlefield;
- Townscape Character Area 4: Great Jackson Street;
- Townscape Character Area 5: St John's;
- Townscape Character Area 6: Hulme Park.

Visual

6.3.15 The visual impact assessment will consider the impact of the Proposed Development upon visual receptors. The assessment relates to how people are affected by changes to visual amenity from different locations. Visual receptors are always people (although usually visual receptors are defined according to use e.g. residential, business, road, footpath etc.), rather than landscape features.

6.3.16 The baseline study identifies the following visual receptors which are considered as being likely to be the most susceptible to change within GLVIA3:

- Residents and other frequent users of the area;
- People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, attractions or those whose attention or interest is likely to be focused on the townscape and on particular views; and
- Communities where views contribute to the townscape setting enjoyed by residents in the area.

6.3.17 Taking into account the above criteria, the following sensitive visual receptor groups have been identified:

- Residents;

- Workers/commuters; and
- Users of leisure amenity.

6.3.18 It is noted that due to landform and height of the building proposed, the Proposed Development may be visible over significant separating distances and from locations not identified in the visual assessment. It is considered the Proposed Development would not affect such visual receptors in a significant way and the Proposed Development would form background elements in such views, and from some locations be experienced as part of a wider urban townscape that includes taller buildings.

6.3.19 The previous application for the Site identified 12 view locations. Having carried out a desk-top review of material and a site inspection, using professional judgement we consider the 12 view locations still appropriate and relevant when considering the changed scope of the proposals and additional proposed height. These are listed in Table 7.3 below. These are also identified on the Viewpoint Location Plan included at Appendix G.

Table 7.3 Proposed View Locations			
View	Location	Type of Receptor to Experience View	Dynamic / Static View
1	Mosley Street / Art Gallery	Users of leisure amenity	Dynamic
2	St Peter's Square	Users of leisure amenity	Dynamic
3	Lower Mosely Street	Workers/commuters Users of leisure amenity	Dynamic
4	Albion Street / Great Bridgewater Street	Workers/commuters Users of leisure amenity	Dynamic
5	Whitworth Street West - eastern end	Residents Users of leisure amenity	Dynamic
6	Medlock Street	Workers/commuters Residents	Dynamic
7	Whitworth Street West – west end	Residents	Dynamic

Table 7.3 Proposed View Locations			
View	Location	Type of Receptor to Experience View	Dynamic / Static View
8	St George's Church/Chester Road	Residents Workers/commuters	Dynamic
9	Castle Street, Castlefield	Workers/commuters Users of leisure amenity	Static
10	Albert Square	Users of leisure amenity	Static
11	Windmill Street	Users of leisure amenity	Static
12	St Ann's Square	Users of leisure amenity	Static

Future Baseline

6.3.20 The area around the Site is undergoing redevelopment and as such the baseline conditions are evolving. Without the Proposed Development, this would continue; tall and contemporary developments will continue to characterise the immediate surroundings. The consented schemes identified in Table 7.2 will be considered in the context of a future baseline. If any schemes have been implemented or are under construction (are being delivered) these will form part of the future baseline.

6.4 Embedded Mitigation & Design Assumptions

6.4.1 For the purposes of scoping, the following design assumptions have been made:

- Measures proposed to prevent, reduce or where possible offset any adverse likely effects will be identified and developed as part of the design process. Primary mitigation measures, including architectural and urban design, will become embedded into the Proposed Development, commonly referred to as embedded mitigation.
- The likely effects of the Proposed Development will include consideration of embedded mitigation. As a result, there may be no requirement for additional mitigation. If this is the case, likely residual effects would remain the same as the likely effects, unless otherwise stated.

6.5 Likely Significant Effects

6.5.1 Table 7.4 provides a summary of the key issues to be considered in relation to Built Heritage, Townscape and Visual Impact.

Table 7.4 Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
Built Heritage	Alterations to the value of heritage receptors within the study area. There is potential for the visual change to impact the contribution setting makes to the value of the heritage receptor. The impact would not be significant for all heritage receptors because construction impacts are local and temporary.	✓
Townscape	Changes to the townscape character and the settings of TCAs within the study area. The impact would not be significant for all townscape receptors because construction impacts are local and temporary.	✓
Visual	Changes to views (designated borough views, conservation area views, local representative views). The impact would not be significant for all visual receptors because construction impacts are local and temporary.	✓
Operational Phase		
Built Heritage	The Proposed Development would lead to a new single building that will occupy the Site. The development would not lead to any significant environmental effects on built heritage assets. The likely effects would be indirect and to the setting and heritage value of heritage receptors, ranging from None to Negligible, Beneficial to Adverse. The assessment would nevertheless assess the impacts to provide a robust analysis.	✓
Townscape	The Proposed Development would optimise the use of the Site, resulting in increased scale. The effects of the operational phase of the Proposed Development would be greatest on TCA 1, in which the Site is located; these are expected to be beneficial in their nature. TCAs 2 and 3, which comprise mixed use areas, namely residential, commercial and leisure areas to the west and south of the Site, would experience visual changes beyond their boundaries. TCAs which lie further from the Site are unlikely to experience a material change in their townscape character. The likely effects would be expected to range from None to	✓

Table 7.4 Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
	Moderate in scale, and Neutral to Beneficial in nature.	
Visual	The operational phase of the Proposed Development would likely result in a change to the visual amenity of receptors in closest proximity to the Site. Significant changes are likely to be local where the development would be experienced as part of the local street scene. The middle- and long-distance views will illustrate that the development would appear as part of a developed skyline and would not lead a significant effect on visual amenity. The likely effects would be expected to range from None to Moderate, and Neutral to Beneficial in nature.	✓

6.6 Proposed Methodology

6.6.1 The methodology for assessment of heritage effects will be prepared using the principles set out in relevant legislation and policy. The assessment will take into consideration relevant planning guidance and any material considerations, including:

- National Planning Practice Guidance (online);
- National Design Guide (2021);
- Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013);
- Historic England, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015);
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017); and
- Historic England, Advice Note 4: Tall Buildings (2022).

6.6.2 The methodology for assessment of townscape and visual effects will be prepared using the principles set out in GLVIA3. Reference will also be made to national and local guidance and policies.

6.6.3 The three components of the HTVIA are:

- Assessment of heritage effects – assessing effects on the setting of designated and non-designated heritage receptors;

- Assessment of townscape effects – assessing effects on the townscape as a resource in its own right; and
- Assessment of visual effects – assessing effects on specific views and on the general visual amenity experienced by people.

6.6.4 The overarching assessment framework follows a six-step process as outlined below. The assessment framework is applicable to assessments for both the construction and operational phase. A full methodology will be provided within the HTVIA.

- Baseline assessment of value;
- Assessment of susceptibility;
- Assessment of sensitivity;
- Assessment of magnitude of impact;
- Assessment of likely effects, and;
- Assessment of nature of effect.

6.6.5 The assessment will be supported by a set of verified views, where appropriate seasonal variation will be taken into account in the assessment text. These viewpoint locations are shown on the Viewpoint Location Plan (Appendix G).

6.6.6 The objective of a photomontage is to simulate the likely visual changes that would result from a development, and to produce printed images of a size and resolution sufficient to match the perspective in the same view in the field.

6.6.7 The following conditions will be prepared for each viewpoint:

- Existing – baseline condition, i.e. the view as it currently occurs;
- Proposed – baseline + the Proposed Development, i.e. the Proposed Development inserted into the view as either a wireline (AVR type 1) or render (AVR type 3); and
- Cumulative – the Development + other consented or emerging schemes.

6.6.8 Inevitably one must accept that judgement is involved in this specialist area on the basis of the above and the importance of design quality in the operation of policy. In preparing any written assessment, allowances are made for these factors as well as the assessor's knowledge of the Proposed Development.

- 6.6.9 The assessment will also consider secondary mitigation and residual effects. It is anticipated that mitigation would be embedded for HTVIA, i.e. included as part of the design and considered as part of the main assessment.
- 6.6.10 The HTVIA would take the additive approach to cumulative assessment, i.e. the assessment would consider the cumulative schemes as a baseline and the additional impact of the project, rather than assessing the in-combination impact of the Project and cumulative schemes. Methods of cumulative assessment are set out in GLVIA3.
- 6.6.11 As mentioned above, the HTVIA will be informed by visual tools, including ZTV and accurate visual representations ('AVRs') prepared by an appointed visualisation consultant. The tools inform the assessment of the impact of the Proposed Development on townscape and visual receptors e.g. they allow an understanding of the geographical extent and magnitude of visibility from representative locations. The tools are not receptors themselves.
- 6.6.12 Following the above methodology, a likely effect will be reached. A likely effect is judged to be significant for the purposes of the EIA if it is Moderate, Moderate-Major or Major. Effects considered to be Minor-Moderate to Negligible are not considered significant.

6.7 Potential Mitigation Measures

- 6.7.1 Mitigation measures for townscape and visual receptors during the construction of the Proposed Development could include the following:
- The Site could be enclosed with hoardings during construction to provide a visual buffer at ground level; and
 - Mitigation to reduce noise, vibration and dust could be implemented to reduce the construction effects on surrounding receptors.
- 6.7.2 Inherent mitigation measures for townscape and visual receptors during the operation of the Proposed Development could include the following:
- The high-quality design of the proposed buildings, thus enhancing the existing general townscape of the area. This is especially important in the design of tall buildings with regard to their impact upon the settings of designated heritage receptors; and
 - Visually appropriate design materials to mitigate change to the immediate built environment.

6.8 Consultation

- 6.8.1 The proposals will undergo design development through the pre-application process. Due to the scale of the Proposed Development, this will mean that there will be meetings with the local authority's design officers to discuss the scheme and attendance at a design review panel.

6.9 Questions for Consultees

- 6.9.1 We wish to ask the council to confirm they are in agreement on the view locations proposed in the Viewpoint Location Plan at Appendix G.

7 DAYLIGHT, SUNLIGHT & OVERSHADOWING

7.1 Introduction

- 7.1.1 An assessment will be undertaken by GIA of the likely significant effects of the Proposed Development on the environment with respect to daylight, sunlight & overshadowing.

7.2 Study Area

- 7.2.1 The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight by stating that *“the guidelines are intended for use for rooms in adjoining dwellings where light is required, including living rooms, kitchens and bedrooms.”*

- 7.2.2 The scope of properties that contain an element of residential accommodation (sensitive receptors) that will be assessed has been determined through professional judgement, considering their orientation and proximity to the Site.

- 7.2.3 The following sensitive receptors will be considered for daylight and sunlight due to their residential use and proximity to the Site. The numbering correlates to the Address Map at Appendix H.

- | | |
|-----------------------------|---|
| • 1. Hill Quays | • 12. 18-12 Southern St |
| • 2. Riverside Mews | • 13. 8-10 Southern St |
| • 3. The Rhine | • 14. Deansgate Quay |
| • 4. The Nile | • 15. 357-361 Deansgate |
| • 5. 30 City Road East | • 16. Lumiere Building |
| • 6. 14 Albion Wharf | • 17. The Danube |
| • 7. The Hacienda | • 18. Axis Tower |
| • 8. The Ropeworks | • 19. Viadux - Phase 1 |
| • 9. 21 Little Peter Street | • 20. Beetham Tower
Residential |
| • 10. 8-16 Bridgewater St | • 21. StayCity Aparthotel,
Deansgate |
| • 11. 20 Southern St | |

- 7.2.4 The following sensitive receptors will be considered for overshadowing due to their proximity to the Site:

- The canal
- The social terrace along the canal

7.3 Baseline Conditions

Current Baseline

- 7.3.1 The Current Baseline assessment will technically assess the levels of daylight, sunlight and overshadowing to each of the sensitive receptors based on the Site area's present form i.e. a cleared site.
- 7.3.2 The assessments will be carried out in accordance with the BRE Guidelines. The analysis will be calculated from a 3D computer model using specialist software based on detailed architectural models, Ordnance Survey (OS) mapping and photogrammetry.
- 7.3.3 In line with the BRE Guidelines, both the Vertical Sky Component (VSC) and No Sky Line (NSL) assessments will be undertaken in the Proposed Development scenario for the relevant sensitive receptors identified. Where floor plans are not available, NSL assessments will not be undertaken in accordance with the BRE guidelines.
- 7.3.4 The sunlight amenity to the surrounding relevant receptors will be considered by reference to the BRE recommended Annual Probable Sunlight Hours (APSH) method of assessment. Due to the southerly location of the sun in the sky, this assessment will consider those windows which face the Site and are located within 90 degrees of due south.

Future Baseline

- 7.3.5 If the Proposed Development was not constructed, the baseline daylight, sunlight and overshadowing levels would remain the same as there are no 'natural' factors that would influence baseline conditions, only human induced changes (i.e., development). The Site is, however, seen as a redevelopment opportunity and so, in reality, it would be unlikely for the baseline to remain as it is indefinitely. With respect to human induced changes, any development of the Site could influence the baseline conditions of varying degrees, as any drivers for change in baseline conditions would be linked to massing and layout of the surrounding context.

7.4 Embedded Mitigation & Design Assumptions

- 7.4.1 No embedded mitigation or design assumptions have been made.

7.5 Likely Significant Effects

7.5.1 Table 8.1 provides a summary of the key issues to be considered in relation to daylight, sunlight and overshadowing.

Table 8.1 Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Operational Phase		
1. Hill Quays	Reduction in daylight and sunlight levels	✓
2. Riverside Mews	Reduction in daylight and sunlight levels	✓
3. The Rhine	Reduction in daylight and sunlight levels	✓
4. The Nile	Reduction in daylight and sunlight levels	✓
5. 30 City Road East	Reduction in daylight and sunlight levels	✓
6. 14 Albion Wharf	Reduction in daylight and sunlight levels	✓
7. The Hacienda	Reduction in daylight and sunlight levels	✓
8. The Ropeworks	Reduction in daylight and sunlight levels	✓
9. 21 Little Peter Street	Reduction in daylight and sunlight levels	✓
10. 8-16 Bridgewater St	Reduction in daylight and sunlight levels	✓
11. 20 Southern St	Reduction in daylight and sunlight levels	✓
12. 18-12 Southern St	Reduction in daylight and sunlight levels	✓
13. 8-10 Southern St	Reduction in daylight and sunlight levels	✓
14. Deansgate Quay	Reduction in daylight and sunlight levels	✓
15. 357-361 Deansgate	Reduction in daylight and sunlight levels	✓
16. Lumiere Building	Reduction in daylight and sunlight levels	✓
17. The Danube	Reduction in daylight and sunlight levels	✓
18. Axis Tower	Reduction in daylight and sunlight levels	✓
19. Viadux - Phase 1	Reduction in daylight and sunlight levels	✓
20. Beetham Tower Resi	Reduction in daylight and sunlight levels	✓
21. StayCity Aparthotel	Reduction in daylight and sunlight levels	✓
Canal	Increase in overshadowing	✓
Social terrace along the canal	Increase in overshadowing	✓

7.5.2 Further to the above, Table 8.2 below provides details on the matters to be scoped out of further assessment within the ES.

Table 8.2 Matters to be scoped out of the assessment	
Matter	Rationale
Reduced daylight and sunlight amenity within surrounding residential receptors during construction	Owing to the evolving and changing nature of construction activities, the assessment of potential effects during construction of the Proposed Development on daylight and sunlight to surrounding properties and areas of amenity space will not be modelled. Since the potential daylight and sunlight effects relating to construction works will vary throughout the construction programme and gradually increase to the potential effects identified for the completed Proposed Development, the interim construction effects will not be assessed

Table 8.2 Matters to be scoped out of the assessment	
Matter	Rationale
	quantitatively as it is considered that the completed Proposed Development represents the worst-case assessment in terms of likely daylight and sunlight. Therefore, reduced daylight and sunlight amenity within the surrounding residential receptors and areas of amenity space during the construction phases is not considered to be significant (or if it is, only on parity with the completed Proposed Scheme) and will not be considered further in the EIA or reported in the ES.

7.6 Proposed Methodology

Daylight & Sunlight Assessment Methodologies

- 7.6.1 The assessments will be carried out in accordance with the BRE Guidelines. The analysis will be calculated from a 3D computer model using specialist software based on detailed architectural models, Ordnance Survey (OS) mapping and photogrammetry.
- 7.6.2 In line with the BRE Guidelines, both the Vertical Sky Component (VSC) and No Sky Line (NSL) assessments will be undertaken in the Proposed Development scenario for the relevant sensitive receptors identified. Where floor plans are not available, NSL assessments will not be undertaken in accordance with the BRE guidelines.
- 7.6.3 The sunlight amenity to the surrounding relevant receptors will be considered by reference to the BRE recommended Annual Probable Sunlight Hours (APSH) method of assessment. Due to the southerly location of the sun in the sky, this assessment will consider those windows which face the Site and are located within 90 degrees of due south.

Overshadowing Assessment Methodologies

- 7.6.4 The assessments will be carried out in accordance with the BRE Guidelines. The analysis will be calculated from a 3D computer model using specialist software based on detailed architectural models, Ordnance Survey (OS) mapping and photogrammetry.
- 7.6.5 A sun hours on ground (SHOG) assessment will be undertaken to confirm and quantify any effect on 21st March, as recommended by the BRE Guidelines. The SHOG assessment will consider the proportion of a designated amenity space which receives two or more hours of direct sunlight on 21st March.

Scenarios to be Assessed

- Current Baseline
- Current Baseline + Proposed Development; and

- Current Baseline + Proposed Development + Committed Developments.

7.7 Potential Mitigation Measures

7.7.1 No avoidance or mitigation measures are anticipated.

7.8 Consultation

7.8.1 There are no specialists within MCC or other statutory consultees relevant to the area of daylight, sunlight and overshadowing. As such, no consultation has been undertaken.

8 WIND MICROCLIMATE

8.1 Introduction

8.2 An assessment will be undertaken of the likely significant effects of the Proposed Development on the environment with respect to Wind Microclimate.

8.3 Study Area

8.3.1 Winds for the Manchester area are predominantly from the south, with a secondary peak from the west. Winds are typically stronger in the winter season, and lighter throughout the summer. Wind roses per season for the Manchester area will be used over a period of approximately 30 years, which is typically best practice in the UK. These wind roses provide the frequency of occurrence and magnitude of winds from all directions within the 30-year period. To understand and quantify the baseline conditions at the Site, a Computational Fluid Dynamics (CFD) model will be constructed reflecting the existing built form of the Site and the surrounding area (400 meter (m) radius from the centre of the Site, which is best practice for the UK). This model will be tested to allow the baseline wind microclimate conditions to be quantified.

8.3.2 The Wind microclimate will include a summary of all relevant national, regional and local policy guidance on wind microclimate. Any specific local policies (e.g. Supplementary Planning Guidance (SPG)) that may be applicable to wind microclimate will also be included.

8.4 Baseline Conditions

Current Baseline

8.4.1 Wind conditions at the Site will be influenced by existing development, the surrounding buildings and the local weather conditions. Given there are no buildings on site, the wind conditions are expected to be suitable for a mixture of sitting, standing and walking in winter, which would be typical for this type of site.

Future Baseline

8.4.2 There are substantial developments planned within the vicinity of the Proposed Development which will impact the wind conditions. In particular the neighbouring 2-4 Whitworth Street to the east, will provide shelter from the westerly winds, reducing the likely wind impact of proposed development in the future baseline case.

8.5 Embedded Mitigation & Design Assumptions

- 8.5.1 For the purposes of scoping, the following no design assumptions have been made. The Proposed Development may contain embedded mitigation. If there is embedded mitigation, this will be identified separately to any additional mitigation measures required to obtain safe and comfortable wind conditions.

8.6 Likely Significant Effects

- 8.6.1 Table 9.1 provides a summary of the key issues to be considered in relation to Wind Microclimate.

Table 9.1 Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
Existing thoroughfares, roadways, building entrances, railway station platforms, bus stops and amenity spaces	Temporary localised changes in pedestrian level wind speed as a result of the evolution of the massing on site, potentially altering the suitability of wind comfort conditions or the level of safety risks during strong winds.	✓
Operational Phase		
Existing thoroughfares, roadways, building entrances, bus stops and amenity spaces	Long-term localised changes in pedestrian level wind speed as a result of the proposed new massing on Site, potentially altering the suitability of wind comfort conditions or the level of safety risks during strong winds.	✓
Proposed entrances, amenity spaces, seating areas, balconies or roof terraces	Long-term localised levels of pedestrian level wind speeds which either change the level of wind safety risk during strong winds, or comfort conditions which potentially deviate from the target conditions.	✓

- 8.6.2 There are no wind microclimate related matters scoped out of the ES chapter.

8.7 Proposed Methodology

- 8.7.1 CFD models of the Proposed Development, existing surroundings and nearby (within 400 m) cumulative schemes, as appropriate, will be tested in CFD, to allow the future wind microclimate conditions to be quantified. Wind speeds will be measured at 1.5 m above ground level and any raised areas which are accessible to pedestrians, for all wind directions.

8.7.2 The CFD models will represent detailed models of the buildings, which will include relevant elements such as balconies, terraces, and façade details etc.

8.7.3 Three configurations will be tested in CFD as set out below.

- Configuration 1: Existing site with the existing surrounding buildings (baseline scenario);
- Configuration 2: Proposed Development with the existing surrounding buildings;
- Configuration 3: Proposed Development with the cumulative surrounding buildings.

8.7.4 Based on the results of the CFD testing assessed against the London Docklands Development Corporation (LDDC) variant of the Lawson Comfort Criteria, shown in Table 1, the suitability of the conditions and the likely effect at particular locations, both within and off-site, will be determined. If the measured wind conditions exceed the threshold wind speed for more than 5% of the time (whether that is seasonally or annually), then they are unacceptable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose. Therefore, significant effects are defined as instances when the comfort criteria is exceeded for the various use cases.

Table 9.2 Lawson Comfort Criteria (LDDC Variant)			
Key	Comfort Category	Mean Wind Speed (5% exceedance)	Description
	Sitting	0-4m/s	Acceptable for outdoor sitting use (e.g. cafes, benches, balconies)
	Standing	4-6m/s	Acceptable for main building entrances, pick-up / drop-off points and bus stops
	Leisure Walking	6-8m/s	Acceptable for strolling
	Business Walking	8-10m/s	Acceptable for external pavements, walking purposefully without lingering
	Uncomfortable	>10m/s	Not comfortable for regular pedestrian access

8.8 Potential Mitigation Measures

8.8.1 Should mitigation measures be required to provide wind conditions within a particular area / space to be suitable for their intended use, or are required to mitigate against predicted strong winds, the areas identified requiring suitable mitigation measures (such as façade treatments or soft and hard landscaping) will be developed in consultation with the Applicant and the Design Team. Where necessary, mitigation measures will be tested through additional rounds of wind tunnel testing. Following mitigation, the scale of any residual effects will be identified.

9 SOCIO-ECONOMICS

9.1 Introduction

- 9.1.1 An assessment of the likely significant socio-economic impacts of the Proposed Development will be undertaken by Cushman & Wakefield and will be included as a Chapter within the ES.

9.2 Study Area

- 9.2.1 The study areas to be considered, for both defining the baseline conditions and the assessment of potential socio-economic impacts, will be as follows:
- The Application Site
 - The local impact area – Manchester local authority area
 - The wider impact area – Greater Manchester Combined Authority area including the 10 constituent local authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan
- 9.2.2 The selection of study areas has been informed by the availability and reliability of the latest publicly available data at a variety of spatial scales, alongside the strategic planning context and Cushman & Wakefield's professional experience and judgement of operational housing market and economic areas.
- 9.2.3 Where data is available, each socio-economic criteria will be assessed against each of the three spatial study areas. Where this is not possible, or inappropriate (e.g. a radius approach for healthcare provision is advised), the spatial measure to be assumed is stated within the proposed assessment methodology below.

9.3 Baseline Conditions

Current Baseline

- 9.3.1 10-12 Whitworth Street currently comprises a long term cleared brownfield site of made ground, concrete and hoarding in Manchester City Centre. The Site is being temporarily used as a surface storage area by Domis construction for plant and materials for the Fusion development on Deansgate South (under Permitted Development Rights). As such, the current baseline conditions provide some minor beneficial economic effects in the form of generating a rental return.

Future Baseline

- 9.3.2 Domis are anticipating to vacate the Site in June 2025, following which, in accordance with the discharge of planning condition 1 (time frames and restoring of land)

attached to planning permission 135272/JO/2022 the Site will be restored, and measures implemented to secure the Site and prevent unwanted public access.

9.3.3 At this point in time, the Site will be turfed and secured by the erection of perimeter fencing preventing public access, thus providing no socio-economic benefit to the local community without the implementation of the Proposed Development.

9.3.4 The assessment will however consider the current socio-economic baseline conditions within the local and wider impact areas with regard to each of the assessment criteria.

9.4 Embedded Mitigation & Design Assumptions

9.4.1 For the purposes of scoping, the following design assumptions and embedded mitigation measures have been made:

- All legally required Building Regulations, Design Codes and Standards will be met or exceeded to protect the safety, health and welfare of people in and around the proposed buildings.
- Development built to Secured by Design (SBD) standards to reduce crime and improve the security of buildings and their immediate surrounds.

9.5 Likely Significant Effects

9.5.1 The Proposed development seeks to deliver a 40-storey landmark building incorporating purpose built student accommodation (PBSA) and supporting amenity space. The scheme has the ability to play an essential role in the evolution of this area of the city centre, whilst bringing additional socio-economic benefits, all of which furthers the city's status as one of the top five university cities within the UK.

9.5.2 The socio-economic impacts derived from the Proposed Development are anticipated to result in the most significant beneficial effects within the local Manchester area, with some lesser scale impacts across the wider Greater Manchester sub-region and North West region.

9.5.3 The assessment of the likely socio-economic benefits of the Proposed Development within the ES will consider a range of potential impacts throughout the construction and operational phases of the scheme.

9.5.4 Table 9.1 provides a summary of the scope of the socio-economic assessment by development phase.

Table 9.1 Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
Employment	Jobs created	✓
Economy	Productivity and local expenditure	✓
Operational Phase		
Housing Provision	No. of beds	✓
Employment	Jobs created	✓
Education	Qualifications and skills	✓
Economy	Productivity and local expenditure	✓
Healthcare	General Practice (GP) and dental provision	✓
Crime	Crime rates	✓

9.5.5 Further to the above, Table 9.2 below provides details on the matters to be scoped out of further assessment within the ES.

Table 9.2 Matters to be scoped out of the assessment	
Matter	Rationale
Housing	Given the temporary nature of the construction phase of the Proposed Development, and the negligible demand construction workers are likely to place on housing, education and healthcare during the works, these factors will be scoped out of the construction phase of the socio-economic assessment.
Education	
Healthcare	
Crime	Appropriate security and mitigation measures can justify the scoping out of the consideration of the impact on crime during the construction phase.

9.6 Proposed Methodology

9.6.1 The method of baseline data collection and assessment will be in accordance with industry best practice and current guidance where available and appropriate, including:

- HM Treasury Green Book (2022).
- Ministry of Housing, Communities and Local Government (MHCLG) Appraisal Guide (2025).
- Homes & Communities Agency (HCA) Employment Density Guide (2015)
- HCA Calculating Cost per Job Best Practice Note (2015)
- HCA Additionality Guide (2014)
- Department for Business Innovation & Skills (BIS) Research to Improve the Assessment of Additionality (2009)

9.6.2 As a desk based assessment, a range of published and publicly available data from reliable sources will be relied upon including:

- Information provided by the applicant.
- Office for National Statistics (ONS).
- Higher Education Statistics Agency (HESA).
- NatWest Student Living Index.

- Visit England.
- National Health Service (NHS) Choices.
- Home Office and Police.UK.

9.6.3 The estimation and assessment of anticipated socio-economic impacts for both the construction and operational phase will be derived from the specification of the Proposed Development, reliable published data sources, and Government and industry guidance. This will be compared to the baseline conditions within the local and wider benchmark areas. The summary approach to assessment and data sources for each impact is set out in Table 9.3 below.

Table 9.3 Approach to Socio-Economic Assessment	
Impact	Assessment Methodology
Construction Phase	
Construction Employment	▪ Detailed construction costs or Building Cost Information Service (BCIS) cost data to estimate total construction costs. ▪ Average annual turnover per employee in the construction sector derived from ONS Business Population Estimates. ▪ Anticipated construction period to estimate gross Full Time Employment (FTE) construction jobs. ▪ Additionality considerations applied aligned to Government guidance.
Economic Productivity	▪ Latest ONS Gross Value Added (GVA) per capita estimates at the Manchester local authority level applied to the estimated net FTE construction jobs per annum. ▪ Latest ONS GVA per capita estimates for construction jobs at the North West region level applied to the estimated net FTE construction jobs per annum ▪ GVA per capita data is not available at the local or sub-regional level
Operational Phase	
Student Housing & Population	▪ Schedule of accommodation to establish number of rooms and occupancy. ▪ Population based on appropriate person per bed space assumption.
Employment	▪ Direct operational phase employment estimate by applicant based on previous schemes and their FTE requirement for jobs. ▪ Additionality considerations applied aligned to Government guidance. ▪ Indirect FTE of part-time term time jobs estimate based on NatWest Student Living Index.
Education	▪ Indirect impact to be assessed qualitatively based on professional experience of providing infrastructure required for students to excel, and to attract and retain students.
Economy	▪ Latest ONS GVA per capita estimate at the Manchester local authority level applied to the estimated net FTE direct operational jobs created. GVA per capita data is not available at the local or sub-regional level ▪ Student Income and Expenditure Study (Department for Education) applied to new resident population to estimate annual expenditure at the Greater Manchester level. ▪ Visitor spend estimate based on annual overnight visitor assumption per resident applied to Visit Britain visitor spend data at the Manchester Local Authority level.
Healthcare	▪ NHS Digital statistics from GP Workforce Census and information from existing GP and dental surgeries to determine local capacity within an appropriate radius of the site (rather than spatial boundary level).
Crime	▪ Qualitative assessment based baseline local (ward) crime data. ▪ Consideration of the scope to 'design out' crime through scheme design.

9.6.4 The level of socio-economic effects generated by the Proposed Development at the local and wider scale will be considered as follows:

- **Major Beneficial** – Significant positive socio-economic impact at the local scale and moderate or significant benefits at the wider scale
- **Moderate Beneficial** – Modest socio-economic improvement at the local scale
- **Minor Beneficial** – Small positive impact on local socio-economic indicators
- **Negligible** – No real change in socio-economic indicators as a result of development
- **Minor Adverse** – Small negative impact on local socio-economic indicators
- **Moderate Adverse** – Modest socio-economic disincentive at the local scale
- **Major Adverse** – Significant adverse socio-economic impact at the local scale and moderate or significant disbenefits at the wider scale

9.6.5 Major effects will be considered to be significant for the purposes of the ES.

9.6.6 The significance criteria are qualitative in approach but will be informed by data derived from the baseline assessment and quantitative assessment of construction and operational phase impacts of the Proposed Development. Based on professional experience and judgement, consideration will be given to the scale and duration of the socio-economic effect at each spatial scale relative to the baseline; the value of the impact; and the ability to adapt to and/or mitigate the potential benefit or adverse effect.

9.6.7 A qualitative assessment of inter-cumulative and intra-cumulative effects during both the construction and operational phase of the Proposed Development will be undertaken.

9.7 Potential Mitigation Measures

9.7.1 No significant adverse effects of development are anticipated in socio-economic terms. Therefore, it is assumed at this stage that no mitigation measures will be required in respect of either the construction or operational phase of the Proposed Development. However, the need for mitigation will be considered throughout the socio-economic assessment and potential mitigation measures proposed if required.

9.8 Consultation

9.8.1 The assessment of the socio-economic impacts of the Proposed Development will not require the undertaking of any consultations.

10 SUMMARY

10.1.1 This Scoping Report has been produced to inform MCC and other relevant stakeholders of the proposed scope of the ES. In summary it is proposed that the ES will be structured as follows:

Chapter 1: Introduction

Chapter 2: Site Description

Chapter 3: The Proposed Development

Chapter 4: Approach and Scope

Chapter 5: Consideration of Alternatives

Chapter 6: Air Quality

Chapter 7: Noise and Vibration

Chapter 8: Built Heritage, Townscape and Visual Impact Assessment

Chapter 9: Daylight, Sunlight & Overshadowing

Chapter 10: Wind Microclimate

Chapter 11: Socio-Economic

Chapter 12: Summary of Residual and Cumulative Effects

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