



Sister – Plot C, Manchester

EIA Screening and Scoping Report

February 2025

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1 Introduction

- 1.1 This Environmental Impact Assessment (EIA) Screening and Scoping Report (the “Report”) has been prepared in respect of the redevelopment of Plot C of the Sister (ID Manchester “IDM”) Strategic Regeneration Area (“the Site”) for an office-led development (“the Proposed Development”).
- 1.2 The Applicant is ID Manchester Ltd, a joint venture between Bruntwood Scitech Ltd and the University of Manchester formed to deliver Sister, a commercially-led mixed use development on the former UMIST Campus in Manchester City Centre.
- 1.3 This Report is submitted to request that Manchester City Council (“MCC”) as Local Planning Authority (“LPA”) adopt a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA Regulations”). In accordance with Regulation 15, paragraph 2, this Report contains:
- A plan sufficient to identify the land (included at Appendix 1);
 - A brief description of the nature and purpose of the Proposed Development
 - An explanation of the likely significant effects of the development on the environment; and
 - Other supporting information considered relevant to the LPA in adopting a robust Scoping Opinion.

EIA Requirements

- 1.4 The EIA process is the mechanism by which development proposals are appraised in terms of environmental criteria, in addition to socio-economic, engineering, and technical considerations. The EIA process defines the context of the Proposed Development and examines the issues considered relevant to the proposals.
- 1.5 The purpose of the EIA is to establish the nature of the development and the environment in which it is likely to take place to identify likely significant effects on the environment that may arise, by comparing the existing situation at the start of the work (baseline) with the situation once the proposals are in place.
- 1.6 The EIA Regulations require that any Proposed Development falling within the description of a ‘Schedule 2 development’ within the meaning of the Regulations, will be subject to an EIA where such development is likely to have ‘significant’ effects on the environment by virtue of such factors as its nature, size or location (Regulation 2(2)).
- 1.7 The Proposed Development falls under the category of “Infrastructure Projects – Urban Development Projects” (Schedule 2, 10, (b)) as described in the Regulations. The applicable thresholds above which EIA is likely to be required are: (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; or (ii) the development includes more than 150 dwellings; or (iii) the overall area of the development exceeds 5 hectares.

1.8 The indicative thresholds and criteria state that:

“In addition to the physical scale of such developments, consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination”. (Annex: Indicative Screening Thresholds (2015), Planning Practice Guidance: Environmental Impact Assessment)

- 1.9 The Site covers an area of approximately 2.1 ha. The Proposed Development will result in development that is of significantly greater scale and is anticipated to lead to a greater amount and intensity of environmental impacts than the existing situation, which exceeds the threshold in relation to parts (i) listed in Schedule 2, 10, (b) of the Regulations. The Site also forms part of a larger redevelopment, the IDM masterplan, which is relevant to the requirement of an EIA. An EIA is therefore considered appropriate to test the likely significant effects of the Proposed Development.

Purpose of the EIA Screening and Scoping Report

- 1.10 The process of identifying likely significant effects on the environment which should be addressed by the EIA is termed ‘scoping’ and the results are presented as a Scoping Report.
- 1.11 Regulation 15 of the EIA Regulations (2017) sets out the process for obtaining a Scoping Opinion from the relevant planning authority.
- 1.12 This Scoping Report sets out the approach taken to the topic areas and information that would be contained within the Environmental Statement (‘ES’). Statutory consultees are invited to express their views on the proposed scope of the EIA or suggest additional issues which may be considered to be of significance. The views expressed by statutory consultees will then be used by the LPA to inform the formal EIA Screening and Scoping Opinion, in accordance with Regulation 15(4).
- 1.13 The LPA is requested to respond to the formal request for an EIA Screening and Scoping Opinion within five weeks of registering receipt.

Structure of this Report

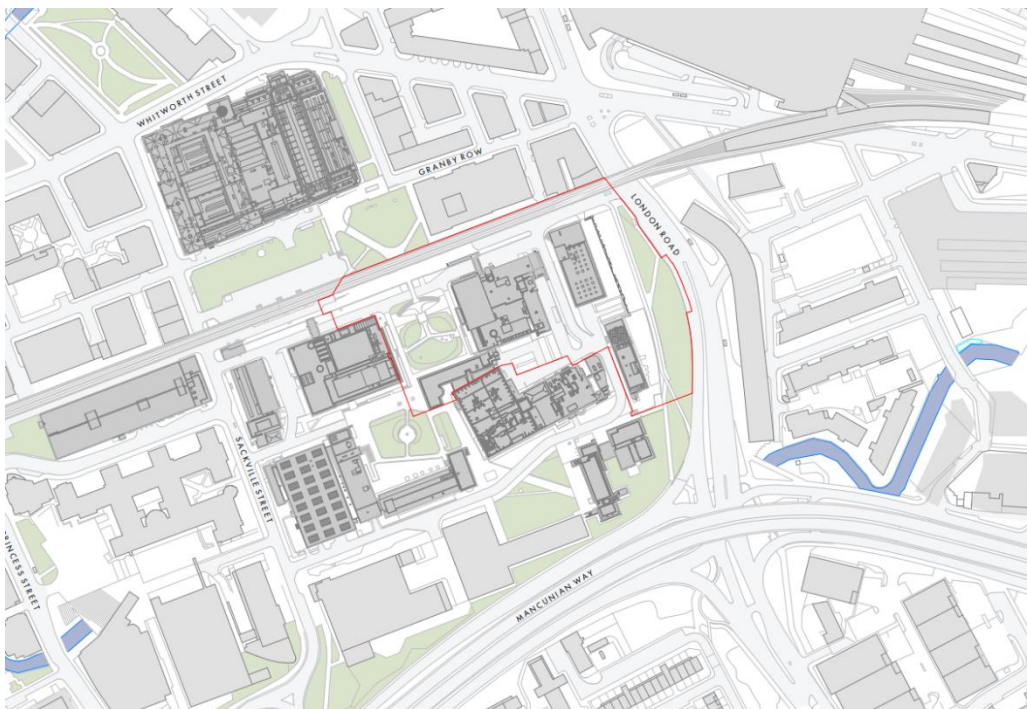
- Chapter 2 of this Report provides a site description and outlines the nature of the Proposed Development.
- Chapter 3 sets out the proposed approach and methodology that an ES would take and who might need to be consulted.
- Chapter 4 provides details of those environmental disciplines to be scoped out of the EIA.
- Chapter 5 sets out the key issues that would be addressed by the EIA.

2 Site Description

Site Location

- 2.1 The Site is located in Manchester City Centre. It forms the north eastern corner of the former UMIST Campus. The Site is bound by Vimto Park and the rear of buildings fronting onto Granby Row to the north, London Road to the east, Jackson's Mill and the MSS Tower to the south, and the Renold Building to the west.
- 2.2 The Site is identified on the Figure 2.1 below as well as Appendix 1.

Figure 2.1 – Site Location Plan (source: Allies and Morrison)



Surrounding Land Uses

- 2.3 Land to north and northwest, beyond the railway viaduct, comprises green public space at Vimto Park and the now vacant Sackville Building, which also forms part of Sister, existing and under construction purpose built student accommodation ("PBSA"), commercial uses, and residential accommodation.
- 2.4 To the north-east lies Piccadilly Station, Manchester's primary rail hub, and to the east, beyond London Road, lies hotel accommodation and PBSA beyond.
- 2.5 Land to the south and west of the Site comprises the former UMIST Campus, an educational facility which now lies vacant. The Renold Building, immediately west of the Site, has recently been sensitively revitalised and reimagined as commercial uses and collaboration spaces also related to Sister.

- 2.6 The southern boundary of the Sister area is the Mancunian Way, beyond which lies the predominantly residential areas of Ardwick, Brunswick, and Hulme.

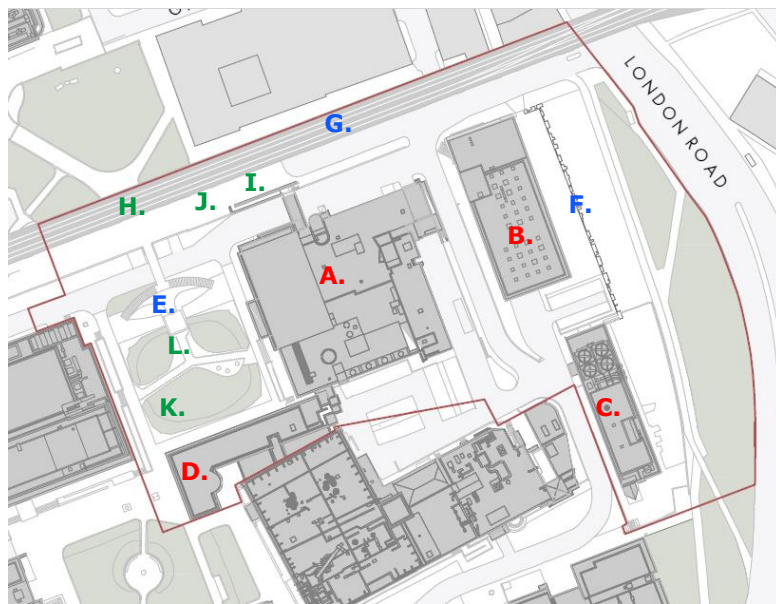
Site Description

Site Area and Topography

- 2.7 The Site extends to circa 2.1ha. It is principally comprised of made ground, existing buildings and structures. Areas of landscaping and grass are located in the eastern and western parts of the Site.
- 2.8 There are significant level changes across the Site.

Existing Buildings, Structures and Spaces

Figure 2.2 – Site Plan with existing buildings and structures annotated (source: Allies and Morrison)



- 2.9 Four vacant buildings associated with the former UMIST Campus of the University of Manchester are located within the Site, which range from two to 15-storeys in height. The existing vacant buildings on the Site are:
- Barnes Wallis Wright Robinson Building (A) – vacant former student union and halls of residence, comprising 15-storey tower (84.6m AOD) (Wright Robinson), with 3-storey podium (Barnes Wallis).
 - Moffat Building (B) – vacant former education and research space within a part three, part two storey building.
 - Morton Laboratories (C) – vacant former university chemical engineering laboratory comprising a five storey building.
 - Manchester Meeting Place (D) – vacant former university staff building, four storeys in height.

- 2.10 The Site also comprises the former Bowling Green a landscaped area to the west of the Site. The Butterfly Stairs (E) are located within the Bowling Green, providing access between the significant level changes between Altrincham Street and the Bowling Green.
- 2.11 The Site includes two Grade II Listed structures: the Hollaway Wall (F), located to the east along London Road; and the Manchester and Altrincham Railway Viaduct (G), which forms the northern boundary of the Site.
- 2.12 The following pieces of public art are located within the Site:
- Archimedes statue (H) – located beneath viaduct, along Altrincham Street;
 - Magnets Sculpture (I) – located along Altrincham Street;
 - Large Urns (J) - located along Altrincham Street;
 - Flame Sculpture (K) – located at entrance to Renold Building; and
 - Havelock Mill Structure (L)– located on the Bowling Green.

Trees

- 2.13 There are 53 trees located within the Site, including: a grouping of mature trees along London Road adjacent to Morton Labs and Moffat Building; mature and semi-mature trees located within the Bowling Green, particularly to the north; and a smaller grouping of mature trees within an area of hardstanding to the south of Barnes Wallis Wright Robinson.

Access and Topography

- 2.14 The Site is currently accessed via London Road, at the junction with Altrincham Street, between the viaduct and Moffat. Access to the Site is also via Lower Albion Street from the south, adjacent to Morton Labs, which runs to the south of The Mill.
- 2.15 The Site has significant level changes between the upper level to the north and lower levels to the south. The level changes are addressed by the Butterfly Stairs located to the west of Barnes Wallis leading from Altrincham Street to the Bowling Green. There is also the existing route along Lower Albion Street which cuts through the Site north to south (with Moffat to east and Wright Robinson to the west).
- 2.16 It should be noted that there is an existing servicing access route which serves Barnes Wallis Wright Robinson, providing a route off Lower Albion Street, into the northeastern corner of the building.

Connectivity

- 2.17 The Site is in a highly accessible location via a range of transport modes. Local, regional and national railway services are available from Manchester Piccadilly Station (c.131m north-east of the Site) and Oxford Road Station (c.727m west from the Site). Piccadilly Station is also the nearest Metrolink Station, providing access to local and regional tram services. Bus routes run along Whitworth Street, London Road and Oxford Road. Access to the inner ring road by private car is immediately south of the Site.

- 2.18 The Site is in easy walking distance to the shops, amenities and facilities within the City Centre, and residential accommodation both within the City Centre and surrounding neighbourhoods to the south.
- 2.19 There is a Beeway off-road cycleway on London Road, and bus stops adjacent to the Site with 25 services per hour in both directions. The Site has a GMAL (measure of public transport accessibility) of 8, which is the highest possible score.
- 2.20 London Road immediately to the east of the Site is currently a source of severance to pedestrian and cycle movements.

Site Specific Environmental Designations

Air Quality

- 2.21 The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO₂ is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

- 2.22 There are no Sites of Special Scientific interest or Special Areas of Conservation ('SAC') located on or immediately adjacent to the Site. The closest, the Rochdale Canal SAC designation is 5.12km to the north-east of the Site. The closest site of Special Biological Interest ('SBI') is the Ashton Canal SBI, which is located 465m north-east of the Site.
- 2.23 Although there are protected and notable flora and fauna within Central Manchester (where the Site is located) such as black redstart, *Phoenicurus ochruros* and Manchester poplar *Populus nigra subsp. Betulifolia* on the Manchester Biodiversity Action Plan (BAP); there are no records of either species on the Site. Other notable species within Central Manchester include peregrine falcon *Falco peregrinus* and various species of bats however again there is no records of these species on the Site.

Flood Risk and Drainage

- 2.24 According to The UK Governments Flood Map (Figure 2.3), the Site is located within Flood Zone 1, defined as having a low probability of flooding, meaning there is a less than 1 in 1000 annual probability of river or sea flooding.
- 2.25 As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

Figure 2.3 – UK Government Flood Map

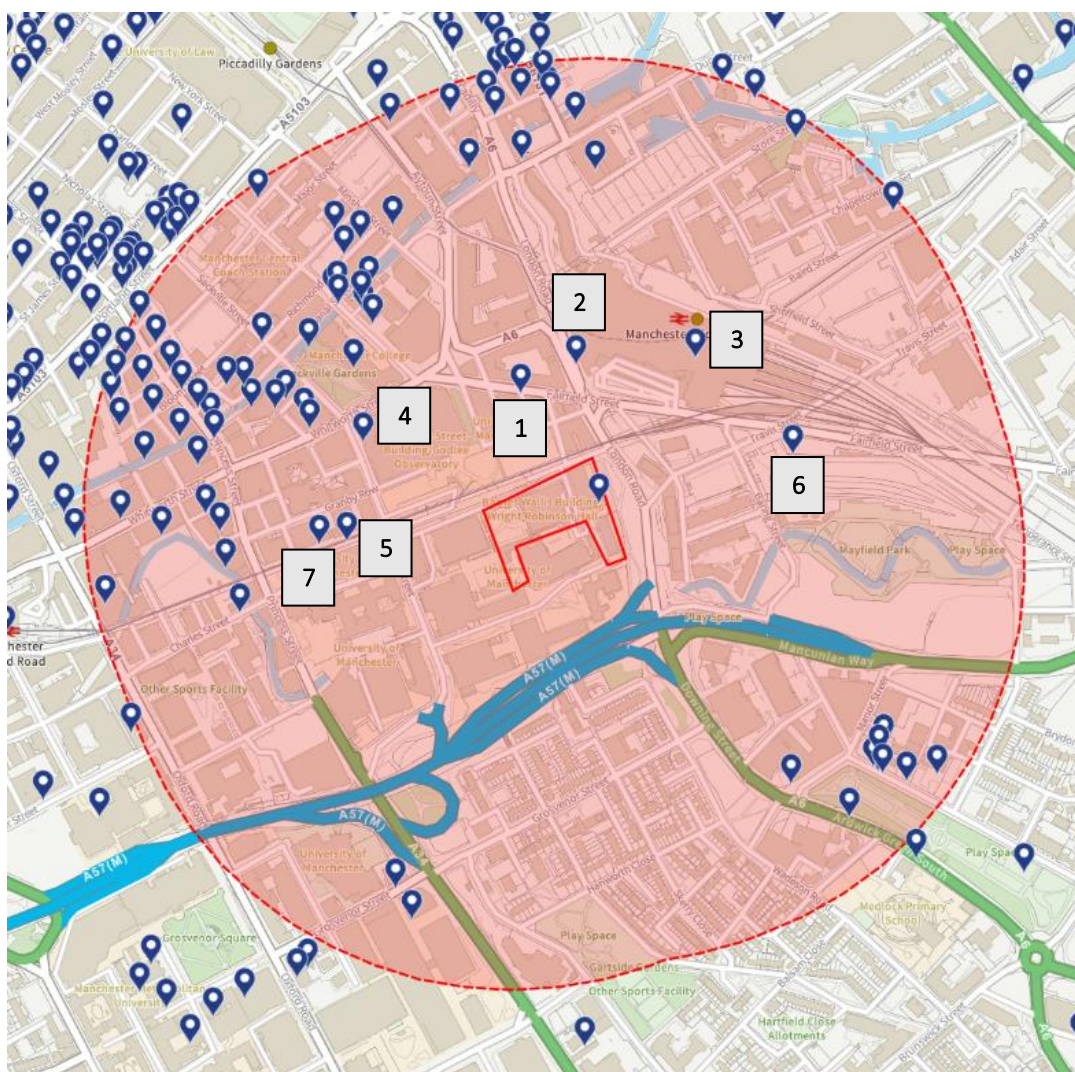


Heritage

- 2.26 The Site is not located within a conservation area. The northern aspect of the Site boundary (the viaduct) runs parallel to the Whitworth Street Conservation Area boundary; the viaduct is considered to fall within the boundary of the designated area'. The Castlefield Conservation area is located 1.12km east of the Site and the George Street Conservation Area is located 516m north of the Site.
- 2.27 The Site contains the following designated heritage assets:
- Deansgate – Castlefield Viaduct (Grade II Listed, List Entry Number: 1292315) – *partially located within the Site boundary*; and
- 2.28 Holloway Wall (Grade II Listed, List Entry Number: 1400857) – *located wholly within the Site boundary*.
- 2.29 MCC does not maintain a local list; however, the following buildings and structures within the Site are considered to be non-designated heritage assets (NDHAs) – *all wholly located within the Site boundary*:
- 1) Barnes Wallis Wright Robinson Building;
 - 2) Morton Laboratories;
 - 3) Manchester Meeting Place;
 - 4) Butterfly Stairs; and
- 2.30 Public art (x 5 referenced at paragraph 2.12).
- 2.31 Certificates of Immunity from Listing were granted by Historic England with respect to the four NDHA buildings (1-4) listed above, together with the Moffat Building, on 10 October 2024.
- 2.32 There are 60 Listed Buildings located within 500m of the Site, with the following in the immediate vicinity in order of distance from the Site:

- 1) Police and Fire Station (Grade II*) – List Entry Number: 1197918
- 2) Former Goods Offices to Piccadilly (Grade II) – List Entry Number: 1197919
- 3) Train Shed and Undercroft at Manchester Piccadilly (Grade II) – List Entry Number: 1283014
- 4) Institute of Science and Technology (Sackville Building) (Grade II) – List Entry Number: 1247609
- 5) Granby House (Grade II) – List Entry: 1218253
- 6) Star and Garter Public House (Grade II) – List Entry Number: 1200827
- 7) Orient House (Grade II Listed) – List Entry Number: 1200838

Figure 2.4 – Historic England Listed Asset Map



- 2.33 No buildings within the former UMIST campus are listed, with the exception of the Grade II Listed Sackville Building (Institute of Science and Technology). The Renold Building, immediately west of the Site, is considered to be an NDHA and is currently subject to

consideration by Historic England for spot listing. The MSS Tower, Pariser Building, Jackson's Mill, Ferranti Building, and Faraday Building (all south and southwest of the Site) are considered to be NDHAs.

Planning Policy Allocations and Strategic Frameworks

- 2.34 The Site is located within Manchester City Centre and Greater Manchester Regional Centre, as defined by the 2012 Manchester Core Strategy Proposals Map, as well as Policy JP-Strat2 (City Centre) of Places for Everyone (2024). The City Centre (Core Strategy CC1) is identified as the primary focus for economic development as well as having an increasingly important role in providing high density residential development. The Site also sits within the Regional Centre which has been identified in the Core Strategy Policy EC3 as suitable for employment generating uses.
- 2.35 The Site is located within the Oxford Road Corridor as defined in the Corridor Manchester Strategic Vision to 2025, Oxford Road Spatial Framework (March 2018), and the Oxford Road Corridor Strategic Regeneration Framework Guidance (September 2019). The Oxford Road Corridor is Manchester's Knowledge Quarter, a world-class innovation district that is home to a unique concentration of knowledge, business and cultural assets.
- 2.36 The Sister area (formerly known as North Campus) is identified in the Oxford Road Spatial Framework as a strategic investment site, where a cluster can be formed to support research and development and collaboration between the University and industry partners. It is envisaged as a mixed-use district with the knowledge industry and academic research identified as key activities. New commercial, retail and hotel uses could be provided as part of its regeneration.
- 2.37 The Site is located within the ID Manchester Strategic Regeneration Framework ("the SRF") Area, endorsed by MCC Executive Committee in December 2023. The SRF articulates a vision to create a world-leading innovation district in the area. The place-based principles contained within the document envisage a mix of commercial and residential uses, with well connected, open and accessible routes and high-quality public spaces. Tall, landmark buildings are envisaged on Development Zone C (the Site). The illustrative masterplan envisages commercial office accommodation, together with a generous civic square on the Site.

Figure 2.5 – IDM SRF Boundary with Development Zones (source: Allies and Morrison). Annotated with approximate Site Boundary (blue)



- 2.38 To date, Planning Permission has been granted for the change of use to the Renold Building (within Plot B, shown in Figure 2.5) for commercial floorspace and collaboration spaces (approved in April 2024 under planning permission 139763/FO/2024). The building opened in Autumn 2024.

3 Proposed Development

- 3.1 This Scoping Report is therefore prepared on the basis of the anticipated uses, design intent, and maximum parameters of development that are expected to come forward on the Site.
- 3.2 The Proposed Development will likely comprise:
- An office-led development (up to 67,500 sqm (GEA)) with ground floor amenity retail 'food & beverage' floorspace (up to 5,000sqm), top floor amenity space, cycle parking, and disabled badges car parking.
 - The change of use of the railway arches to retail and food and beverage uses (Use Class E and Sui Generis – drinking establishment).
 - The creation of a new public square, access and other associated works, including works to the public highway.
- 3.3 It is anticipated that some or all of the existing buildings and structures within the Site will be altered in some way or demolished to allow for the Proposed Development to take place. Some of the trees are also anticipated to be removed and replaced.
- 3.4 This EIA Screening and Scoping Request is based on realistic parameters of the Proposed Development. These parameters therefore act as a 'worst case' scenario for EIA assessment purposes. Should these parameters be exceeded or otherwise materially change then the EIA scope would be further reviewed as noted in Chapter 4.
- 3.5 The proposed maximum parameters for development is set out within Table 2.1, which have been the basis of the analysis as set out in this Report.

Table 3.1 – Development Maximum Parameters (last updated 17 February 2025)

Measurement / Detail	Proposed Development Parameter
Site Area	2.1 ha
Proposed Development Height	136m AOD / 22 storeys
Proposed Development Floorspace	<u>Office Development</u> Office (Use Class E) – approximately 82,300 sqm (GEA) Flexible Commercial / Retail (Use Class E, Sui Generis – drinking establishment) – approximately 4,898 sqm (GEA) <u>Viaduct Arches</u> Flexible Commercial / Retail (Use Class E and Sui Generis– drinking establishment) - approximately 1,092 sqm (GEA)

Measurement / Detail	Proposed Development Parameter
Car and Cycle Parking	Up to c. 7 x disabled car parking spaces c. 1 cycle space per 10 staff
Public Realm	Flexible public realm that can host a wide range of events.

Phasing

- 3.6 This will be a phased development. It is anticipated that the first phase of development will include the demolition and enabling works across the site and continue into the delivery of the first commercial building (C1).
- Accordingly, the identified phases of development are: Phase A – demolition of existing structures and buildings and construction of Building C1 and associated landscaping and works.
 - Phase B – construction of Building C2 (including works to Hollaway Wall) and associated landscaping and works.
 - Phase C – Viaduct (change of use and associated works).
- 3.7 Phase B may be delivered sequentially or overlapping with Phase A.
- 3.8 It is anticipated that Phase C could come forward at any point in the development, independent of delivery of Phases A and B.

4 Approach to EIA and Proposed Methodology

The Project Team

- 4.1 Regulation 18, Paragraph 5 (a) of the EIA Regulations (2017) requires the ES to be prepared by competent experts. The Applicant has instructed Deloitte to lead and manage the EIA process. Deloitte has significant experience and expertise in managing the EIA process for similar projects to the Proposed Development and holds the IEMA EIA Quality Mark.
- 4.2 As part of the Scoping Exercise, technical input to this EIA Screening and Scoping Report has been provided from the members of the project team, set out in Table 4.1.
- 4.3 All technical assessments in the EIA will be undertaken by a suitably qualified project team to ensure credibility, and coordinated by Deloitte. Table 4.1 also sets out details of the proposed EIA Team.
- 4.4 The following disciplines are proposed to be scoped out of the EIA, as detailed in the Chapter 5:
 - Agricultural Circumstances
 - Aviation
 - Broadband Connectivity
 - TV Reception
 - Water Resources, Flood Risk and Drainage
 - Archaeology
 - Ecology
- 4.5 It is proposed that the following disciplines will be scoped into the EIA:
 - Townscape and Visual Impact
 - Heritage
 - Noise and Vibration
 - Daylight Sunlight and Overshadowing
 - Solar Glare
 - Wind
 - Ground Conditions

- Traffic and Transport
- Air Quality
- Climate Change
- Human Health
- Socio-Economics

Table 4.1 Project and EIA Team

Project Team			
EIA Discipline (Scoped In)	Consultant	Qualifications	Scoped In/Out
EIA Coordinator	Deloitte	MRTPI, MPlan, MSc, BA (Hons) IEMA Quality Mark Registered	N/A
Planning	Deloitte	N/A	N/A
Architecture and Design	Allies and Morrison	N/A	N/A
Agricultural Circumstances	N/A	N/A	Out
Water Resources, Flood Risk and Drainage	Civic	HND Civil Engineering	Out
Broadband Connectivity	Pager Power	BSc (Hons)	Out
TV Reception	Pager Power	BSc (Hons)	Out
Aviation	Pager Power	BSc (Hons)	Out
Archaeology	BWB	Ba (Hons)	Out
Ecology	Tyler Grange	BA(Hons), MCIEEM	Out
Townscape and Visual Impact	Layer Studios	Chartered Member of Landscape Institute	In
Heritage	SLHA	BA (Hons), MA (Hons), MSc, IHBC	In
Noise and Vibration	Sol Acoustics	BEng (Hons), MSc (Res), MIOA	In
Daylight/Sunlight/Overshadowing	GIA	LLB (Hons)	In
Solar Glare	GIA	MBSc	In
Wind	GIA	Meng, PHD	In
Ground Conditions	Civic Earth	BEngm CSci, CEnv, MEnvSc, Mscxm MSci (Hons), CGeol, FGS, ARSM, ROGEP	In
Traffic and Transport	Civic	MEng	In
Air Quality	Buro Happold	MMet AMIAQM, BSc MIAQM	In

Project Team			
Climate Change	Buro Happold	BSc Environmental Geoscience, MSc Water Resource Management, MSc Climate Change, MSc Environmental Management	In
Human Health	Buro Happold	BSc Urban Sociology, MSc Local Economic Development	In
Socio-Economics	Ekosgen	BA (Hons) Geography, Member of the Institute of Economic Development	In

Approach to Scoping

- 4.6 This Report aims to provide the LPA with sufficient information to inform a clear and agreed scope for the EIA, and ensure a robust assessment of likely significant environmental effects arising from the Proposed Development.
- 4.7 The Scoping exercise has taken account of the proposed construction activities, operational characteristics of the Proposed Development, relevant planning policy, knowledge of the Site, and the professional opinion of the project team.
- 4.8 This EIA Screening and Scoping Report seeks to establish the overall framework for the EIA in relation to the environmental topics and associated likely significant effects that will be subject to detailed assessment. However, iterative re-scoping will continue as the design and strategy is refined, plans and principles are developed, and additional technical survey work informs the final design for the Proposed Development. Any deviation between the scope of effects considered within this EIA Screening and Scoping Report and the ES will be clearly communicated in the ES.
- 4.9 This Report considered firstly whether technical disciplines should be "Scoped In" or "Scoped Out" of the EIA. Based on the information available at the time of writing, where the Proposed Development is not considered to give rise to likely significant effects on the environment, it is scoped out and will not be considered within the ES. Where disciplines are scoped out, a standalone technical assessment will be submitted with the planning application.
- 4.10 In summary, each consultant has advised:
- Whether consultation has taken place.
- 4.11 Rationale for scoping out, if applicable:
- Any background studies which have been completed or baseline information available.
 - Provided the baseline of the Site as relevant to each of the technical areas.
 - Identification of effects which are not significant at both the Construction 'C' and Operational 'O' stages of development and the mitigation proposed.
- 4.12 In addition, for those disciplines which are sought to be scoped in, consultants have provided a headline summary of:

- Baseline data.
 - Assessment methodology for the likely significant effects.
 - Limitations and assumptions (included at Appendix 3(a)).
- 4.13 Scenarios to be tested are set out in full in Appendix 3(b) alongside a matrix outlining which scenarios are to be tested for each discipline.
- 4.14 The following statutory consultees should be consulted through the EIA Screening and Scoping process:
- MCC – Contaminated Land, Environmental Health, Flood Risk, Highways, Tree Officer (Technical Officers);
 - Transport for Greater Manchester (MCC Highways);
 - Environment Agency (EA);
 - Canal and River Trust;
 - Greater Manchester Police Secure by Design;
 - Historic England;
 - Greater Manchester Archaeological Advisory Service;
 - Natural England;
 - NATS;
 - Greater Manchester Ecological Unit; and,
 - United Utilities.
- 4.15 Early consultation with a number of the above statutory consultees has already been undertaken in order to inform specifics of the design of the Proposed Scheme and to ensure early engagement to ascertain their views on likely significant effects, baseline data collection and appropriate assessment methodologies. The outcomes of those early consultations are reflected in this EIA Screening and Scoping Report.

Structure and Scope of the ES

- 4.16 The ES would comprise two volumes, Volume 1 would set out the findings with respect to each of the environmental disciplines that have been examined as part of the EIA. Volume 2 would include all the supporting documents and technical appendices relating to the chapters. A Non-Technical Summary (NTS) of the ES will also be produced and form a standalone document.
- 4.17 Overall, the information presented in the ES will be provided in accordance with Schedule 4 of the EIA Regulations (2017) and will include:
- A description of the Proposed Development;

- An outline of the reasonable alternatives studied and reasons for selecting the chosen option;
 - A description of the aspects of the environment likely to be significantly affected by the Proposed Development;
 - A description of the likely significant effects of the Proposed Development on the environment, including direct and in-direct and in-combination impacts;
 - A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment;
 - A non-technical summary; and
- 4.18 An indication of any difficulties encountered by the applicant in compiling the required information.
- 4.19 The proposed structure of each ES Chapter (Volume 1) is included at Appendix 4. This is considered to be a robust approach and aligns with the EIA Regulations (2017).

EIA Boundary

- 4.20 The geographical coverage of the EIA will be determined by a number of factors including:
- The physical extent of work;
 - The nature of the baseline environment, including the location of sensitive receptors;
 - The distance over which effects will be significant; and
 - The presence and type of “pathways” along which impacts may be spread.

EIA Methodology

- 4.21 The introductory chapters of the ES will provide the following information:
- An introduction to the ES in a legislative and site specific context;
 - Description of the Site and Proposed Development;
 - Alternatives considered and project design evolution;
 - EIA methodology;
 - Construction methodology and programme;
 - Stakeholder engagement;
 - ES structure; and
 - Details of the EIA project team.
- 4.22 The EIA would assess both the construction and operational phases of the Proposed Development.

- 4.23 Each ES chapter would follow the headings set out below to ensure the final document is transparent, consistent, and accessible. A reference list will also be provided as relevant with each ES chapter. This is considered to be a robust approach and aligns with the EIA Regulations (2017).

Introduction

- 4.24 This Chapter will introduce the assessment discipline and the purpose for which it is being undertaken.

Legislative, Policy and Guidance Context

- 4.25 This Chapter will include a summary of national, regional and local policy and guidance of relevance to the environmental discipline and assessment. Relevant legislation will be summarised where applicable.
- 4.26 In addition preparation of each ES chapter will consider relevant local and regional, social and economic policies. This will include (but may not be limited to):
- MCC Core Strategy (2012) and 2024 addendum
 - ID Manchester Strategic Regeneration Framework (2023)
 - Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (2007)
 - Places for Everyone – Greater Manchester Combined Authority (2024)
 - National Planning Policy Framework (2024)
 - Assessment Methodology and Significance Criteria
- 4.27 This Chapter will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.
- 4.28 It will also outline any difficulties encountered in compiling the required information.

Baseline Conditions

- 4.29 This will include a description of the environment as it is currently and as it is expected to change if the project were not to proceed (i.e. 'do-nothing' scenario). The method used to obtain this information will be clearly identified. Baseline data will be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

- 4.30 This Chapter will identify the likely significant effects on the environment resulting from the Proposed Development.
- 4.31 The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. The criteria to be used in

carrying out this process are detailed below. Where relevant, individual consultants may use a variation of the criteria and this will be clearly explained within the methodology of each chapter.

Prediction of Impact Magnitude

- 4.32 The methodology for determining the scale or magnitude of change caused by the impact is set out in Table 4.4. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise within Chapter 6. Where the standard methodology is not followed, a discipline specific methodology is detailed within Chapter 6 of this Report.

Table 4.2: Standard Methodology for Assessing Magnitude of Change

Magnitude of Change	Criteria for assessing magnitude of change caused by an impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

Prediction of Receptor Sensitivity

- 4.33 The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out in Table 4.3. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise. Where the standard methodology is not followed, a discipline specific methodology is detailed within Chapter 6 of this Report.

Table 4.3: Standard Methodology for Determining Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Assessment of Effect Significance

- 4.34 Effect significance will be calculated using the matrix in Table 4.4. This illustrates the interaction between impact magnitude and receptor sensitivity. The duration of the affect will also be considered and whether it is permanent or temporary.

Table 4.4: Effect Significance Matrix

Magnitude	Sensitivity		
	High	Moderate	Low
Major	Major	Major - Moderate	Moderate - Minor
	Adverse/Beneficial	Adverse/Beneficial	Adverse/Beneficial
Moderate	Major - Moderate	Moderate – Minor	Minor
	Adverse/Beneficial	Adverse/Beneficial	Adverse/Beneficial
Minor	Moderate – Minor	Minor	Minor - Negligible
	Adverse/Beneficial	Adverse/Beneficial	
Negligible	Negligible	Negligible	Negligible

Mitigation Measures

- 4.35 Adverse effects will be considered for mitigation and specific measures will be put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions as well as pollution control. The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.
- 4.36 It should be noted that a distinction will be made between ‘additional’ mitigation and ‘embedded’ mitigation. The significance will be assessed and an initial conclusion reached prior to the consideration of any additional (add-on) mitigation, and identifying of residual harm.
- 4.37 The approach to mitigation will follow best practice guidance, which suggests a hierarchical approach whereby effects are avoided, and if not, they are minimised and/or compensated.
- 4.38 Clear details of when and how the mitigation measures were carried out, or will be carried out, are to be given within the ES. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.
- 4.39 The opportunity for enhancement measures will also be considered where appropriate.

Cumulative Effects

- 4.40 Two types of cumulative effect will be assessed:
- Type 1 Cumulative effects - are the interactions between effects of the construction and development works on a single receptor.
 - Type 2 Cumulative effects - are those that arise from incremental changes caused by other past, present or reasonably foreseeable projects together with the development proposals and associated works.
- 4.41 An assessment of the cumulative effect of the Proposed Development and other committed developments within a defined radius of the Site, including those with recent Planning Permissions and reasonably foreseeable to come forward in the near future, will be undertaken as part of the EIA.
- 4.42 There is no agreed / standard threshold for how far the assessment should go. Therefore, a professional judgement has been taken regarding which schemes to highlight, taking into consideration the surrounding context of the Site, which may differ between disciplines. This is set out for the relevant disciplines in Chapter 6.
- 4.43 As a general rule, where schemes are under construction, they will be considered part of the baseline, unless professional judgement or engagement with the local planning authority indicates that they should not.
- 4.44 If applications are approved, subject to a live application reasonably considered likely to be approved, or otherwise reasonably considered likely to come forward, these are included as a committed development to be considered as part of the cumulative analysis. Schemes where the construction phase has commenced but stalled, and otherwise may have been included in the baseline condition, may be included in this cumulative analysis.
- 4.45 The Site comprises Plot C of the ID Manchester SRF. The SRF does not define land use allocations, scale, massing, or density of development. These matters will be defined through detailed planning applications as and when other plots come forward for development and are therefore not known at this stage. The SRF does include an illustrative masterplan, which is wholly indicative and presents an interpretation of how the place could look if the place-based principles are successfully applied to deliver the IDM Vision. The EIA will therefore include a qualitative analysis of this indicative masterplan as a further test of the potential for cumulative environmental effects.

Scenarios Tested

- 4.46 The scenarios to be tested within the EIA take into the account the anticipated phasing of development and the range of committed or reasonably foreseeable developments anticipated to come forward within the study area.
- 4.47 The scenarios reflect the anticipated phasing detailed in the Proposed Development section. Phase C, the change of use and associated works to the arches, is considered by the EIA disciplines as being capable of coming forward at any stage of the development as part of any scenario. This is to allow a degree of flexibility and to respond to market demand.

- 4.48 Consultants will also consider the combined impacts of phases being on-site concurrently, as well as any potential interrelated impacts (e.g., construction and demolition of Phase B impacting on operation of Phase A).
- 4.49 If the phases were to be amended the scenarios would be reconsidered and amended where appropriate.
- 4.50 In summary, the scenarios to be tested include:

Scenario 1	Baseline Conditions (existing Site as of February 2025 including developments defined within the Baseline section of the committed development schedule in Appendix 2)
Scenario 2	Baseline + Phase A + Phase C
Scenario 3	Baseline + Phase A + Phase C + Cumulative
Scenario 4	Baseline + Phase A + Phase C + IDM Masterplan (future surrounds/future phases) + Cumulative
Scenario 5	Baseline + Phase A + Phase B + Phase C
Scenario 6	Baseline + Phase A + Phase B + Phase C + Cumulative
Scenario 7	Baseline + Phase A + Phase B + Phase C + IDM Masterplan (future surrounds/future phases) + Cumulative
Scenario 8	Baseline + Phase C

- 4.51 The proposed scenarios to be tested by each discipline are detailed in full within Appendix 3(b).
- 4.52 The schedule of committed developments has been issued to the LPA to seek their agreement on 29 August 2024 and is currently awaiting a response. This has been updated to include recent schemes as of 14 February 2025.
- 4.53 Full details of the committed developments to be included as part of the cumulative effects assessment are set out at Appendix 2.

Residual Effects

- 4.54 The residual effects, i.e. the effects of the Proposed Development assuming implementation of proposed mitigation (both embedded and additional), will be determined. The residual effects represent the overall likely significant effect of the Proposed Development on the environment having taken account of practicable/available mitigation measures.

5 Environmental Disciplines to be Scoped Out of the EIA

- 5.1 Table 5.1 identifies the environmental disciplines to be scoped out of the EIA, including supporting evidence base.

Table 5.1: Environmental Disciplines to be Scoped Out of the EIA

Discipline	Evidence Base
Agricultural Circumstances	The Site is entirely on brownfield land so there would be no likely significant effects with respect to agriculture. This discipline can therefore be scoped out of the EIA.
Aviation	The height of the Proposed Development will be up to 22-storeys (approximately up to 137m AOD), which exceeds the 90m (AOD) aviation safeguard threshold. Whilst the threshold has been exceeded, consultation is currently being undertaken with NATS and the Manchester Airport Safeguarding Team to brief them on the proposals. This will be addressed prior to the submission of the application. The consultation will include confirming the final height and location of the building to ensure that appropriate mitigation is designed into the scheme if required and secured by way of planning condition. Additional mitigation measures will also be implemented if requested. The Site is also located in Manchester City Centre, approximately 13km to the north of Manchester Airport. Significant effects upon aviation operations will be identified prior to the implementation of mitigation. Once mitigation has been implemented, no effects which could be considered significant in the context of EIA regulations will remain. For any potential technical impact, the likely mitigation requirement will be software fix to the radar, for any potential flight risk, aviation lighting and/or building height reductions may be required.
Ecology	Summary analysis A desk-based study of the Site was initially undertaken in May 2022; whereby available online resources were used to establish the IDM Strategic Regeneration Area illustrative masterplan's potential influence on designated sites and local protected and notable habitats, flora and fauna. An update site visit and assessment was undertaken in June 2024 using the above methods and purchase of local records from Greater Manchester Local Records Centre. Environmental considerations in relation to ecology, summarising the results of the desk based assessment, are provided in Chapter 2 of this Report. It is considered that the Proposed Development is unlikely to have an adverse impact on the qualifying features of the SAC (including floating water plantain) as the Rochdale Canal SAC is upstream from the site, with numerous locks preventing hydrological linkage. There are no nationally designated sites (such as SSSI's) within 2 km of the Proposed Development. The Extended Phase 1/ UK Habs survey concluded that the habitats on Site provide good amenity value but are largely of negligible ecological importance. There was no evidence of protected fauna, including no opportunities for roosting bats. The River Medlock flows underneath (culverted) the SRF area (approximately 60 m south of the Site) and exits the culvert approximately 200 m to the west of Plot C Site. Considerations should therefore be made to protect the river from pollution during the construction phase of the

Discipline	Evidence Base
	Proposed Development. Standard best practice pollution prevention measures can be incorporated and secured through a Construction and Environmental Management Plan (CEMP) to avoid likely significant adverse effects during the construction phase. Due to the nature of the proposals (buildings comprising offices/ science & technology suites and associated soft landscaping), it is considered unlikely that there would be pollution in the form of runoff which would otherwise adversely impact the River Medlock. . The combination of both assessments have shown that the Proposed Development is unlikely to have an adverse impact on statutory designated sites and unlikely to have impacts on protected and notable flora and fauna. There is opportunity to enhance to existing biodiversity of the Site, through additional species planting and provisions for protected species such as additional roosting and nesting resources for birds and bats and the creation/ enhancement of habitats for the benefit of biodiversity as a whole. This is however not expected to be significant in EIA terms. Due to these reasons, ecology can be scoped out of an EIA assessment.
	Consultation Greater Manchester Ecology Unit (GMEU) were contacted on 29th July 2024 to agree on ecological scope for the Proposed Development and agree that ecology can be scoped out of EIA. GMEU (David Dutton) replied on 7th August 2024: <i>“I would agree that there are no statutory protected sites likely to be effected, with the Rochdale Canal SAC upstream with numerous locks preventing hydrological linkage. We would also be surprised if there were any protected species populations of significance in Central Manchester, which your surveys appear to confirm”.</i>
	Rationale for Scoping Out - Proposed Development is unlikely to have adverse impacts on Rochdale Canal SAC. - No other statutory designated sites within the Zol. - No evidence on protected and notable flora and fauna on site. - Baseline habitats predominantly comprised habitats of negligible ecological importance (hardstanding, buildings, amenity grass), with only the occasional habitat of local ecological importance (trees).
Broadband Connectivity	Summary analysis It is likely that sufficient internet services are readily available at the Proposed Development location given that it is located in a built-up urban environment. It is also anticipated that it will be possible to achieve fibre or cable broadband to the premises.
	Consultation N/A
	Rationale for scoping out It is anticipated that superfast broadband is already available at the Site, and a broadband connectivity assessment will be undertaken to confirm this. If superfast broadband is not available, FTTP infrastructure should be provided by Openreach or other providers. It is considered appropriate for broadband connectivity to be scoped out.
Water Resources, Flood Risk and Drainage	Summary analysis Environmental considerations in relation to flood risk and drainage are summarised in Chapter 2 of this Report. As the Site extents are within an area at low risk of flooding it is considered that the proposals will have a negligible effect on the risk of flooding rivers and sea in the wider area. The surface water drainage strategy to be delivered as part of the Proposed Development will be developed in strict accordance with MCC’s Core Strategy and Strategic Flood Risk Assessment (SFRA), in particular the requirements to restrict the rate of surface water run-off from new development.

Discipline	Evidence Base
	The SFRA requires the peak rate of surface water run-off from the development plot to be reduced by at least 50% compared to the predevelopment scenario, therefore the Proposed Development will reduce the risk of surface water flooding in the wider area.
	Consultation A Pre-planning sewer enquiry has been sent to United Utilities, a response is awaited at the time of writing.
	Rationale for scoping out - The Proposed Development will have a negligible impact on the risk of flooding from rivers and sea in the wider area of the Site. - The surface water drainage strategy that will be developed in accordance with the requirements of MCC planning policy will reduce the risk of surface water flooding in the wider area of the Site when compared to the pre-development scenario. - Drainage and associated drawings will form part of the forthcoming planning application.
Archaeology	Summary analysis From a review of various sources, it is evident that the Site and surrounding area has been urbanised since the early 19th century as evident on Roper's 1807 Map which depicts a number of buildings fronting the River Medlock including Garrett Mill. By the late 19th century, much of the area was developed, with various Ordnance Survey editions depicting a mix of industry and housing including Jackson Street Mills. Given the extent of Proposed Development it is unlikely that archaeology dating to earlier periods (including Prehistoric, Roman and Medieval) survives within the area. Similarly, the disturbance from 20th century development will have impacted early 19th century or earlier industrial remains associated with the various industries recorded on historic maps, although parts of these industries may survive.
	Consultation The Greater Manchester Historic Environment Record and Ian Miller from the Greater Manchester Archaeology Advisory Service (GMAAS) have been contacted to obtain the Historic Environment Record Data and to discuss the scope of works. A meeting took place with Ian Miller on 3rd September 2024. During this meeting Ian Miller detailed his interest in the Jackson Street Mill and referred to requirement for building recording of the mill to pick out the earlier phases. Ian Miller also noted an interest in the Jackson Street retort house, Garret Mill and some of the workers housing. These will be assessed in detail, as well as the impact that later activities have had on these, within the Archaeology Report to be prepared and submitted as part of the forthcoming planning application. Ian Miller (GMAAS) have also provided confirmation on agreement to scope out archaeology.
	Rationale for scoping out Based on current evidence and the extent of 20th century development the Scheme is unlikely to have an adverse impact on the below ground industrial features and deposits associated with 18th and 19th century industries.

6 Environmental Statement Chapters

- 6.1 The proposed scope of the EIA is set out in the below Chapter. Each consultant has followed the Scoping Template as issued by Deloitte, the EIA Co-ordinator.
- 6.2 The list of proposed technical ES Chapters are set out as follows:
- Townscape and Visual Impact
 - Heritage
 - Noise and Vibration
 - Daylight Sunlight and Overshadowing
 - Solar Glare
 - Wind
 - Ground Conditions
 - Traffic and Transport
 - Air Quality
 - Climate Change
 - Human Health
 - Socio-Economics

Townscape and Visual Impact (Layer Studio)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.3 There are no specialists within MCC or other statutory consultees relevant to the area of townscape and visual impact. The Zone of Theoretical Visibility (ZTV) and draft viewpoints to inform the visual assessment were presented to the LPA at a pre-application meeting on 28 August 2024.

Completed Background Studies

- 6.4 Identification of ZTV and key viewpoints – initial baseline review of urban grain, designations, transit routes, land use and building heights. Placement of massing model into VU.CITY to generate ZTV and viewpoint locations for both heritage and townscape views, including 1 – 2 night-time views.

- 6.5 Please refer to Appendix 5 (Draft Viewpoints Plan) and Appendix 6(a) (TVIA Figures) 385.4-LYR-XX-ZZ-RPT-L-0002-03 TVIA Draft Viewpoints and 385.4-LYR-XX-ZZ-RPT-0003-00 TVIA Figures, and Appendix 6(b) Our Studio Methodology.

Baseline Conditions

- 6.6 As part of the former UMIST campus, the Proposed Development of commercial/retail/office use will bring about a change to land use, building height and urban grain, which, in turn will affect the arrangement and purpose of the street network and public realm. The TVIA will consider the impacts on physical townscape (including the listed Hollaway Wall and railway viaduct, as well as Conservation Areas) and the experience of those who use it, including the change in views from local viewpoints.

Scope of Assessment

Identification of Effect/s which are Not Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Impact on environmental designations	Environmental designations	n/a	Scoped out as there are no designations inside the application boundary, or in the vicinity of the Site.
Change to view from St Peter's Square, Oxford Road Station	People	n/a	Figure 2.3: ZTV & Viewpoint Overlay demonstrates that these viewpoints are outside the Zone of Theoretical Visibility and will not experience views of the proposed development. Viewpoints are therefore scoped out.
Mancunian Way to the south west of the development site	People	n/a	There is no pedestrian access to Mancunian Way and Adjacent areas at lower elevation and therefore have restricted view of proposal. Viewpoints in this area are therefore scoped out.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Change to topography	Topography	Construction and Operation	Changes to built form, service tunnel and public realm proposals may impact landform locally.
Change to urban grain	Urban grain	Construction and Operation	New buildings are proposed with larger footprints leading to a coarser grain.
Change of land use	Land use	Construction and Operation	Consideration of townscape impacts associated with the change from a former educational campus to commercial/retail/office use.
Change to townscape character	Townscape character	Construction and Operation	Assessment to consider Altrincham Street, London Road and the bowling green, in addition to areas proposed as The Square and Hollaway Place.

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Changes to building heights	Townscape character and people	Construction and Operation	Proposing buildings that are taller than existing may increase the Zone of Theoretical Visibility (ZTV) and have an effect on local townscape.
Change to the arrangement of public realm (streets and spaces)	Townscape of local streets and spaces	Construction and Operation	Holistic evolution of local streets and spaces, both on plot and as part of the wider development of Sister will change the way people experience outdoor places and the move between them. This will include Altrincham Street, London Road interface, The Square and its connection to Vimto Park.
Change to the character and amenity of key views (Appendix 5)	Local residents, employees and visitors	Construction and Operation	Refer to accompanying document, included at Appendix 5 (draft viewpoints plan).

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.7 The ZTV will be refined using VU.CITY and any derogation will be accompanied by a justification statement within the ES.
- 6.8 Baseline photography will be completed in accordance with Technical Guidance Note 06/19 Visual Representation of Development Proposals (Landscape Institute). Any derogation will be accompanied by a justification statement.

Method of Assessment

- 6.9 The TVIA will be produced in accordance with industry best practice including Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013), by The Landscape Institute and the Institute of Environmental Management and Assessment and as recommended by the guidelines, be appropriate to the type and scale of the Proposed Development.
- 6.10 A desk-based review of published documents and mapping will establish the character of existing townscape and identify visual receptors. Findings compiled using written commentary and supporting drawings.
- 6.11 The visual baseline will establish locations from which the Site is visible and from which views have the potential to be affected by the Proposed Development.
- 6.12 17 verified views (generated by a suitably qualified expert) of the Proposed Development will be completed from each baseline location, outputted as a wireline (AVR level 1) or rendered image (AVR level 3) depending on proximity to site and magnitude of change. Viewpoint location and type of visualisation is included in Appendix 5. The Appendix also outlines where views have been considered but discounted due to the proposal not being visible or read within the townscape.
- 6.13 Verified views will be completed in accordance with Technical Guidance Note 06/19 Visual Representation of Development Proposals (Landscape Institute). Please refer to Appendix 6(b) for Our Studio Methodology.

- 6.14 Having established the baseline position, receptor sensitivity will be determined by combining judgements on the susceptibility of the receptor to the specific type of development proposed and the value attributed to that receptor, assessed on a scale of high, moderate and low.
- 6.15 Magnitude of change will be identified by combining judgements about the size and scale of the effects, extent of the area over which it occurs, whether it is reversible or not and the duration. Magnitude of change is considered on a scale of major, moderate, minor and negligible.
- 6.16 The standard methodology for assessing the significance of the environmental impact, as set out in Chapter 4¹ of this Scoping Report will be used to assess both townscape and visual impacts.

Wind (GIA)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.17 There are no specialists within MCC or other statutory consultees relevant to the area of wind. As such, no consultation has been undertaken.

Completed Background Studies

- 6.18 No site specific baseline wind microclimate data has been undertaken yet.

Baseline Conditions

- 6.19 Winds for the Manchester area are predominantly from the south, with a secondary peak from the north-west west during spring and summer. Winds are typically stronger in the winter season, and lighter throughout the summer. Wind roses per season for the Manchester area have been created from data attained from Manchester airports over a period of 30 years. These wind roses provide the frequency of occurrence and magnitude of winds from all directions within the 30-year period.

Scope of Assessment

Identification of Effect/s which are Likely to be Significant

Effect	Receptor	Applicable Development Phase (C / O)
Wind safety risk due to strong winds	All locations which are accessible to pedestrians or cyclists either on site or in the immediate surrounding area	Construction and Operation
Changes to suitability of pedestrian wind comfort levels	Existing thoroughfares and roadways	Construction and Operation

¹ Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

Effect	Receptor	Applicable Development Phase (C / O)
Changes to suitability of pedestrian wind comfort levels	Existing transit stops (bus stops on London Road, platforms of Piccadilly Station)	Construction and Operation
Changes to suitability of pedestrian wind comfort levels	Existing off-site entrances	Construction and Operation
Suitability of pedestrian wind comfort levels	Entrances to the Proposed Development	Operation
Suitability of pedestrian wind comfort levels	External Amenity Spaces (ground floor spill out seating or public realm, roof terraces, balconies) which are introduced by the Proposed Development.	Operation

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.20 To understand and quantify the baseline conditions at the Site, a full-scale digital model will be constructed reflecting the existing built form of the Site and the surrounding area (400m radius from the centre of the Site, in accordance with industry best practice). This full-scale digital model will be tested in high resolution Computational Fluid Dynamics (CFD) to allow the baseline wind microclimate conditions to be quantified.
- 6.21 The baseline results from CFD will be combined with long-term meteorological climate data for the Manchester area, corrected to understand the baseline conditions specific to the Site, having regard to its location within Manchester. Testing in CFD will be conducted in the absence of any existing hard or soft landscaping in order to provide a conservative result.

Method of Assessment

- 6.22 The assessment of the wind microclimate will be based on the results from a series of tests on full-scale digital models using CFD to provide a detailed assessment.
- 6.23 The results of the CFD testing will be combined with historical wind data from Manchester International Airport, and benchmarked against the Lawson Comfort Criteria, shown in Appendix 7, to assess the suitability of the conditions and the likely effect at particular locations, both within and around the Site. Both comfort conditions which are not suitable for the intended use and strong winds (exceedances of 15m/s for more than 0.025% of the year, approximately 2 hours, which could pose a safety risk) will be assessed, presented and discussed within the Report.
- 6.24 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 will be developed in consultation with the Applicant and the Design Team. Where necessary, mitigation measures

will be tested through additional rounds of CFD studies. Following mitigation, the scale of any residual effects will be assessed and reported in the ES.

- 6.25 The standard methodology for assessing the significance of the environmental impact, as set out in Chapter 4² of this Scoping Report will be used to assess wind.

Daylight, Sunlight and Overshadowing (GIA)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.26 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. Discussions on daylight, sunlight and overshadowing may, however, form part of any pre-application process with MCC.

Completed Background Studies

- 6.27 Identification of residential/student daylight and sunlight sensitive receptors surrounding the Site undertaken via a site visit and review of council tax records (completed August 2024). Location of floor plans for the daylight and sunlight sensitive receptors have been assessed via a review of MCC planning portal, leases and online marketing details. Identification of external amenity space overshadowing sensitive receptors surrounding the Site has been undertaken through a site visit and review of Proposed Development and aerial photography.

Baseline Conditions

- 6.28 The scope of residential/student properties (the daylight and sunlight sensitive receptors) and the areas of outdoor amenity space (the overshadowing sensitive receptors) that will be assessed has been determined through professional judgement, considering their orientation and proximity to the Site.
- 6.29 The baseline conditions are the levels of daylight, sunlight and overshadowing that are experienced by the sensitive receptors with the Site developed as it is currently (August 2024). If the Proposed Development did not come forward, the baseline conditions would not change unless other developments were demolished/constructed in the proximate area.

Scope of Assessment

Identification of Effect/s which are Not Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Reduced daylight and sunlight amenity and overshadowing	All	Construction	Owing to the evolving and changing nature of construction activities, the assessment of potential effects during construction of the Proposed Development on daylight, sunlight and overshadowing to the surrounding sensitive receptors will not be modelled.

² Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
			Since the potential daylight, sunlight and overshadowing 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 quantitatively as it is considered that the completed Proposed Development represents the worst-case assessment in terms of likely daylight, sunlight and overshadowing. It should be noted that the presence of cranes will also vary during the course of demolition and construction and they will also not be permanent; their effect is therefore not assessed. Therefore, reduced daylight and sunlight amenity and increased overshadowing within the surrounding sensitive receptors during the demolition and construction phases is not considered to be significant (or if it is, only on parity with the completed Proposed Development) and will not be considered further in the EIA or reported in the ES.
Reduced daylight and sunlight amenity within commercial properties or distant residential properties	All	Operation	The scope of works will focus on the nearest daylight and sunlight sensitive receptors. These have been determined in line with the reasonable expectation of daylight and sunlight as per the BRE guidelines. The BRE guidelines consider that residential properties have the highest requirement for daylight and sunlight. Student accommodation will also be considered. As such, daylight and sunlight effects to commercial buildings surrounding the Site, or residential/student buildings which are not in sufficient proximity to the Site, are not considered to be significant and will not be considered further in the EIA or reported in the ES.
Daylight & Sunlight within the proposed Residential Accommodation and Areas of Amenity Space	All	Operation	As these assessments are not effect assessments, they will not be included within the ES Chapter. If required, a standalone report will be submitted as part of the planning application describing the levels of compliance against the relevant guidance.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Reduction in daylight amenity	iQ Echo Street Lambert House Fairfield Hall Cedar House London Road Fire Station 8 Fairfield Street	Operation	Reduction in daylight amenity within the daylight sensitive receptors
Reduction in sunlight amenity	iQ Echo Street Lambert House Fairfield Hall Cedar House London Road Fire Station 8 Fairfield Street	Operation	Reduction in sunlight amenity within the sunlight sensitive receptors
Increase in shadow to surrounding amenity spaces	TBC from transient overshadowing assessments	Operation	Increase in shadow upon the overshadowing sensitive receptors

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.30 The baseline 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.
- 6.31 In line with the BRE Guidelines, both the Vertical Sky Component (VSC) and No Sky Line (NSL) baseline assessments will be undertaken for the identified sensitive receptors to determine the baseline levels of daylight amenity.
- 6.32 The baseline sunlight amenity to the identified sensitive receptors will be considered by reference to the BRE recommended Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) methods 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.
- 6.33 The baseline overshadowing analysis on the surrounding areas of amenity space will be undertaken by reference to the Transient Overshadowing (TOS) and Sun Hours on Ground (SHOG) methods of assessment.

Method of Assessment

- 6.34 In accordance with the BRE Guidelines, which is the industry standard upon which all daylight and sunlight assessments are based, the same assessments used to establish the baseline levels of daylight, sunlight and overshadowing will be used to assess the daylight, sunlight and overshadowing levels with the Proposed Development in place. The baseline and proposed

levels will then be compared in order to determine the magnitude of change and the significance of any daylight, sunlight and overshadowing effects.

- 6.35 The assessment of likely significant effects to the surrounding sensitive receptors will be determined in accordance with the standard methodology as set out in Chapter 4³ of this Report and professional judgment.

Solar Glare (GIA)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.36 There are no specialists within MCC or other statutory consultees relevant to the area of solar glare. As such, no consultation has been undertaken. Discussions on solar glare may, however, form part of any pre-application process with MCC.

Completed Background Studies

- 6.37 No background studies have been undertaken to inform this Report.

Baseline Conditions

- 6.38 The solar glare assessment is undertaken on the worst-case scenario. Solar Glare is not a comparative assessment; the fact it may occur in the baseline does not necessarily justify its occurrence as a result of the Proposed Development. Therefore, the assessment considers the effect of the Proposed Development in absolute terms.
- 6.39 Should the Proposed Development not come forward, there would be no change in terms of solar glare from the Baseline conditions which comprises five former educational buildings of various heights, with predominantly punched windows within a solid facade.
- 6.40 Solar glare from surrounding buildings is not assessed.

Scope of Assessment

Identification of Effect/s which are Not Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
Solar Glare causing visual discomfort to occupiers of adjoining buildings	Solar Glare impacting occupants of adjoining buildings	Operational	BRE states that reflected sunlight can affect occupants of adjoining buildings. Solar reflections impacting adjacent buildings is considered to be discomfort glare and does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point, it can generally be managed where glare is an issue by using blinds or curtains for the periods of time where such glare occurs. For these reasons, residential uses are classified as low-sensitivity receptors and do not

³ Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
			require assessment as no significant adverse effects could occur. Therefore, as no significant effects would occur in terms of solar glare impacting adjoining buildings, solar glare effects to occupants of neighbouring buildings is scoped out.
Solar Glare	Road users and train/tram drivers at sensitive locations surrounding the Site	Construction	The worst-case scenario is portrayed by the complete and operational Proposed Development, where all reflective facade materials have been installed and any covers, films or hoarding used during the construction period have been removed. As construction works progress, and the facades of the Proposed Development are installed, the potential solar glare effects would be similar to those once the Proposed Development is complete and operational. It is therefore considered that the completed Proposed Development represents the worst-case assessment in terms of likely solar glare effects. The construction phase therefore be scoped out.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
Solar Glare	Road users	Operational	Solar reflections from the facades of the Proposed Development have the potential to impact the visibility of road users transiting through critical interSections and junctions within 500m of the Site.
	Train	Operational	Solar reflections from the facades of the Proposed Development have the potential to impact the visibility of train on the adjacent rail tracks.

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.41 The viewpoints will generally be located at the minimum stopping distance for road users and at the driver's eye level with the focal point being a relevant traffic element, such as signals or incoming traffic.

- 6.42 For train drivers, viewpoints will be assessed where signals are visible or at representative intervals where the Proposed Development would be visible close to the direct line of sight for a substantial stretch of track.
- 6.43 Viewpoints within 500m of the Site, where the Proposed Development is visible within the driver's field of view will be assessed. At distances greater than 500m from the Proposed Development, instances of solar glare would be unlikely to occur.

Method of Assessment

- 6.44 As stated by BRE, "if it is likely that a building may cause solar dazzle the exact scale of the problem should be evaluated. This is done by identifying key locations such as road junctions and railway signals, and working out the number of hours of the year that sunlight can be reflected to these points". Therefore, the assessment of solar glare identifies the time of the day and year that solar reflections will be visible from the assessed viewpoints, as well as their relationship to a driver's line of sight. The assessment does not however, measure the intensity of the reflection but merely the occurrence and duration.
- 6.45 Drivers at each of the relevant road junctions are considered the sensitive receptors, where there are multiple directions of travel potentially affected, each direction of travel at the junction is considered a separate receptor as their effect significance may differ. For train/tram tracks, the train/tram drivers on the stretch of track are considered to be the sensitive receptor. The effect significance will be determined using professional judgement taking into consideration the duration of solar reflections, location of these in relation to a driver's line of sight, type of junction control and the probability of reflections occurring. The effect significance is given on a per junction basis considering all viewpoints assessed for that junction as well as any viewpoints that would not be affected by the Proposed Development.
- 6.46 There are no quantitative criteria within the BRE Guidelines or elsewhere regarding acceptable levels of solar glare. When assessing the overall significance of effect, the following factors could influence the nature, scale and resultant significance of effect:
- Sunlight availability probability;
 - Area of façade off which reflections are visible;
 - Period of time when reflections are visible;
 - Angle at which reflections are visible from line of sight;
 - Views of the Proposed Development being obscured for example by trees; and/or
 - The time of day at which the solar reflection will occur for example during peak traffic times.
- 6.47 The assessment methodology used for solar glare differs from the standard assessment methodology set out in Chapter 4 of the Scoping Report. The assessment methodology used for solar glare is set out below.
- 6.48 In accordance with the Standard Methodologies for Determining Receptor Sensitivity (Chapter 4 – Table 4.3), all viewpoints assessed for solar glare are considered to be of high sensitivity.

6.49 In accordance with the Standard Methodologies for Determining Impact Magnitude (Chapter 4 – Table 4.2), the factors listed below will be used to ascertain the scale of effect for each view and the factors listed above will then be taken into consideration to determine the overall significance for the sensitive location.

- Negligible: No reflections are visible or if visible all occur at angles greater than 30° from the driver's line of sight and so, as stated by the CIE, will be of "little significance".
- Minor: Solar reflections are visible within 30° to 10° or between 10° to 5° of the driver's line of sight for a short period of time.
- Moderate: Solar reflections are visible within 10° and 5° of the driver's line of sight occurring for a long period of time.
- Major: Solar reflections are visible within 5° of a driver's line of sight.

6.50 As is standard practice for solar glare assessment, the Standard Impact Significance Matrix (Chapter 4, Table 4.4) is not applicable, effects classified as Moderate or Major in magnitude of impact are considered to be 'significant'. Effects classified as Minor or Negligible in magnitude of impact are considered to be 'not significant'.

Socio Economics (ekosgen)

Consultation & Available Information, & Baseline Conditions

Consultation

6.51 There are no specialists within MCC or other statutory consultees relevant to the area of Socio-Economics. As such, no consultation has been undertaken. Discussions on Socio-Economics may, however, form part of any pre-application process with MCC.

Completed Background Studies

6.52 Initial analysis of baseline socio-economic datasets has been completed including: Census 2021; Business Register and Employment Survey; and other Office for National Statistics datasets. Further analysis of these and other datasets (including relevant information provided by the Applicant) will be conducted as part of the assessment. All data sources and geographies considered will be confirmed in the ES Chapter.

Baseline Conditions

6.53 The Site currently houses vacant University of Manchester buildings and will be redeveloped to accommodate commercial uses. Baseline on-site employment levels will be considered as part of the ES Chapter development.

6.54 Initial analysis shows the local impact area (LIA – included at Appendix 8) is home to 38,580 residents and 229,000 jobs, 7% of the population and 53% of jobs in Manchester. It supports economic output of £17.7 billion, equivalent to 56% of Manchester's Gross Value Added (GVA). Compared to Manchester and the North West, the local area has:

- A substantially higher proportion of working age residents
- Lower claimant count rates and similar economic inactivity

- Faster employment growth in the last five years
- Higher productivity levels
- Better performance in GVA and productivity growth

6.55 The largest sectors are professional, scientific and technical services and business administration and support services, accounting for 35% of jobs and growing at a faster rate than comparator areas.

6.56 Given its nature, the Proposed Development is expected to raise employment levels in the LIA and associated GVA.

Scope of Assessment

Identification of Effect/s which are Not Significant.

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Construction worker spending in the local area	Local businesses benefitting from additional spend	Construction	There is no industry standard rule of thumb, or accepted guidance, which enables the estimation of the proportion of construction jobs located on-site and off-site for a development, and it is likely to vary depending on the build specifications of each development as well as the individual practices of each construction firm. There is also no industry standard or accepted guidance on how much money, on average, each construction worker spends daily in the area local to which they carry out their work. There is some published anecdotal evidence on worker spending in general, which is sometimes referred to in case-making economic statements but this is not specific to the construction industry. The scale of associated benefits in the context of the local economy would also be expected to be negligible. It is therefore appropriate to scope out an assessment of local construction worker spending effects from the ES.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Temporary employment uplift during the construction stage	Individuals seeking construction employment	Construction	The Proposed Development will support temporary employment opportunities through the construction phase.
Net change in direct	Individuals seeking employment	Operation	Additional commercial floorspace as part of the Proposed Development is expected to support an uplift in employment opportunities at the Site and LIA level.

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
operational employment			
Net change in direct, indirect and induced GVA	Local Economy	Operation	Economic output (expressed in terms of GVA) will be generated as a result of the businesses and jobs accommodated within the Proposed Development, in addition to the indirect impacts (including spill-over effects through the supply chain) and induced impacts (including knock-on consumer spending, e.g. via wages).
Net change in business rates	Contribution to local authority fiscal income	Operation	Additional commercial floorspace delivered by the Proposed Development will generate revenue for MCC in the form of business rates receipts.
Net change in employment and skills opportunities and open space	Deprivation	Operation	Potential for the Proposed Development to impact upon deprivation, by considering the impact on income deprivation, employment deprivation, crime deprivation and living environment as a result of creation of employment opportunities and new public realm and amenity space.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.57 Key baseline indicators will include:

- Employment sustained in the LIA and at district level, in total and by industry (e.g. construction, retail, food and accommodation), available from BRES;
- GVA for the LIA and district based on ONS Gross Value-Added statistics;
- Non-domestic business rates collected in the district, LIA and from current uses in the Site, based on data from the Valuation Office Agency;
- Deprivation in the LIA, sourced from the Index of Multiple Deprivation 2019 and focusing on employment and income domains;
- Access to open space, using the OS's Zoomstack data base together with consideration of MCC's plans.

Method of Assessment

6.58 The methodology that will be adopted comprises:

- Review of local, regional, national policy plans and development constraints;
- A full review of baseline conditions in agreed geographies;

- Assessment of the scale of effects during both the construction and operational phases;
 - Identification of any likely significant socio-economic effects;
 - Identification of appropriate mitigation measures, if required.
- 6.59 The assessment of likely and residual socio-economic effects will be undertaken quantitatively wherever possible, utilising appropriate guidance.
- 6.60 The selection of receptors that could be subject to effects has been informed by the initial baseline analysis, plus evidence on socio-economic effects associated with the demolition, construction and operation of similar developments.
- 6.61 An estimation of the jobs generated during the construction phase will be made using data on construction spend estimates and turnover per FTEs in the construction industry to derive estimates of temporary construction workers per annum during the construction phase.
- 6.62 The operational impacts of the Proposed Development on employment and the local economy will assess the number of new jobs supported on-site and off-site as well as GVA. The number of new jobs will be estimated by applying standard employment densities to the amount of commercial floorspace provided on-site. The impacts on GVA will be estimated based on GVA per FTE benchmarks. A similar approach will be used to estimate the jobs and GVA generated by current Site uses.
- 6.63 Business rates revenue generated by the new commercial premises will be estimated by applying local benchmarks of rateable value per square metre and business rates multipliers to the amount of commercial floorspace provided on-site. This will be assessed against business rates generated by current Site uses to obtain a net figure.
- 6.64 A qualitative judgement will be made on the effect of the Proposed Development on existing deprivation levels, particularly employment and income deprivation impacts, when compared with the baseline position of relative deprivation within the LIA and district.
- 6.65 An assessment of the Proposed Development alongside other relevant Cumulative Schemes in the local area shall be undertaken. Cumulative effects will be considered in the context of the appropriate impact area and using, where possible, the same approach outlined above.
- 6.66 The standard methodology for assessing the significance of the environmental impact, as set out in Chapter 4⁴ of this Report and professional judgment will be used to assess socioeconomic impacts.

Climate Change (Buro Happold)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.67 No consultation has been undertaken to date or will be carried out for the purposes of the assessment, beyond that carried out through EIA Screening and Scoping. There are not

⁴ Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

considered to be any relevant consultees within MCC with the appropriate skillset to consult on Climate Change.

Completed Background Studies

- 6.68 No background/baseline studies or surveys have been undertaken to date.
- 6.69 Where available, baseline data will be collected by using existing Display Energy Certificates of Energy Performance Certificates (EPCs) for the buildings on site. If these certificates are available and provide the estimated annual greenhouse gas (GHG) emissions from the building, these will be used as the baseline. .
- 6.70 Where these certificates are not available, or do not contain the estimated GHG emissions from the buildings on site, energy use intensity per square metre of floor area will then be applied to the estimated floor area of the buildings based on CIBSE Guide F(2021). The Department for Business, Energy and Industrial Strategy (BEIS) Greenhouse Gas Reporting: Conversion Factors 2023 for gas and grid electricity will then be applied to this figure to provide an estimate of annual operational energy GHG emissions for the Site for the assessment year (2025).

Baseline Conditions

- 6.71 The IEMA Greenhouse Gas (GHG) Guidance (2022) states that “the ultimate goal of establishing a baseline is being able to assess and report the net GHG impact of the proposed project.”
- 6.72 The buildings on Site are not currently in use and therefore it is assumed that currently there are no GHG emissions from the Site.

Scope of Assessment

Identification of Effect/s which are Not Significant.

<i>Effect</i>	<i>Receptor</i>	<i>Construction / Operation</i>	<i>Discussion</i>
GHG emissions associated with waste generated by the Proposed Development during the operational phase.	The global atmosphere	Operation	The opportunities for design and construction decisions to significantly influence the reduction of GHG emissions associated with operational waste are low, as it is highly dependent on occupant behaviour and waste processing at the city scale by the Local Authority. The emissions associated with operational waste are also not expected to be material in scale, such that they could influence the overall significance of effects, and are therefore proposed to be scoped out. A Waste Management Strategy is expected to be submitted alongside the planning application in due course. This will set out how physical and operational interventions will be adopted that follow the waste hierarchy.

<i>Effect</i>	<i>Receptor</i>	<i>Construction / Operation</i>	<i>Discussion</i>
GHG emissions associated with carbon sequestration of green infrastructure	The global atmosphere	Operation	GHG emissions associated with carbon sequestration from proposed green infrastructure would be low relative to the total GHG emissions over the life of the Proposed Development. They would also ultimately reduce the emissions from the Proposed Development, rather than increase them. On the basis that the emissions would be small and would lead to an overall reduction in emissions, excluding them from the assessment is considered conservative and robust.
GHG emissions associated with the 'beyond building lifecycle' stage	The global atmosphere	N/A	This stage encompasses emissions associated with activities beyond the Site boundary and life cycle of the Proposed Development. This relates to the repurposing of discarded building elements or any energy recovered from beyond a project's lifecycle. The IEMA guidance states that " <i>Certain life cycle modules (or stages) can be excluded if these exclusions are clearly highlighted and justified by the practitioner using professional judgement and in accordance with the materiality and cut-off guidance.</i> " Reliable information about how the components of the Proposed Development could potentially be repurposed following its demolition at the end of its life is not currently available. Given that this module (Module D) lies outside the Proposed Development's lifecycle and only covers GHG emissions that could potentially be avoided as a result of repurposing of discarded materials, it is considered that the proposed assessment of the project's lifecycle emissions (Modules A to C) (only) comprises a conservative assessment. On this basis, consideration of Module D is proposed to be excluded from the scope of the assessment.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction / Operation</i>	<i>Discussion</i>
Embodied carbon associated with the product stage (lifecycle stages A1-A3)	The global atmosphere	Construction	GHG emissions associated with extraction & manufacturing of building materials and installation of products on site.
Embodied carbon associated with the construction process stage (lifecycle stages A4-A5)	The global atmosphere	Construction	GHG emissions associated with construction waste removal, installation and construction transport.
Embodied carbon associated with the in-use stage from the Proposed Development (lifecycle stage B1-B5)	The global atmosphere	Operation	GHG emissions associated with maintenance, repair, replacement and refurbishment within the proposed buildings (i.e., the embodied carbon)
GHG emissions associated with operational energy for the Proposed Development (lifecycle stage B6)	The global atmosphere	Operation	GHG emissions associated with the operational energy use for the day to day running of the building (i.e. heating, cooling, lighting etc.)
GHG emissions associated with operational water (lifecycle stage B7)	The global atmosphere	Operation	GHG emissions associated with operational water consumption
GHG emissions associated with the end-of-life stage (lifecycle stage C1-C4)	The global atmosphere	Operation	GHG emissions associated with demolition of the Proposed Development at the end of its life.
GHG emissions associated with operational transport emissions (lifecycle stage A4)	The global atmosphere	Operation	GHG emissions associated with operational transport (e.g. deliveries and staff journeys), where appropriate transport figures are available for the Proposed Development

Assessment Methodology for Likely Significant Effects**Baseline Data**

- 6.73 As previously noted, the buildings on Site are not currently in use and therefore it is assumed that currently there are no GHG emissions from the Site.
- 6.74 A scenario assuming that the buildings on site are operational will also be assessed. Baseline data will be collected by using existing Display Energy Certificates of Energy Performance Certificates (EPCs) for the buildings on site, either supplied by the architect/consultant or, by finding the energy certificate online.
- 6.75 Energy use intensity per square metre of floor area will then be applied to the estimated floor area of the buildings based on CIBSE Guide F(2021). The Department for Business, Energy and Industrial Strategy (BEIS) Greenhouse Gas Reporting: Conversion Factors 2023 for gas and grid electricity will then be applied to this figure to provide an estimate of annual operational energy GHG emissions for the Site for the assessment year (2025).

- 6.76 The sole identified receptor of greenhouse gas emissions is the global atmosphere.
- 6.77 The future baseline scenario considers how the GHG emissions associated with the Site are likely to change in the future, should the Proposed Development not come forward, based on a time period comparable to the design life of the Proposed Development (i.e., a 60 year Reference Study Period (RSP)).
- 6.78 Should the Proposed Development not come forward, for the scenario where the Site remains in its current state and unoccupied, the future baseline GHG emissions from the Site are also considered to be zero.
- 6.79 For the scenario where the Site is operational for the 60 year RSP, appropriate benchmarks from various industry sources (including RICS (2012), and CIBSE Guide F (2021)) will be applied to the existing building floor areas. BEIS Greenhouse Gas Reporting: Conversion Factors 2023 for grid electricity will then be applied to provide an estimate of embodied and operational GHG emissions associated with the Site over the 60 year RSP.

Method of Assessment

Part 1: Climate Change Resilience and Adaptation

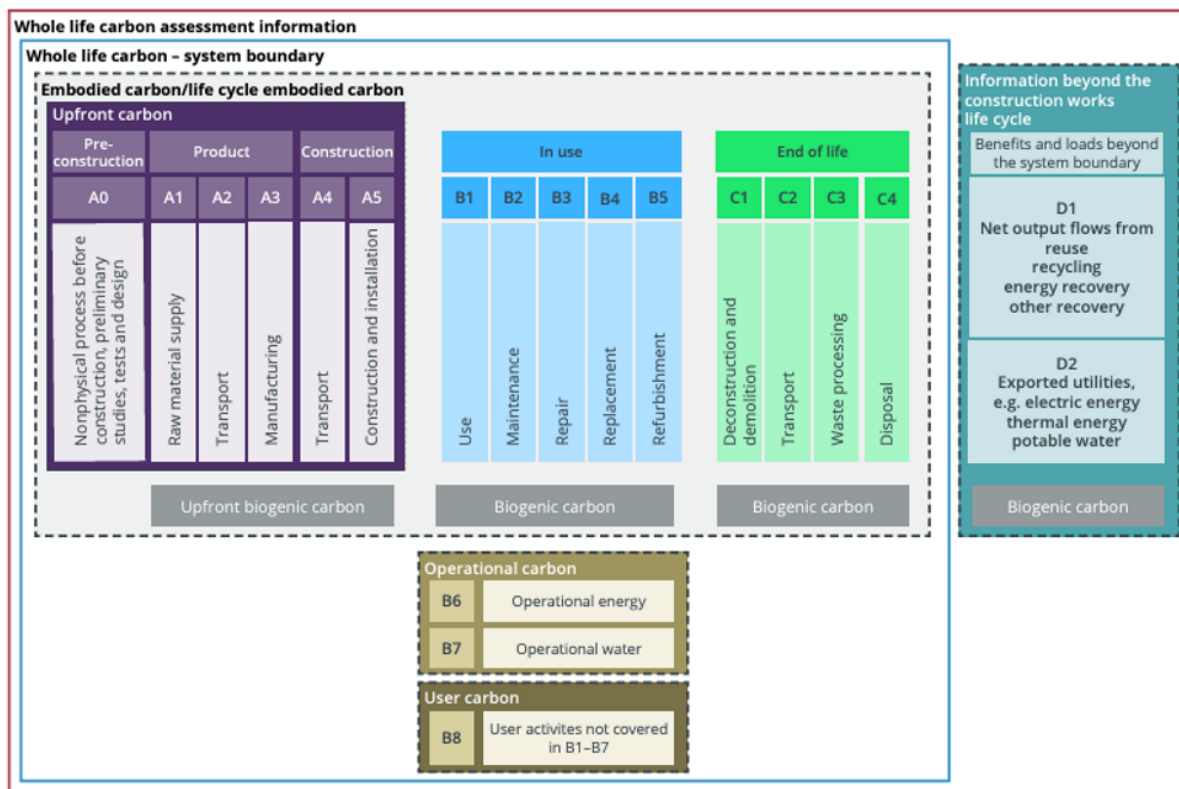
- 6.80 The effects of climate change on the Proposed Development and its users shall be considered through the ES. A Climate Change Resilience Risk Assessment shall be provided as Part 1 of the GHG ES Chapter. This shall be completed in line with the Institute of Environmental Management and Assessment (IEMA) EIA Guide to Climate Change Resilience and Adaptation (IEMA, 2020). The Report will include the following:
- Review and interpretation of Met Office UK Climate Projections 2018 data;
 - Identification of climate hazards and associated risks to the Proposed Development due to climate change; and
 - Recommended mitigation measures.

Part 2: GHG Emissions

- 6.81 There is currently no standard methodology for quantifying GHG emissions within EIA. However, best practice will be drawn from guidance documents, including:
- EIA Guide to Assessing GHG Emissions and Evaluating their Significance (IEMA, 2022);
 - Royal Institute of Chartered Surveyors (RICS) Whole Life Carbon Assessment for the Built Environment (2023) (effective from 2024); and
 - BS EN 15978:2011 Sustainability of construction works. Assessment of environmental performance of buildings. Calculation method.
- 6.82 A reference study period (RSP) of 60 years is proposed, as per the principles outlined in BS EN 15978. This is based on the typical expected service life of a building. The total estimated GHG emissions will be estimated over a period of 60 years from the start of the in-use stage.
- 6.83 The GHG emissions scope will align with the lifecycle stages defined as modules within BS EN 15978, with building elements included as per guidance within the RICS guidance on Whole Life Carbon Assessment for the Built Environment (2023).

- 6.84 Figure 6.1 shows the stages of a lifecycle GHG emissions assessment, taken from Whole Life Carbon Assessment for the Built Environment (RICS, 2023), based on lifecycle stages set out in EN 15643:2021, EN 15978 and more.

Figure 6.1 Whole life Carbon Assessment Information (Source RICS 2023)



- 6.85 A Whole Life Carbon (WLC) Assessment Report will be prepared and submitted alongside the planning application, GHG emissions associated with the enabling works and construction phase, and the in-use embodied carbon will be sourced from this Report. Where this information is not available, appropriate published benchmarks will be used in combination with the proposed floorspace quantum to establish the GHG emissions. Where information is available from the sustainability and energy consultants on likely operational energy, and utilities engineers on likely operational water, appropriate carbon factors will be applied to this data to determine GHG emissions from these sources. Where this information is not available, appropriate published benchmarks will be used in combination with the proposed floorspace quanta, to establish the GHG emissions.
- 6.86 Operational trip generation data from the project transport consultants will be used to estimate GHG emissions arising from operational transport. Carbon factors will be applied to the number of trips, and assumptions on journey distances will be made.
- 6.87 The ES chapter will provide a summary of the GHG emissions from each stage across the 60-year RSP.
- 6.88 Specific criteria for assessing the significance of GHG emissions effects are provided in the IEMA (2022) Guidance on Assessing GHG Emissions (Appendix 1 - Table 1). The assessment of significance will be undertaken in line with these criteria.

- 6.89 The guidance also recommends that the context of the project's carbon footprint is determined to establish whether the project supports or undermines a trajectory towards net zero. This can help decision makers in their evaluation of the effects of the proposals. The estimated net GHG emissions will be considered in the context of the UK National Carbon Budgets and the Tyndall Centre recommended energy only carbon budgets for MCC.
- 6.90 GHG emission impacts and resulting effects are global. The receptor for GHG emissions is the global atmosphere.
- 6.91 In line with the IEMA (2022) guidance, the sensitivity of the receptor (i.e., the global atmosphere) in relation to GHG emissions is always considered to be 'high'.
- 6.92 The magnitude of the impact would be linked to the volume of GHG emissions produced. However, in accordance with the IEMA Guidance, it is not considered necessary to determine the sensitivity of the receptor or the magnitude of the impact in order to assess the significance of the effects of GHG emissions.
- 6.93 Therefore, as is standard practice, the Standard Methodology for Assessing Magnitude of Change (Chapter 4, Table 4.2), for Determining Sensitivity (Chapter 4, Table 4.3) and Effect Significance Matrix (Chapter 4, Table 4.4), are not applicable for climate change.

Traffic and Transport (Civic)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.94 A scoping meeting was held with MCC highway officers on 9 September 2024, a further meeting took place with MCC highways and planning officers in January 2025. It was agreed that Civic Engineers will produce a Transport Assessment Scoping Note to set out the intended methodology of the Transport Assessment, to be reviewed and agreed by MCC and TfGM – a meeting is currently being progressed with MCC highways on this. It was accepted that the development is car free except for disabled parking. The access strategy for Plot C as set out in the SRF was discussed, and agreed that this is an appropriate strategy to take forward. Location of disabled parking on London Road is in discussion.

Completed Background Studies

- 6.95 Completed background studies 1 July 2024 – 14 August 2024: review of pedestrian and cycle network in the area; Greater Manchester Accessibility Levels; available vehicle routes; public transport connectivity; review of available traffic data from Department for Transport; and estimation of vehicle trips generated by Plot C.

Scope of Assessment

Identification of Effect/s which are Not Significant.

- 6.96 The Proposed Development is car-free with the exception of disabled car parking and so there would be no likely significant effects with respect to traffic and transport. However, the EIA will consider the cumulative impact of the IDM masterplan given the anticipated scale of future development. This approach seeks to ensure that a robust approach is being taken. Please refer to Appendix 3 for Scenarios tested, including supporting commentary.

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Hazardous loads/ large loads	All road users	Construction and Operation	Hazardous or large loads are not generally associated with the construction of this type of development, as movements are primarily by HGV and Light Good Vehicles (LGVs) / Medium Good Vehicles (MGVs). The requirements for any such loads requiring access during construction will therefore be limited. A methodology statement will be included within the Construction Environmental Management Plan (CEMP) to be presented and agreed with the Local Highway Authority and HSE, where appropriate. Such a statement would include the details of trained operators, provision of appropriate audio / visual aids and / or proximity devices where operator visibility is restricted and the designation of dedicated loading / unloading areas. For operation of the Proposed Scheme, due to the uses proposed, the Proposed Scheme would not require the transportation of hazardous or large loads. Therefore, effects related to hazardous or large loads are not considered significant and will not be considered further within the EIA or reported in the ES.
Road Vehicle Driver and Passenger Delay	Vehicle drivers/ occupants	Construction and Operation	The change in vehicle flows arising from the development will be low, as this scheme will include a small number of blue badge car parking spaces. The Proposed Development will only directly generate LGV, OGV and taxi movements, which at their busiest will only amount to around 13 vehicles during the highway peak hours. IEMA Guidelines indicate that the effect of Road Vehicle Driver and Passenger Delay is only likely to be significant at junctions which are at or close to their operational capacity. However, with an increase in traffic flows of just 13 vehicles at the times that the nearby junctions will be at their busiest, the change will be imperceptible, and therefore will not be assessed in more detail.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
Severance of Communities	Pedestrians and cyclists	Construction and Operation	Severance of communities increases where there is an increase in vehicle trips on roads within the study area and/or when opportunities to reduce severance (e.g. improved crossings) are implemented.

Effect	Receptor	Construction/Operation	Discussion
Non-motorised User Delay	Pedestrians and cyclists	Construction and Operation	Non-motorised User Delay is related to ability of a person to cross the road, which is affected by volume, composition and/or speed of traffic in the study area.
Non-motorised User Amenity	Pedestrians and cyclists	Construction and operation	This is related to relative pleasantness of a journey, and is affected by traffic flow, traffic composition, footway width and separation from the carriageway.
Fear and Intimidation on and by Road Users	Vehicle drivers / occupants, pedestrians and cyclists	Construction and Operation	The extent of fear and intimidation is dependent on heavy vehicle composition, the speed vehicles are passing and proximity of traffic to people.
Road User and Pedestrian Safety	Vehicle drivers / occupants, pedestrians and cyclists	Construction and Operation	Where collision clusters are identified, an increase in traffic flow can lead to and increase in collisions.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.97 The following data will be obtained and studied:

- Department for Transport annual daily traffic flow (AADF) data
- Transport for Greater Manchester traffic data (e.g. on Sackville Street)
- GFA and use type of Plot C
- GFA and use type of IDM masterplan
- TRICS database used to estimate trip generation of the Proposed Development and the IDM Masterplan Development.
- Road collision information taken from CrashMap website to identify collision clusters.

6.98 The study area will be defined as follows:

- Any road links that will experience a change in AADF of 100 or more in the Construction or Operational Phase.
- Where that is the case, further assessment will be carried out where either of the following rules set out in IEMA Guidelines (Environmental Assessment of Traffic and Movement, 2023) are met or exceeded:
 - Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).

- Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more.

Method of Assessment

- 6.99 For the effect of 'reduction in safety and increase in accident risk' collision clusters will be identified using available data from Crashmap.
- 6.100 For all other effects of likely significance the change in Annual Average Daily Traffic Flow (AADT) will be used to define impacts. This will use the peak hour development flows presented in the Transport Assessment which will be converted to AADT. The peak hour flows (PHF in the image below) will be converted to Annual Average Daily Traffic flows (AADF in the image below) for the purposes of this assessment using the following factors taken from the DfT's Traffic Appraisal Manual (1991):

Figure 6.2 DFT Traffic Appraisal Manual (Source DfT, 1991)

Conversion of Hourly Flow	Types of Road					
	Main Urban		Inter Urban		Recreational Inter-Urban	
	Factor	Coeff* (%)	Factor	Coeff* (%)	Factor	Coeff* (%)
AAHF to PHF	2.630	(11)	2.825	(15)	3.890	(23)
AAHF to 10th highest hour	2.83	(14)	3.231	(20)	4.400	(23)
AAHF to 30th highest hour	2.703	(11)	3.017	(17)	4.974	(21)
AAHF to 50th highest hour	2.649	(10)	2.891	(15)	3.742	(19)
AAHF to 100th highest hour	2.549	(9)	2.711	(12)	3.381	(15)
AAHF to 200th highest hour	2.424	(9)	2.501	(9)	3.042	(13)
AAWF to AADF	0.943	(3)	0.979	(4)	1.015	(4)

Notes: AAHF is assumed to be AADF ÷ 24

AAWF is the Average Annual Weekday Flow (Monday–Friday)

*Coefficient of Variation

Source: Traffic Appraisal Manual (TAM) DOT (1991).

Table 7.2 Peak-hour factors by road type classification.

- 6.101 In order to understand which of the IEMA rules are triggered, the sensitivity of receptors on each link in the study area will need to be defined. The criteria used is set out at within Chapter 4 of this Report.
- 6.102 If a link is identified as having receptors which are of high sensitivity the impacts are assessed in more detail if there is a change in AADT of 10% or more (Rule 2 of the IEMA Guidelines).
- 6.103 All other links in the study area will have impacts assessed in more detail if there is a change in AADT of 30% or more (Rule 1 of the IEMA Guidelines).
- 6.104 The standard methodology for assessing the significance of the environmental impact, as set out in Chapter 4⁵ of this Report will be used to assess traffic and transport impacts. For completeness, Table 6.1 identifies the traffic and transport factors considered in determining sensitivity, which will be followed and should be read alongside Table 4.3 (Chapter 4).

⁵ Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

Table 6.1: Transport Sensitivity of Receptors

Sensitivity	Factors to Consider
High	Highway links and junctions (two sensitive users present): Schools, playgrounds; Retirement/care homes; Lack of adequate footways, lack of crossings; Network congested and over capacity; Collision cluster zones.
Medium	Highway Links and Junctions (at least one of the following): Hospitals, surgeries, clinics; Shopping areas; Parks/recreation grounds; Narrow footways.
Low	Highway Links and Junctions (at least one of the following): Few residential properties with direct frontage to the highway link being used as a construction traffic route; Workplaces with direct frontage to highway link being used as construction route.
Negligible	Receptors with no material sensitivity

Air Quality

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.105 Consultation has been issued to MCC Air Quality officers within the Environmental Health Office to agree specific aspects of the methodology. Consultation with other stakeholders is not anticipated.

Completed Background Studies

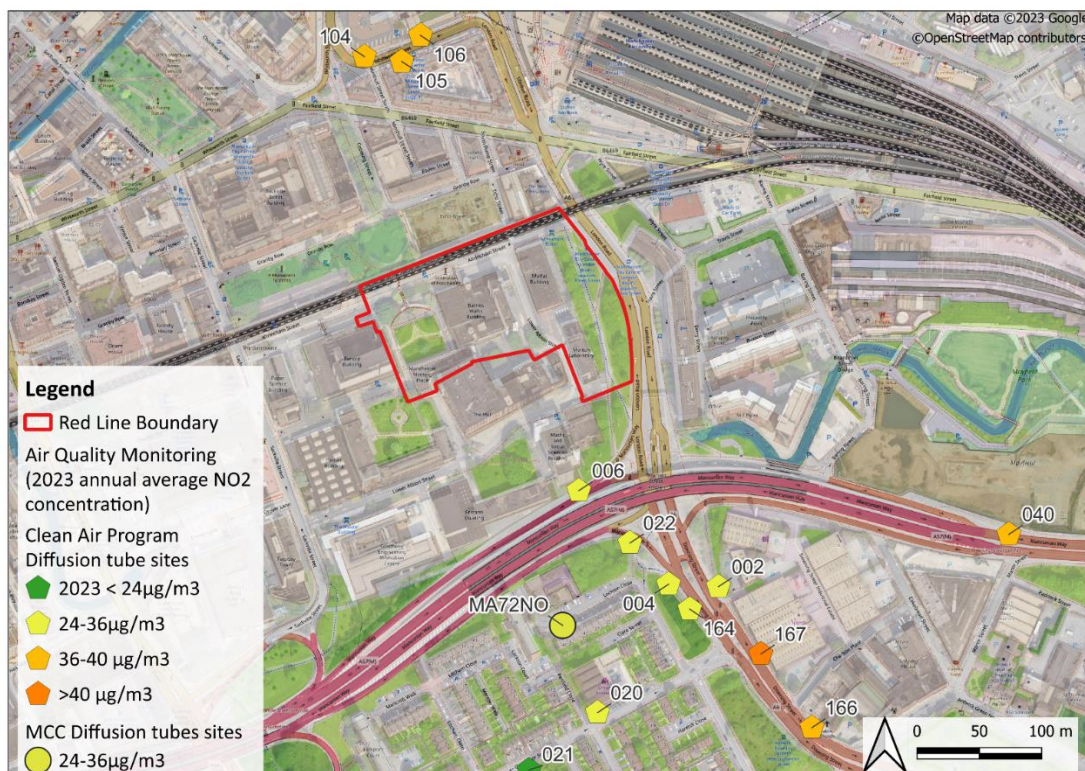
- 6.106 No site-specific air quality survey have or will be undertaken for air quality as there is sufficient AQ data locally with a better temporal scope. Information from DEFRA Background monitoring and utilising the publicly accessible data from the Clean Air Greater Manchester Website will be utilised in line with industry best practice.

Baseline Conditions

- 6.107 The site is within the Manchester Air Quality Management Area, which has been declared due to exceedances of the annual average NO₂ and 24-hour average PM₁₀ Air Quality Objectives (AQO).

Air quality monitoring in the vicinity of the site is presented in Figure 6.3. The majority of sites are in compliance with the UK AQO for annual average NO₂ (40 µg/m³). For example, site 006, 70 m to the south of the site recorded an annual average NO₂ concentration of 28.6 µg/m³ in 2023. However, there are several sites at risk of exceeding (within 10%) the AQO. This includes sites 166 and 167 along Downing Street, which feeds into London Road, which runs adjacent to the eastern boundary of the site. In the future, NO₂ concentrations are anticipated to decline as the share of the vehicle fleet with improved emissions abatement and electric vehicles increases. For other key pollutants, such as PM_{2.5}, anticipated future changes are not as confident.

Figure 6.3 Air Quality Monitoring in the Vicinity of the Site



Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	Receptor	Construction/Operation	Discussion
Loss of amenity from dust soiling, and adverse health effects resulting from dust and PM ₁₀ generated by construction activities.	Existing sensitive receptors within 250m from the Site boundary or 50m from the vehicle trackout routes.	Construction	It is anticipated that dust and particulate matter emissions produced during construction activities will be controlled by implementing a CEMP. This CEMP will be informed by the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction ⁶ . It would include prevention measures, such as screening stockpiles of materials, deployment of windbreak netting, and dampening exposed soils as appropriate and set out requirements for ongoing monitoring and liaison with the local community, and MCC. These tertiary mitigation measures would be considered an integral part of the Proposed Development and as part of the Schedule of Mitigation. Implementing these tertiary mitigation measures will ensure that residual effects are not significant and will not be

⁶ IAQM. (2024). Guidance on the assessment of dust from demolition and construction v2.2. <https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.pdf>

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
			considered within the EIA or reported in the ES. The construction dust risk assessment and proposed mitigation measures will be included as a technical appendix to the air quality ES chapter.
Combustion emissions from Non-Road Mobile Machinery (NRMM) during construction activities	Existing sensitive receptors in the vicinity of the Site	Construction	It is anticipated that combustion emissions from NRMM during construction activities would be controlled through the implementation of a CEMP. In order to manage emissions from NRMM, the appropriate emission standards from EU Regulation 2016/1628 will be incorporated into the CEMP and therefore, this tertiary mitigation is considered an integral part of the Proposed Development. Due to the adoption of the tertiary NRMM mitigation, significant effects are considered unlikely, and therefore, the effects of combustion emissions from NRMM on existing sensitive receptors will not be considered within the EIA or reported in the ES.
Odour emissions from proposed Class E uses	Existing sensitive receptors in the vicinity of the Site and future users of the Proposed Development	Operation	Odour emissions from any proposed Class E use included as part of the Proposed Development will be mitigated through the implementation of an odour management system. This would be enforced through a planning condition, linked to the detailed design of the kitchens proposed, when this is available. For this, assessment of odour will be completed in line with EMAQ 2018 Addendum to the 2005 Defra Guidance on the 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. The assessment will ensure that the odour from kitchen extracts does not cause a significant impact. Therefore, effects of odour emissions on nearby sensitive receptors are unlikely to be considered significant and will not be considered within the ES.
Combustion plant introduced as part of the energy strategy of the Proposed Development	Nearby existing sensitive uses (Residential properties, schools, care homes, etc.)	Operation	Combustion plant, such as gas-fired boilers and CHP units can release NO _x and NO ₂ emissions that can have an adverse impact on local sensitive receptors. The Proposed Development will utilise an all-electric energy strategy with ASHPS or similar technology. The only proposed energy combustion sources on-site will be for life safety purposes only (such as firefighting / emergency lighting etc.). Therefore, emissions released from energy combustion plant to nearby sensitive receptors are unlikely to be considered significant and will not be considered within the EIA or reported in the ES.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
Effects associated with emissions of NO ₂ and PM ₁₀ /PM _{2.5} generated by construction vehicle traffic.	Nearby existing proposed cumulative sensitive uses (Residential properties, schools, care homes, etc.) that are close to roads along which there will be an increase in traffic due to construction.	Construction	The increase in vehicle traffic on the surrounding road network due to the construction of the Proposed Development shall be considered in line with the IAQM screening criteria for detailed assessment. If construction traffic exceeds the screening thresholds, then the impact on air quality will be assessed using dispersion modelling. Traffic generated by cumulative developments will be considered inherently in the assessment as part of the future baseline. Sensitive uses introduced by cumulative developments will be considered as receptors within the impact assessments.
Effects associated with emissions of NO ₂ and PM ₁₀ /PM _{2.5} generated by operational traffic.	Existing and proposed cumulative sensitive uses that are close to roads along which there will be an increase in traffic due to operation.	Operation	The increase in vehicle traffic on the surrounding road network due to the operation of the Proposed Development shall be considered in line with the IAQM screening criteria for detailed assessment. If operational traffic exceeds the screening thresholds, then the impact on air quality will be assessed using dispersion modelling. Traffic generated by cumulative developments will be considered inherently in the assessment as part of the future baseline. Sensitive uses introduced by cumulative developments will be considered as receptors within the impact assessments.
Effects associated with sources of air pollutant emissions on future receptors that would be introduced to the area through the Proposed Development.	Sensitive uses (e.g. residential) introduced by the proposed development.	Operation	The exposure of future site users shall be considered qualitatively based on air quality monitoring in the area and relevant aspects of the Proposed Development, such as set-back from roads, location of sensitive uses and mitigation measures. If the results of this qualitative assessment indicate likely risk of exceedance of the relevant air quality objectives, a detailed dispersion model will be completed. Dispersion modelling will quantify the pollutant concentrations at the façade of the proposed development and inform mitigation requirements.

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.108 Baseline data for the assessment will be gathered from the following sources:
- Greater Manchester Combined Authority air quality monitoring data, presented in the Annual Status Report for the baseline year (2023 depending on data availability).
 - Diffusion tube monitoring undertaken for the Manchester Clean Air Plan (results are presented on the Clean Air Greater Manchester website).
 - Department for Environment Food & Rural Affairs (Defra) national air quality background maps.
 - Data presented on the automatic urban rural network (AURN) website.

Method of Assessment

- 6.109 The need to conduct detailed dispersion modelling of construction and operational traffic for each scenario will be determined using the criteria set out in the IAQM/EPUK guidance on land-use planning and development control.
- 6.110 If modelling is required the assessment shall predict changes in concentrations of NO₂, PM₁₀, and PM_{2.5} at selected existing worst-case receptors locations as a result of changes in traffic flows on the surrounding road network using dispersion modelling software ADMS-Roads. The scope, extent and detailed methodology of any dispersion modelling study carried out will be agreed with the Environmental Health Officer at MCC as part of the consultant process.
- 6.111 Modelling will be carried out following Local Air Quality Management technical guidance (TG22)⁷ and will be verified using data from nearby roadside monitoring stations operated by GMCA; monitoring sites are proposed to be used for verification and this will be confirmed with MCC once traffic distribution is understood.
- 6.112 The concentrations predicted by dispersion modelling will be compared against the relevant air quality objectives, and any exceedances will be highlighted. Significance levels will be reported using the criteria set out in the IAQM/EPUK guidance on land-use planning and development control⁸. This defines the magnitude of impact with respect to the change in pollutant concentration at a sensitive receptor, in relation to the relevant AQO for a pollutant. The magnitude of impact with regards to the exposure of future site users to air pollution is determined by comparing the air pollutant concentrations the Site user will experience to the AQO levels.
- 6.113 An assessment of the likely cumulative effects associated with committed developments will also be undertaken for the construction and operational phases. Where detailed modelling assessment is required, each scenario will consider traffic flows associated with cumulative schemes as part of the future baseline and thus is inherent within the assessment.

⁷ DEFRA. (2022) Local Air Quality Management Technical Guidance (TG22). <https://iaqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>

⁸ IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality v1.2. <https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

- 6.114 The impact of the Proposed Development is to be assessed by comparing the future ‘Do Nothing’ and ‘Do Something’ scenarios for future years. This considers the change in concentrations as a result of the traffic generation associated with the Proposed Development.
- 6.115 The Proposed Development is not to be considered in isolation (without consideration to cumulative schemes) as this has the potential to lead to an underprediction of pollutant concentrations at nearby existing and future sensitive receptors during the construction and operational phases. As such accounting for cumulative traffic generation within the future year ‘Do Nothing’ and ‘Do Something’ scenarios accounts for a worst case assessment of air quality impact as a result of the Proposed Development.

Methodology

- 6.116 Impact significance at each individual sensitive receptor shall be determined in accordance with the EPUK/IAQM guidance on land-use planning and development control² significance criteria, as detailed in Table 6.2. These criteria are recommended by the professional body for air quality practitioners, the IAQM. Significance criteria for air quality assessment deviate from the standard methodology criteria outlined in Chapter 4, and interchangeable descriptors are noted in Table 6.2.
- 6.117 The overall significance of the effects of the Proposed Development on air quality will be determined using professional judgement, considering the impacts at individual receptors, whilst taking other relevant factors into account. This is in line with IAQM / EPUK guidance on land-use planning and development control.

Table 6.2: AQM Air quality impact significance descriptors, interchangeable descriptors used in the rest of the ES are labelled in brackets.

Long-term average concentration at receptor in assessment year	Change in concentration relative to AQO				
	0%	1%	2-5%	6-10%	>10%
75% or less of AQO	Negligible	Negligible	Negligible	Slight (Minor)	Moderate
76-94% of AQO	Negligible	Negligible	Slight (Minor)	Moderate	Moderate
95-102% of AQO	Negligible	Slight (Minor)	Moderate	Moderate	Substantial (Major)
103-109% of AQO	Negligible	Moderate	Moderate	Substantial (Major)	Substantial (Major)
110% or more of AQO	Negligible	Moderate	Substantial	Substantial	Substantial

Long-term average concentration at receptor in assessment year	Change in concentration relative to AQO				
	0%	1%	2-5%	6-10%	>10%
			(Major)	(Major)	(Major)

- 6.118 In summary, as is standard practice, the Standard Methodology for Assessing Magnitude of Change (Chapter 4, Table 4.2), for Determining Sensitivity (Chapter 4, Table 4.3) and Effect Significance Matrix (Chapter 4, Table 4.4), are not applicable for air quality.

Noise and Vibration (Sol Acoustics)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.119 A summary of the proposed noise and vibration baseline survey positions, nearest noise sensitive receptors, EIA noise and vibration assessments, and relevant national and industry standards and guidance that will form the basis of the technical assessments have been issued by e-mail to Graeme Souter, Environmental Health Office for Manchester City Council on 15 August 2024.

Completed Background Studies

- 6.120 Two noise and vibration surveys have been undertaken by Sol Acoustics at the site in June and October 2024, the June survey comprised 2No. automated logger positions at high level on the north and south facades of the Renold Building respectively, and the October survey comprised 2No. automated logger positions at elevated positions on Wright Robinson and Maths and Social Sciences buildings, 2No. attended measurement positions on London Road and Sackville street and a single vibration measurement position in proximity of the northern façade of the Barnes Wallis building.
- 6.121 The surveys have been carried out in such a way as to allow the calibration of a 3D acoustic model of the site including the primary noise sources surrounding the site. The Acoustic Survey can be found in Appendix 9 of this report.

Baseline Conditions

- 6.122 The Site is subject to both road traffic noise primarily associated with London Road (A6) to the east, the elevated A57(M) to the south, and the surrounding road network, as well as rail primarily associated with the elevated railway running along the northern site boundary.
- 6.123 Based on the previous survey undertaken at the Renold Building it is anticipated that noise levels at the Site will be similarly dominated primarily by intermittent rail passbys along the elevated railway along the northern site boundary, and by fairly steady state road traffic noise from the elevated roadway to the south (A57(M)).
- 6.124 The Proposed Development would inevitably introduce a significant amount of new building services plant which will be designed in line with MCC's guidance such that the overall noise level should not creep due to the development. However, the design proposals include a number of food and beverage units including drinking establishments and proposals for

outdoor events including occasional concerts. These uses introduce a number of new noise sources to the area that, if not assessed and mitigated through design, could form significant environmental effects.

- 6.125 Typically it would be expected that if the proposals did not go ahead, noise levels at a site driven primarily by road traffic such as this would generally increase over time due to the increase in number of vehicles on the road network.

Scope of Assessment

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/Operation</i>	<i>Discussion</i>
Noise and vibration impact of demolition and construction activities	All nearest noise sensitive receptors	Construction	Due to the proximity of the nearest noise sensitive receptors, in particular the student residential development adjacent northeast site boundary, it is likely that the proposed demolition and construction activities will yield a significant effect that will be difficult to fully mitigate.
Construction Road Traffic	All nearest noise sensitive receptors	Construction	The need to bring equipment and materials on and off site during the demolition and construction phase will impose a short term increase on the number of HGV on the surrounding road network and may also result in temporary changes to the road layouts.
Site Suitability for Proposed Uses	N/A	Operational	Assessment to determine if baseline noise and vibration levels at the Site are suitable to permit the proposed uses and identify preliminary mitigation measures that must be embedded into the proposed building design.
Plant Noise Impact	All nearest noise sensitive receptors	Operational	A commercial development of this scale will inevitably mean installation of a significant amount of building services plant that will need to be designed and likely mitigated to some extent such that it does not result in a significant effect.
Operational Noise Impact	All nearest noise sensitive receptors	Operational	Introduction of new noise sources and operational activities, in particular the proposed outdoor activity facilities including potential concert use and commercial uses both in the building and arches introduces the risk of adverse effect to nearby residents which could be considered significant depending on the receptor type.
Road Traffic	All nearest noise sensitive receptors	Operational	Development of this size is likely to result in an increase of road traffic on the immediately surrounding road network.

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.126 The baseline noise and vibration climate at the site has been established by means of two noise and vibration surveys comprising a number of unattended and attended noise and unattended vibration monitoring positions intended to characterise the noise climate at the site to allow robust evaluation of the various noise ingress and egress assessments.
- 6.127 Please refer to Figure 6.3 which identifies the nearest noise sensitive receptors, and noise and vibration measurement locations.

Method of Assessment

- 6.128 The following sets out the proposed scoped in assessments and identifies the relevant national or industry standard or guidance document proposed to form the basis of determining the magnitude of impact in each assessment.

Noise and Vibration Impact of Demolition/Construction Vehicles: Construction noise levels will be estimated based on equipment types, quantities, and approximate locations which we are provided, with noise levels of equipment taken from BS 5528-1:2009+A1:2014 and BS 5228-2:2009+A1:2014.

Construction Road Traffic

- 6.129 The impact of construction road traffic shall be estimated through traffic flow data provided by other and the implementation of LA111 – Noise and Vibration (2020) and Calculation of Road Traffic Noise (1988).

Site Suitability for Proposed Uses

- 6.130 Environmental noise levels obtained by Sol shall be used to assess the site suitability in line with criteria set out in the below standards dependant on the specific use of each internal space. Where necessary minimum sound insulation performance specifications of external building façade elements shall be specified to achieve suitable internal noise levels as a result of environmental noise ingress. Proposed external building fabric elements provided by others can be used to allow Sol to comment on the suitability in terms of sound insulation performance.
- 6.131 Measured vibration data shall also be used in this way and any mitigation requirements to meet the suitable design criteria shall be highlighted.

Plant Noise Impact

- 6.132 Based on the environmental noise survey data, representative background noise levels shall be obtained and suitable plant noise egress rating levels for daytime (07:00-23:00) and nighttime (23:00-07:00) shall be set inline with BS 4142:2014+A1:2019 and MCC Planning and Noise Technical Guidance (October 2022).
- 6.133 Based on proposed equipment and corresponding noise levels and operational times provided by others, an assessment of the proposals against the aforementioned criteria shall be undertaken and if applicable suitable levels of mitigation required to achieve the criteria shall be stated.

Operational Noise Impact

- 6.134 Based on the environmental noise survey data, and dependant on the proposed use (to be informed by others), an assessment of the operational noise shall be carried out BS 4142:2014+A1:2019, MCC Planning and Noise Technical Guidance (October 2022), Code of Practice on Environmental Noise Control at Concerts (1995), and MCC Guidance on Noise Control for Open Air Concerts and Events (2022).
- 6.135 The aforementioned guidance and standards shall be applied where deemed appropriate and account for noise sources such as: music noise, building services, entertainment noise, delivery noise etc.

Road Traffic

- 6.136 The impact of construction road traffic shall be estimated through traffic flow data provided by other and the implementation of LA111 – Noise and Vibration (2020) and Calculation of Road Traffic Noise (1988).
- 6.137 The standard methodology for assessing the significance of the environmental impact, as set out in Chapter 4⁹ of this Report will be used to assess noise and vibration impacts.

Ground Conditions (Civic Earth)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.138 First consultation meeting with Environment Agency on 29 January 2024 to discuss Proposed Development works and review initial proposed scope of site investigation works. Second consultation meeting with Environment Agency on 29 February 2024 to discuss feedback on Phase 1 Desk Study (P01) and site investigation scoping documents following a technical review by the Environment Agency. Consultation meeting with the Environment Agency and Manchester City Council Environmental Health Office on 23 September 2024 to discuss initial findings of Phase 2 site investigation. Feedback on Phase 1 Desk Study from Manchester City Council Environmental Health Office provided on 8 October 2024.
- 6.139 A further meeting took place with the Environment Agency and EHO on 23 September 2024, having issued an updated Phase 1 Desk Study (P02) in advance. Civic Earth noted that following the meeting they would issue the interpretative report of the Plot C and Enabling Works (Plots E and F) mid-October 2024 for the Environment Agency and EHO to review and provide comment. The EA officer commented (in the meeting on 23 September) that in principle in agreement with the assessments and recommendations, but naturally would need to have the full report with data to fully review.
- 6.140 The site investigation interpretative report for Plot C and the Enabling Works Area is currently with the EA for review, and is currently awaiting their feedback (at the time of writing). The EHO has also been provided with the report, and has confirmed at this stage they have no comments.

⁹ Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

Completed Background Studies

- 6.141 Phase 1 Desk Study and Data Review – November 2024 (Appendix 10) - includes review of Site setting, historical development, anticipated ground and groundwater conditions, historical site investigation data and preliminary risk assessment with respect to human health, controlled waters, plants and vegetation and structures/buildings.
- 6.142 Enabling Works and Plot C Proposed Site Investigation – February 2024 (Appendix 11) - outlines proposed site investigation scope for Plot C and wider ID Manchester masterplan area.
- 6.143 ID Manchester Masterplan Area Factual Site Investigation Report – July 2024 (Appendix 12) - outlines factual information from site investigation within Plot C and the wider ID Manchester masterplan development area.

Baseline Conditions

- 6.144 Phase 1 Desk Study and Data Review:
- Indicated potential risks to human health associated with potential ground contamination that may have arisen through current and historical site uses. However, it is considered that these risks can be mitigated through conventional development remediation including soil capping layers, presence of hardstanding and buildings, incorporation of ground gas/vapour protective measures and appropriate selection of water supply pipe material.
 - Indicated potential risks to controlled waters (groundwater and surface water) associated with current and historical site uses
- 6.145 Site Investigation findings:
- Perched water in the Made Ground was recorded at only one location (WS1012 in Plot C) and the chemical results indicate elevated concentrations of ammoniacal nitrogen and total cyanide.
 - BH1005 within Plot C may represent a hotspot of contamination with elevated nickel, total cyanide, hydrocarbons and ammoniacal nitrogen recorded in the Principal aquifer; potential gross hydrocarbon contamination was also encountered at depth during drilling.
 - Elevated total cyanide concentrations were encountered in Plot C (BH1001 and BH1002).

Scope of Assessment

Identification of Effect/s which are Not Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Potential for mobilisation and/or exposure of contamination (dermal contact, ingestion, inhalation, risk of explosion/asphyxiation) as a result of development works	Human Health – future site users, construction workers, off-site workers	Construction (Earthworks, Foundation Works, Construction Works) Operation (future site users)	Phase 1 Desk Study and Data Review has indicated potential risks to human health associated with potential ground contamination that may have arisen through current and historical site uses and there is the potential contamination within the ground may be mobilised and/or exposed as a result of development works. The ground conditions will be assessed in accordance with gov.uk Land Contamination Risk Management (LCRM) guidance, following the staged approach; Stage 1 Risk Assessment, Stage 2 Options Appraisal, Stage 3 Remediation and Verification. It is anticipated that the Local Planning Authority will impose land contamination conditions on the proposed development, which will require approval of these assessments and remediation works. Should the assessments identify that remediation is required to mitigate potential risks to human health, it is considered that these risks can be mitigated through conventional development remediation including soil capping layers (minimum 450mm thickness with a geotextile membrane), presence of hardstanding and buildings, incorporation of ground gas (and if required vapour) protective measures such as a membrane or ventilation) and appropriate selection of water supply pipe material to be agreed with the water supply company. Potential risks to construction workers can be mitigated through appropriate site practices including the use of person protective equipment and appropriate site hygiene facilities. Significant environmental impacts are therefore not anticipated with respect to human health.

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Potential for on-going migration and/or mobilisation	Controlled Waters – Secondary A aquifer, Principal	Construction (Earthworks, Foundation Works, Construction	Phase 1 Desk Study and Data Review has indicated potential risks to controlled waters associated with potential ground contamination that may have arisen through current and historical site uses. Potential

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
of contamination as a result of development works	Aquifer, Surface Water Bodies	Works) and operation	contamination within the ground may be mobilised and/or exposed as a result of development works. Site investigation undertaken which has included chemical analysis of groundwater, which indicated the presence of contaminants in soil and groundwater as set out in the baseline condition. Assessment of site investigation data to be carried out. Liaison with Environment Agency to be carried out following completion of risk assessment. Should unacceptable risks be identified, then a remediation strategy will be developed and agreed with LPA (and Environment Agency as statutory consultee) and the remediation undertaken and verified during the development process. Depending on the conclusions of the assessments, a Piling Works Risk Assessment will be undertaken which will include a groundwater reassurance monitoring plan as required.

Assessment Methodology for Likely Significant Effects

Method of Assessment

- 6.146 The ground conditions will be assessed in accordance with gov.uk Land Contamination Risk Management (LCRM) guidance, following the staged approach; Stage 1 Risk Assessment, Stage 2 Options Appraisal, Stage 3 Remediation and Verification.
- 6.147 The likely significant effects will be assessed based on the findings of the Phase 1 Desk Study and the Phase 2 Site Investigation (the scope of which has been agreed with the Environment Agency during previous consultations and was undertaken in general accordance with BS5930:2015+A1:2020 (Code of Practice for ground investigations) and BS10175:2011+A2:2017 (Investigation of potentially contaminated sites – Code of Practice)).
- 6.148 Potential receptors (controlled waters – groundwater and surface water) have been identified with reference to the Part 2A Contaminated Land Guidance and associated DEFRA guidance and have been considered if there is the potential for them to be adversely affected by exposure to contamination.
- 6.149 Generic Quantitative Risk Assessment will be undertaken: The laboratory chemical results from eluted liquids (leachate analysis) and dissolved phase (groundwater analysis) will be compared against Environmental Quality Standards and/or Drinking Water Values as an initial screen of water quality.
- 6.150 It is anticipated that the LPA will impose land contamination conditions on the Proposed Development and the Environment Agency will continue to be consulted throughout the process as a statutory consultee.

- 6.151 The standard methodology for assessing the significance of the environmental impact, as set out in Chapter 4¹⁰ of this Report will be used to assess ground conditions.

Built Heritage (SLHA)

Consultation & Available Information, & Baseline Conditions

Consultation

- 6.152 Key stakeholders such as MCC and Historic England have been engaged throughout the early stages of the wider masterplan for the former UMIST site. This ongoing engagement resulted in the endorsement of the North Campus SRF (May 2017) and the subsequent endorsement of the ID Manchester SRF (December 2023).
- 6.153 The principle of development on the Site has thus been agreed with these key stakeholders, with further consultation engagement with consultees such as the Twentieth Century Society and the Manchester Modernist Society having also taken place.
- 6.154 Specific engagement regarding the principles of the Proposed Development are due to take place with MCC's conservation team and Historic England ("HE"). The dates of these engagements are still to be confirmed.
- 6.155 During this early consultation period, the principle of the works proposed to the Holloway Wall (Grade II) will be discussed in greater detail. A series of key viewpoints will also be presented to understand the scope for potential visual impact (number of views and locations to be agreed with MCC and HE). Viewpoints were issued to MCC on 12 September 2024 however no response has been received at the time of writing. A meeting was held with Historic England on 22nd January 2025 at which proposals were updated proposals were presented including proposed works to the Holloway Wall. A formal response has not yet been received at the time of writing.

Completed Background Studies

- 6.156 On-site surveys of the Site and surrounding area were undertaken in May 2022, with subsequent visits taking place in 2024. This informed both the appraisal of the Site as a component of the historic environment and its contribution to the setting of surrounding heritage assets.
- 6.157 Baseline conditions of the study area were also collected utilising Historic England's Online Mapping tool and MCC's online data (refer to Appendix 10 - Heritage Figures (a) Listed Buildings within 500m of Site, (b) Whitworth Street Conservation Area). Google Earth was also utilised as part of the baseline data collection.
- 6.158 Non-designated heritage assets are as identified during pre-application discussions with the Local Planning Authority.
- 6.159 On 28 July 2022, Heritage Architecture Ltd provided a baseline assessment of the wider Sister site, including a study of the buildings contained in Plot C. This informed subsequent options appraisals, including detailed appraisal studies for each building on the Site and their interaction with the Holloway Wall.

¹⁰ Standard Methodology in Chapter 4: Table 4.2 - Assessing Magnitude of Change, Table 4.3 - Determining Sensitivity and Table 4.4 - Effect Significance Matrix

- 6.160 Additional studies of relevance include: Zone of Visual Influence Study (ZVI) and intrusive investigation works and structural surveys (Civic).

Scope of Assessment

Identification of Effect/s which are Not Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
Neutral (not significant)	• Granby House • Orient House • Rochdale Canal lock number 86 (to east of Chorlton Street) • Mintierna House • Lancaster House • City Police Courts • Brazil House • Rochdale Canal lock number 87 (to east of Princess Street, with cast iron footbridge beside street) • Rochdale Canal boundary wall between Sackville Street and Chorlton Street • The Shena Simon Sixth-Form College • Central House • New Union Public House • 42 and 44 Sackville Street • Rhodesia House • 51 and 53 Richmond Street • 3 Brazil Street • 27 Sackville Street • Lionesse House • Former Warehouse • Lass O Gowrie Public House • Minshull House, 47 Chorlton Street • Minshull House, 10 Chorlton Street • Rochdale Canal boundary wall between Chorlton Street and Minshull Street • Rochdale Canal boundary wall between Princess Street and Sackville Street • The Churchill Public House • Regency House with Barclays Bank • 46, Sackville Street • London Warehouse • Basil House • Crusader Works • 8, Minshull Street • Britannia Hotel • 104, Bloom Street • 52 and 54, Portland Street	None anticipated	Whilst the listed building falls within the 500m study area, it has been scoped out from further assessment based on the data produced by the Zone of Visual Influence Studies (ZTVI), which has indicated the Plot C development will not give rise to any visual impact upon the setting of this heritage asset. Therefore is highly unlikely/ will not impact the significance of the listed building.

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>	<i>Discussion</i>
	• 11, Bloom Street • 2, Harter Street • Eastern House Portland House • 44-50, Portland Street • Former Pickles Building • India House (Including Attached Wrought Iron Gateway Linked to Lancaster House) • Asia House • 9, Richmond Street • 27, Sackville Street • 103, Princess Street • Transact House • Langley Buildings • Former Refuge Assurance Company Offices • Former Electricity Power Station • Joshua Hoyle Building, Including Roby House • The Palace Theatre • 39, Chorlton Street • 101, Princess Street • Bridgewater House		

Identification of Effect/s which are Likely to be Significant

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>
Likely to be significant (indirect only)	Institute of Science and Technology (University of Manchester) - (Grade II)	Construction and Operation
Likely to be significant (direct and indirect)	Sculptural Wall (Grade II)	Construction and Operation
May be significant (indirect only)	Manchester and Altrincham railway viaduct (Grade II)	Construction and Operation
May be significant (indirect only)	Train Shed and Undercroft at Manchester Piccadilly Station (Grade II)	Construction and Operation
May be significant (indirect only)	Former Goods Offices to Manchester Piccadilly Station (Grade II)	Construction and Operation
May be significant (indirect only)	Police and Fire Station (Grade II*)	Construction and Operation
May be significant (indirect only)	Whitworth Street Conservation Area	Construction and Operation

<i>Effect</i>	<i>Receptor</i>	<i>Construction/ Operation</i>
May be significant (indirect only)	Star and Garter Public House (Grade II)	Construction and Operation
Likely to be significant (indirect only)	Renold Building (NDHA)	Construction and Operation
Likely to be significant (direct and indirect)	Barnes Wallis and Wright Robinson Tower (NDHA)	Construction and Operation
Likely to be significant (direct and indirect)	Manchester Meeting Place (NDHA)	Construction and Operation
Likely to be significant (direct and indirect)	Morton Laboratory (NDHA)	Construction and Operation
Likely to be significant (direct and indirect)	The Mill (NDHA)	Construction and Operation
Likely to be significant (direct and indirect)	Butterfly Stair (NDHA)	Construction and Operation
Likely to be significant (direct and indirect)	Public Art	Construction and Operation

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.161 A study area of 500m from the Site boundary has been determined by Heritage Architecture as being appropriate for the consideration of potential significant effects of the Proposed Development on the setting of heritage assets in the local area. The determination of the study area has been based on an understanding of the existing nature of the Site and its surroundings, heritage sensitivities in the locality of the Site, the form and character of the Proposed Development, a Zone of Theoretical Visibility, and has been further informed by professional judgement and experience in similar assessments.
- 6.162 There are 60 Listed Buildings within a 500m radius of the Site (including the three identified above). However, a number of the Listed Buildings within the wider area are to be scoped out from further assessment, due to the lack of intervisibility with the Plot C site. This scoping exercise is supported by ZTVI studies of the Site.
- 6.163 The built heritage chapter will identify and evaluate the nature and likelihood of the impacts of the Proposed Development, both permanent and temporary, in both the short term and long term, on built heritage receptors against clearly defined criteria.

Method of Assessment

- 6.164 The assessment methodology for the historic environment is a synthesis of established guidance, best practice and professional judgement. The assessment of effects of the Proposed Development has been undertaken in accordance with an adapted form of the methodology set out in the ICOMOS Guidance on 'Heritage Impact Assessments' (January 2011), in which the value of heritage attributes is assessed in relation to statutory designations.
- 6.165 The relative 'value' and importance attributed to the identified heritage assets largely coincides with their national status. In line with ICOMOS terminology, Grade I buildings are considered to be of very high significance; Grade II* of high significance; and Grade II of medium heritage significance. The value of conservation areas is informed by the quality and significance of the built form within them and may be influenced by the status of listed and locally listed buildings which make up the designated area.
- 6.166 The receptor (which for the purposes of this assessment are 'heritage assets') which has the potential to be affected by the Proposed Development is ascribed a value and subsequently the impact of the Proposed Development on them is assessed in order to determine the significance of the effect.
- 6.167 The following Historic England guidance will be utilised:
- Historic England's Conservation Principles, Policies and Guidance (2008);
 - Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017);
 - Historic England. Advice Note 4: Tall Building Guidance (2022); and
 - Historic England (2019). Understanding Place: Conservation Area Designation, Appraisal and Management.
- 6.168 A Heritage Statement will be prepared to support the Built Heritage Chapter (forming a technical appendix) and accompany the Planning Application and Listed Building Consent Application. As stated above, the Heritage Statement will provide a detailed and robust baseline assessment of the identified heritage assets surrounding the Site, considering their significance and to what extent their setting contributes to an appreciation of this. This information will be summarised in the ES Chapter.
- 6.169 In order to assess the potential magnitude and significance of effect of the visual impact of the Proposed Development, the following criteria is considered:
- The sensitivity and proximity of receptors (i.e. heritage assets);
 - The nature of the existing views;
 - The degree of change to existing views and the visibility of the Proposed Development; and
 - The availability and amenity of alternative views.
- 6.170 The assessment Chapter of the ES will:

- Describe the potential impacts to the heritage assets as a result of the Proposed Development; and
- Outline suitable mitigation measures to deal with the potential effects of the Proposed Development on heritage assets.

6.171 The methodology for built heritage incorporates terminology and phrases adapted from ICOMOS Guidance and Historic England Guidance on 'Setting' (2017). This allows for greater nuance between significance value, sensitivity and impact, as required. Please refer to Table 6.3 and Table 6.4.

6.172 Significant effects in EIA terms relate to effects categorised as Moderate, Moderate-Major, or Major. Any effects categorised below this – Minor-Moderate, Minor, Negligible, or None – are considered to be Not Significant.

Table 6.3: Criteria for determining the magnitude of impact – built heritage.

Magnitude of Impact	Criteria for Assessing impact
Major beneficial	The development considerably enhances the heritage values of the heritage assets, or the ability to appreciate those values.
Moderate beneficial	The development enhances to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.
Minor beneficial	The development enhances to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.
Negligible beneficial	The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.
Neutral	This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced
Negligible adverse	The development would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.
Minor adverse	The development erodes to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.
Moderate adverse	The development erodes to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.
Major adverse	The development severely erodes the heritage values of the heritage assets, or the ability to appreciate those values.

Table 6.4: Significance Criteria for determining the value of heritage assets

Significance / Sensitivity	Definition of receptor
Very High	• Grade I listed buildings / Grade I registered parks and gardens • World Heritage Sites
High	• Grade I and Grade II* listed buildings. • Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade.

Significance / Sensitivity	Definition of receptor
	Conservation Areas containing very important buildings.
Medium	- Grade II listed buildings. - Historic buildings that can be shown to have exceptional qualities in their fabric or historical associations. - Conservation areas containing buildings that contribute significantly to its historic character.
Low	- Locally listed buildings. - Historic buildings of modest quality in their fabric or historical association. - Non-designated heritage assets of definable, local interest
Negligible	- Recorded on the HER in record form or as 'Find Sites' - buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown / none	- Buildings/sites where the potential importance interest requires determination - Or sites determined to be of no heritage interest

6.173 In summary, the Standard Methodology for Assessing Magnitude of Change (Table 4.2) and for Determining Sensitivity (Table 4.3) are not applicable for built heritage. The Standard Effect Significance Matrix (Chapter 4, Table 4.4) is applicable for to assess for built heritage.

Human Health (Buro Happold)

Consultation & Available Information, & Baseline Conditions

Consultation

6.174 No consultation has been undertaken to inform this chapter.

Completed Background Studies

6.175 No prior studies have been completed to date.

Baseline Conditions

6.176 The baseline conditions will focus on the health determinants in the area surrounding the Site in order to provide a demographic context of the existing community locally. It then considers the baseline in terms of access to infrastructure and conditions relevant to the health of the potential occupants of the Proposed Development.

6.177 There are four GP surgeries within 1km of the Site, all of which are accepting new patients. The Site is close to several outdoor spaces, including Mayfield Park, Sackville Gardens, and Gartside Gardens. The Site is also located close to the River Medlock.

- 6.178 If the Proposed Development does not come forward, the Site would remain as it is, with the existing buildings and there are unlikely to be any human health impacts.

Scope of Assessment

Identification of Effect/s which are Not Significant.

- 6.179 The HUDU Rapid HIA Toolkit identifies eleven health determinants to assess potential impacts. The determinants that are not relevant to the Proposed Development and therefore scoped out of this assessment are listed below.

<i>Health determinant</i>	<i>Potential health impact</i>	<i>Reason for being scoped out</i>
Housing quality and design	Access to adequate housing is important for health and wellbeing, and environmental factors such as overcrowding and sanitation in buildings have been identified as causing illness.	The Proposed Development does not include new residential units, and therefore will not have any impact on housing quality and design.

Identification of Effect/s which are relevant to the Proposed Development

- 6.180 The determinants that are relevant to the Proposed Development and therefore scoped in this assessment are listed below.

<i>Health determinant</i>	<i>Potential health impact</i>	<i>Relevance to the Proposed Development</i>
Access to healthcare services and other social infrastructure	Accessibility is important in terms of transport and access into a building, and the range and quality of service offers. Access to good quality health and social care, education, and community facilities has a direct positive effect on human health.	The Proposed Development may alter access to healthcare services or other social infrastructure as it may impact on demand, physical access or land take for such facilities.
Access to open space and nature	Providing secure, convenient and attractive open/green space can lead to more physical activity and reduce levels of heart disease, strokes and other ill-health problems that are associated with both sedentary occupations and stressful lifestyles. There is growing evidence that access to parks and open spaces and nature can help to maintain or improve mental health.	The Proposed Development includes the provision of public realm and open space and will therefore have an impact on the health of existing residents. The close proximity to the River Medlock could also lead to potential impacts on human health should potential pollution enter the watercourse.
Air quality, noise and neighbourhood amenity	The quality of the local environment can have a significant impact on physical and mental health. Pollution from construction can lead to poor air quality which can lead to health conditions. Noise	Findings from other topics – air quality, noise and vibration, and climate change will be reviewed to assess the potential impacts on human health resulting from construction and operation of the

<i>Health determinant</i>	<i>Potential health impact</i>	<i>Relevance to the Proposed Development</i>
	pollution can have a detrimental impact on health resulting in sleep disturbance and other effects.	Proposed Development. This may also include the effects of potential pollution entering the River Medlock.
Accessibility and active travel	Convenient access to services and facilities encourages greater opportunities for social interaction. Accessible buildings encourage all groups, including older people and people with a disability, to use them. Discouraging car use and providing opportunities for walking and cycling can increase physical activity and provide health benefits.	The Proposed Development includes the provision of additional cycle parking and disabled car parking spaces and therefore may have an impact on accessibility and active travel in the area.
Crime reduction and community safety	Thoughtful planning and urban design that promotes natural surveillance and social interaction can help to reduce crime and the 'fear of crime', both of which impact on the mental wellbeing of residents.	The Proposed Development may include measures to promote public safety and deter crime for the area, for example, the use of CCTV .
Access to healthy food	Access to healthy and nutritious food can improve diet and prevent chronic diseases related to obesity. Opportunities to grow and purchase local healthy food and limiting concentrations of hot food takeaways can change eating behaviour and improve physical and mental health.	The Proposed Development includes the provision of food and drinks use, and therefore will have an impact on demand and physical access to healthy food services.
Access to work and training	Employment and income is a key determinant of health and wellbeing. Unemployment generally leads to poverty, illness and a reduction in personal and social esteem. Work aids recovery from physical and mental illnesses.	The Proposed Development may support local employment opportunities, providing access to jobs and training for the local workforce during the construction phase and employment opportunities in the commercial space once operational
Social cohesion and neighbourhoods	Friendship and supportive networks in a community can help to reduce depression and levels of chronic illness as well as speed recovery after illness and improve wellbeing. Fragmentation of social structures can lead to communities demarcated by socio-economic status, age and/or ethnicity, which can lead to isolation, insecurity and a lack of cohesion.	The Proposed Development may affect social cohesion and neighbourhoods as it may impact accessibility of facilities and composition of communities.

<i>Health determinant</i>	<i>Potential health impact</i>	<i>Relevance to the Proposed Development</i>
Minimising the use of resources	Reducing or minimising waste including disposal, processes for construction as well as encouraging recycling at all levels can improve human health directly and indirectly by minimising environmental impact, such as air pollution.	Construction activities as well as creation of waste during operation of the Proposed Development may have an impact on resources.
Climate change	There is a clear link between climate change and health. Planning is at the forefront of both trying to reduce carbon emissions and to adapt urban environmental to cope with higher temperatures, more uncertain rainfall, and more extreme weather events and their impacts such as flooding. Poorly designed homes can lead to fuel poverty in the winter and overheating in summer contributing to excess winter and summer deaths.	The Proposed Development may result in changes to the climate and environment of the Site. Findings from other topics – air quality, noise and vibration and climate change will be assessed to determine the impact on health.

Assessment Methodology for Likely Significant Effects

Baseline Data

- 6.181 A baseline assessment will be undertaken to establish the health conditions of the current residents surrounding the Site, both at the local and regional level. This chapter will utilise data from a variety of sources including:
- 2021 census data to provide insights into the demographic makeup of the area;
 - Data from the Office for National Statistics (ONS) to provide further insight into the demographic makeup of the area;
 - National Health Service (NHS) data to comprehend facets within the vicinity of the Site;
 - Index of Multiple Deprivation (IMD) 2019 to examine the deprivation levels of the proposed site and the surrounding area;
 - Public Health England (PHE) to analyse key health indicators including life expectancy;
 - Relevant local and regional studies and assessments will be referenced to enrich the baseline assessment.

Method of Assessment

- 6.182 The human health assessment will consider the effects on the physical and mental health of local residents, new residents and workers that may arise from the construction and operation of the Proposed Development.
- 6.183 There is no recognised or consolidated methodology for the assessment of effects on human health, and there is no definitive guidance on how to assess human health within an ES. Best practice principles are provided in NHS England’s Healthy Urban Development Unity’s (HUDU) Rapid Health Impact Assessment (HIA) Toolkit (Fourth Edition) 2019 and will form the basis of the approach adopted to assess impacts on health and wellbeing in the ES chapter.
- 6.184 The Rapid HIA Tool suggests the evaluation of potential health impacts under the eleven topics or broad determinants listed previously, which include:
- Housing and design affordability;
 - Access to health and social care services and other social infrastructure;
 - Access to open space and nature;
 - Air quality, noise and neighbourhood amenity;
 - Accessibility and active travel;
 - Crime reduction and community safety;
 - Access to healthy food;
 - Social cohesion and inclusive design;
 - Access to work and training;
 - Minimising the use of resources; and
 - Climate change.
- 6.185 The assessment of potential health impacts will be undertaken using the assessment matrix set out within the Rapid HIA Tool, taking account of published data from a variety of sources including those listed above, and applying professional judgement by relevant guidance to evaluate the health impacts of the scheme. The potential health impacts of scenario 2, 5, 6, and 8 will be assessed separately against the scoped in topics.
- 6.186 The assessment is a qualitative rather than a quantitative assessment due to the diverse nature of health determinants and health outcomes which are assessed. Although the ES chapter will describe the likely qualitative health impacts, it is not possible to quantify the severity or extent of the effects. The methodology set out in the HUDU Toolkit does not include a temporal scale of considerations of the effects. It does not provide a methodology for assessing the significance of outcomes or effects and as such none is proposed here. Instead, the potential health effects during construction and operation will be described using the criteria provided in the HUDU Toolkit, which are outlined below.

Table 6.5: Human Health Methodology

Impact Category	Impact Symbol	Description
Positive	+	A beneficial impact is identified
Neutral	0	No discernible health impact is identified
Negative	-	An adverse impact is identified
Uncertain	?	Where uncertainty exists as to the overall impact

- 6.187 In summary, the Standard Methodology for Assessing Magnitude of Change (Chapter 4, Table 4.2), for Determining Sensitivity (Chapter 4, Table 4.3) and Effect Significance Matrix (Chapter 4, Table 4.4), are not applicable for human health.

Appendices

Appendix 1 - Site Location Plan

Appendix 2 - Committed Developments

Site/Location	Description of Development	Status as of June 2024	Distance from Site
Baseline			
London Road 125712/FO/2019 (Refreshed scheme of 116099/FO/2017)	Refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and leisure (Use Class D2), together with access and highways works, servicing, rooftop plant, landscaping and associated works.	116099/FO/2017 approved on 31/07/2017 Under Construction on 05/08/2018 125712/FO/2019 approved on 17/04/2019 Construction Commenced	173m
Barclay House 118033/P3OPA/2017 New Application 128804/FO/2020 S73 133770/JO/2022	118033/P3OPA/2017 Notification for Prior Approval for a Proposed Change of Use of building (excluding basement) from Office Use (Class B1 (a)) to a provide 90 no. residential apartments (Use Class C3) 128804/FO/2020 Erection of a 2-storey rooftop extension to form 9 duplex apartments and the conversion of the existing redundant internal car park to create a further 4 duplex apartments at Barclay House, Whitworth Street West, Manchester 133770/JO/2022 Variation of condition number 2 (specified plans) from planning permission reference 128804/FO/2020 for an amendment to the approved site plan to include the updated site plan and additional information in connection with the construction of the sub-station.	31/01/2018 Planning Application Approved Under Construction 04/02/2019 Construction Commenced New Application Approved: 08/10/2021 S73. Approved: 20/10/2022 Expected Completion Q4 2024	807m
The Fairfax 121099/FO/2018	Construction of two residential buildings (Use Class C3) comprising Block 1 (29-storeys) (224 apartments (4 x 1 bed 1 person, 52 x 1 bed 2 person, 64 x 2 bed 3 person and 104 x 2 bed 4 person) 25% 1 bed and 75 % 2 bed) Block 2 (23-	16/01/2019 Planning Application Approved	572m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
(S73. 141176/JO/2024 validated 07/10/2024 – awaiting decision)	storeys) (264 apartments 44 x1 bed 1 person, 44 x 1 bed 2 person, 92 x 2 bed 3 person and 84 x 2 bed 4 person) (33% 1 bed and 67% 2 bed) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping (including new public park) , lighting, highways and associated works following demolition of existing buildings and structures. S73 Variation to Planning Permission 121099/FO/2018 consisting of the re-wording of conditions 12 (Public Realm delivery) and 13 (Landscaping and Highways).	Under Construction 30/08/2023 Construction Commenced S73 validated 07/10/2024 – awaiting decision Expected completion Q3 2025	
Square Gardens (First Street South 125573/FO/2019	Construction of four buildings of heights varying from 10-storeys to 45-storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works	24/09/2020 Planning Application Approved Under Construction 21/03/2022 Construction Commenced Expected Completion Q2 2025	955m
Larard's Still 134953/FO/2022	Partial demolition of existing buildings (68-70 Oldham Street) (retention of facades to both 68 & 70 Oldham Street and internal floors of 68 Oldham Street), and erection of new 10-storey building (plus plant room) to incorporate retained elements, removal of roof and conversion of existing warehouse building (61 Spear Street) with 3-storey rooftop extension to create aparthotel (sui generis) and ground floor commercial uses (use class E)((a), (b), (c), (e) and (g) only.	19/01/2022 Planning Application Approved Under Construction 08/09/2023 Construction Commenced Expected Completion Q1 2025	920m
Princess House 131733/LO/2021 and 131732/FO/2021	Listed Building Consent Listed Building Consent partial change of use and building alterations to accommodate retention of existing nightclub use (sui generis) on basement and ground floors; and proposed office (E(g)(i) use) on 1st, 2nd, 3rd and 4th floors; with new office reception, bin store and cycle store on ground floor. Planning Permission Partial change of use and building alterations to accommodate retention of existing nightclub use (sui generis) on basement and ground floors; and proposed office (E(g)(i) use) on 1st, 2nd, 3rd and 4th floors; with new office reception, bin store and cycle store on ground floor.	28/01/2022 Planning Application and Listed Building Consent Approved Construction commenced	487m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
32-34 Laystall Street 128911/FO/2020	Erection of 9-storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3-storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking	02/02/2022 Planning Application Approved Under Construction 14/10/2022 Construction Started Expected Completion Q3 2024	678m
One Port Street 132489/FO/2021	Erection of a part-33, part-11, part 9 part 7-storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 481 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (481 spaces) landscaping, and other associated works	28/07/2022 Planning Application Approved 12/04/2023 Construction Commenced Expected completion Q1 2026	797m
No. 3 Circle Square 134288/FO/2022	Erection of 15-storey building comprising office space (Use Class E(g)(i)) and ancillary flexible commercial uses (Use Class E), rooftop terrace, highway works, landscaping, and other associated works.	04/11/2022 Planning Application Approved Under Construction 25/01/2023 Construction Commenced Expected Completion Q2 2025	414m
First Street Plot 10b 136170/FO/2023 (S73. 141162/JO/2024 validated 04/10/2024 – awaiting decision)	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) S73 Variation of conditions 2 (Dwgs) and 13 (PBSA Management Plan) attached to planning permission 136170/FO/2023	01/06/2023 Planning Application Approved Under Construction 14/08/2023 Construction Commenced S73. 141162/JO/2024 validated 04/10/2024 – awaiting decision Expected Completion Q3 2026	950m
The Joinery 135675/FO/2022 S73. 137807/JO/2023	Erection of two residential apartment buildings (Use Class C3) comprising Block 1-part 9, part 10 (plus roof level amenity block) and Block 2- 12-storey building (comprising of 261 dwellings in total) above basement levels with ground floor commercial units (Use Class E (excluding E (b))), associated residents amenity	01/06/2023 Planning Application Approved 16/10/2023 S73 Approved	760m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
	space, cycle parking, landscaping, access, street loading and other associated works following demolition of the existing building and structures on site S73 Variation of condition 2 attached to application ref no 135675/FO/2022 in relation to Block 1 to include internal layout changes, changes to landscaping and to design of substation and to Block 2 to make internal and elevational alterations associated with introduction of a 2nd staircase comprising alteration of some window positions and sizes, omission of windows, minor increase in building footprint above ground floor, a reduction in height (ground floor level) and minor changes to landscaping.	Under Construction 13/02/2024 Construction Commenced Expected completion Q1 2026	
IQ Echo Street 136874/FO/2023	Erection of 3 interlinked towers ranging from 27, 21 and 16-storeys together with intermediary link buildings (15 and 11-storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated amenity space and external landscaping and other associated works	12/09/23 Planning Application Approved Under Construction 05/08/2023 Construction Commenced Expected Completion Q3 2026	45m
Town Hall Refurbishment 119106/LO/2018	LISTED BUILDING CONSENT for Internal and external intrusive surveys to the Grade I Listed Old Town Hall in order to inform the Our Town Hall Project to include intrusive survey works within Albert Square adjacent to the Grade II Listed Frasers Statue, the Grade II Listed Jubilee Fountain, the Grade II Listed Brights Statue, the Grade I Listed Albert Memorial, the Grade II Listed Heywoods Statue and the Grade II Listed Gladstones statue.	Construction commenced Expected Completion Q1 2026	910m
Cumulative			
Vision 111003/FO/2016/C1	Demolition of existing building at 10- 12 Whitworth Street West, and redevelopment of the Site for a new 35-storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	Planning Application Approved 11/04/16 Consent implemented however developer has gone into administration so unlikely to come forward.	1.1km
Student Castle Hulme Street 121252/FO/2018	Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5-storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11-storey, part 4-storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis),	01/07/2018 Planning Application Approved Implemented but not on site.	625m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
	ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work		
Mayfield Baring Street Car Park 124972/FO/2019 S73. 137350/JO/2023	124972/FO/2019: Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9-storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11-storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east 137350/JO/2023: Variation to condition 2 (approved drawings) to make amendments to Multi-Storey Car Park to include; an increase in the basement area to provide a full basement comprising circa 450 cycle parking spaces, lockers, shower facilities, introduction of commercial uses (Class E) at ground floor and basement; amendments to location of parking spaces and reduction in overall spaces from 581 spaces to 488 spaces; the provision of additional EV spaces and capacity; amendments to the external appearance (revised façade treatment to facilitate active and basement uses and alteration to the proposed structural grid and structural construction to allow for demountable modular build sitting above a concrete plinth to improve future adaptability); inclusion of Plant, PV array at roof level; inclusion of additional plant for powering, heating, cooling, and ventilating the building and EV charging spaces and revisions to the location of the security room, storage areas, servicing areas and back of house facilities and to amend conditions 43(Plant noise) , 44 (Noise uses), 45 (Refuse), 46 (hours), 47 (Fumes), 51(Deliveries), 61 (Amplified Music) 62 (Uses) and 63	13/02/2020 Original Application Approved 03/07/2023 Amendment Application Approved Implemented but not on site.	340m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
	(Management) to include these requirements for Phase C (MSCP) as a result of the new ground floor and basement uses proposed included attached to on planning permission		
The Republic 125248/FO/2019 137349/JO/2023 141645/JO/2024	125248/FO/2019: Erection of 13-storey building (including ground and mezzanine) comprising office space (Use Class B1) above flexible uses at ground and mezzanine levels (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) with rooftop amenity spaces and external terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant, back of house functions and associated landscaping works. 137349/JO/2023: Variation of condition 2 (approved Dwgs) attached to planning permission 125248/FO/2019 with amendments to include alterations to massing on southern elevation terrace areas, changes to external facade design and changes in entrance and internal layout and to amend the wording of conditions 3 (Materials), 4 (Contaminated Land), 5 (CMP), 6 (Archaeology), 7 (EA contamination), 8 (Piling), 10 (SUDS 1), 13 (Circular Economy Statement), 14 (Local Labour Agreement), 17 (Noise commercial), 23 (Surface Water Drainage), 30 (Landscaping), 34 (Noise External Areas), 36 (Management of Commercial units) and 38 (UXB Mitigation) to align with condition discharges for application ref no 125248/FO/2019 as amended by 134907/NMC/2022 and 135956/NMC/2023 141645/JO/2024 Variation of conditions 2 (Approved Drawings), 5 (CMP), 14 (Labour Agreement) and 17 (Noise and Ventilation) of planning permission 137349/JO/2023 to allow for alterations to the massing of the approved building and update wording of discharged conditions.	14/02/2020 Original Planning Application Approved 15/09/2023 Amendment Application Approved Implemented but Not on site. 141645/JO/2024 Amendment application validated 02/12/24 awaiting determination	430m
Piccadilly Warehouse 119374/FO/2018 133975/JO/2022 140382/JO/2024	119374/FO/2018: Change of use and alterations to Mindel House and 11 Bloom Street to accommodate 80 apartments (Use class C3) including 1-storey roof top extension to 11 Bloom Street 133975/JO/2022: Variation of Conditions 3 (Materials) and 11 (Heritage) of application referenced 119374/FO/2018 to amend the wording of these conditions	19/11/2020 Original Planning Application Approved 31/10/2022 Amendment Application Approved 03/12/24 Amendment Application approved	413m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
	140382/JO/2024 Variation of application 119374/FO/2018, as varied by 133975/JO/2022, to amend conditions 2 (Specified Plans), 10 (Construction Management Plan), 11 (Heritage), and 13 (Environmental Standards)	Not on site.	
One City Road 128002/FO/2020	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.	Planning Application Approved 26/01/21 Demolition has taken place; however, construction is currently on hold.	1.15km
Apex Tower 133172/FO/2022	Erection of a 26-storey residential tower for 72 apartments (Use Class C3) with associated car parking, cycle parking, servicing, and associated landscaping works	Application submitted – awaiting determination. 09/03/2022 Planning Application Validated	1.02km
50-56 Great Bridgewater Street 133176/FO/2022	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	Application submitted awaiting determination- 09/03/2022 Planning Application Validated	1km
Ferrous 132214/FO/2021	Erection of a 15-storey building to form 107 apartments (Use Class C3) at floors 1 to 15, residential amenity facilities including a roof terrace (level 14), associated ground floor cycle storage (68 spaces), two ground floor commercial units (Use Class E/ Sui Generis (Drinking Establishment), multipurpose events Pavilion (Use Class E/ Sui Generis (Drinking Establishment), associated landscaping to site perimeter and rooftop PV panels.	17/03/2022 Planning Application Approved Not on site.	612m
50 Fountain Street 131859/FO/2021	Full Planning Permission for the demolition of modern extension to Grade II Listed building, retention and refurbishment original Victorian facade, erection of commercial building (Use Class E) with landscaping, and other associated works.	30/06/2022 Planning Application Approved Not on site.	853m
M1 Piccadilly 132626/FO/2022	Erection of 15-storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development.	30/06/2022 Planning Application Approved Not on site.	522m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
Great Northern Warehouse 135565/FO/2022	Demolition of the central atrium, car park ramps, and other elements, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside to allow refurbishment, restoration and re-use of the Great Northern Car Park to provide office accommodation, retail and/or food and drink uses (Use Class E) and ancillary areas; and Refurbishment, restoration, partial demolition and erection of a 3-storey extension to Deansgate Terrace (northern Chapter) 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 Chapter) 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	Resolution to Grant secured at Planning Committee on 16/02/23	1.15km
First Street Plot 10a 136043/FO/2023	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)	12/05/2023 Planning Application Approved	1km
Hilton Motto Hotel 135662/FO/2022	Erection of a 20-storey building to create a 154 bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym and other associated works including highway improvements, cycle parking and creation of accessible parking bay following removal of on site structures.	01/06/2023 Planning Application Approved Not on site.	745m
The Poulton 137263/FO/2023	Erection of 9-storey office development with mezzanine and plant level (Class E) with ground and basement floor retail, cafe and / or restaurant and / or gym (Use Class E) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway and associated works.	18/09/2023 Planning Application Approved Not on site.	350m
Union Building 137794/FO/2023	Erection of a 32-storey building (land at no. 14-16 Piccadilly) and conversion of adjacent building (no.12 Piccadilly) (basement to fourth floor) to create an aparthotel, including a ground floor cafe (Use Class E (b)), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)), and associated works	05/12/2023 Planning Application Validated Not on site.	499m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
Hotspur House 138805/FO/2023	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	13/12/2023 Planning Application Validated. Resolution to Grant secured at Planning Committee on 30 May 2024 Not on site.	844m
Plot 11 Block C First Street South 138831/FO/2023	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	18/12/2023 Planning Application Validated Application submitted – determination imminent.	993m
Land Bounded By Upper Brook Street, Cottenham Street & Kincardine Road 137399/FO/2023	Erection of a 6 to 9-storey building for Sci-Tech use (Use Class E (g)(iii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23-storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings	18/01/2024 Planning Application Approved. Permission lapses 18 January 2027.	486m
Land Between Upper Brook Street, Kincardine Road And Grosvenor Street Manchester 137401/FO/2023	Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/29-storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/commercial and convenience store- Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9-storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works	Application Validated 04/08/2023 and awaiting determination.	486m
Curlew Student Hulme 130387/FO/2021	Erection of a 6 to 9-storey building for Sci-Tech use (Use Class E (g)(iii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23-storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings	Resolution to Grant secured at Planning Committee on January 2024	1.05km
Metropolitan University Library 138424/FO/2023	Part demolition and redevelopment of existing library building to form new library (Use Class F1) including a new 13-storey building, external amenity spaces, public realm, access and servicing arrangements and other associated works	15/02/2024 Planning Application Approved Not on site.	657m

Site/Location	Description of Development	Status as of June 2024	Distance from Site
Niven Street 135857/FO/2022	Erection of 16 x 3-storey townhouses (Class C3) with associated parking, landscaping and boundary treatment and new vehicular access from Cotter Street and associated works	27/03/2024 Planning Application Approved Not on site however imminent start on site expected.	628m
Viadux Phase 2 139715/FO/2024	Phased construction of 3 buildings to include: Plot 2a: residential building (Use Class C3a) with flexible commercial units (Use Class E) and basement, Plot 2b: residential building (Use Class C3a) with flexible commercial units (Use Class E); and Plot 2c: commercial building (Use Class E) (Plot 2c), landscaping and public realm, servicing and access arrangements, with associated highways alterations, and other associated works.	Planning Application validated 19/04/24 Resubmission 19/11/24 Awaiting determination	1.1km
2-4 Whitworth Street West 141773/FO/2024	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	Application validated 18/12/24 Awaiting determination.	1.1km
First Street Plot 9b 141786/FO/2024	Erection of part 12, part 34 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)	Application validated 10/01/25 Awaiting determination	1.04km
Cambridge Halls	PBSA proposals consultation launched February 2025 Indicative Quantum's: 2,330 Student Rooms Phase 1: 1,126 rooms 1x 24 Storey Building 2x 11 Storey Buildings 1x 8 Storey Building Phase 2: 1,204 rooms 1x 30 Storey Building 2x 13 Storey Buildings 1x 8 Storey Building	Consultation launched February 2025 application expected for submission Spring 2025.	852m
Energy Centre 141496/FO/2024	Construction of a new above ground Energy Centre and associated below ground plant, landscaping, revised access road, boundary treatments and building illumination	Application approved 20/01/2025	342m

Appendix 3(a) – Limitations and Assumptions

Discipline	Limitations and Assumptions
Townscape and Visual Impact	Photographs are taken from publicly accessible locations and so viewpoints are at ground level.
Wind	- The accuracy of the results is dependent upon the accuracy of the architectural CAD used to construct the model. - There is an inherent assumption that on-site wind speeds will scale linearly with the measured wind speeds at the airport (Manchester International). - It is assumed that, during the construction process, wind conditions will gradually change from the Baseline Conditions to the conditions for the Completed Proposed Development. - It is assumed that on-site activity during demolition and construction will be able to withstand a higher category of pedestrian comfort level than for the Completed Proposed Development. - It is assumed that site hoardings would be in place throughout the demolition and construction phase and would not be removed until the Proposed Development is operational and any necessary mitigation measures are installed.
Daylight, Sunlight and Overshadowing	- Where floor plans are not available, assumptions will be made based on external inspection as to the use and internal configuration of the rooms behind the fenestration observed. - Unless building form dictates otherwise, a standard 4.2 m (14 ft) room depth will be assumed. This is common practice where access to buildings for surveying is unavailable. - Floor levels will be assumed for surrounding properties where access or detailed planning drawings cannot be obtained. Where floor levels are assumed, the working plane will be located 850 mm above the assumed Finished Floor Level (FFL).
Solar Glare	Although great care will be taken to identify typical viewpoints, this does not guarantee that there will be no additional sensitive locations where reflected solar glare could present a particular risk. For practical reasons, the area of the assessment has been limited to the area surrounding the Proposed Scheme. This area extends to a distance of approximately 500m around the Site in all directions. At greater distances, the likelihood of solar reflections causing significant glare is reduced as the time that buildings will reflect is

Discipline	Limitations and Assumptions
	reduced and the area of façade visible constitutes a reduced angle and so reduces the possibility of the whole sun disk being reflected. The assessment methodology for solar glare is not aimed at addressing the intensity of an instance of reflected solar glare, but rather its occurrence, duration throughout the year, and the location of this occurrence in respect of an individual's line of sight. This approach to solar glare assessment within EIA has been adopted using professional judgement and by reference to Commission Internationale L'Eclairage (CIE) guidance.
Socio-Economic	- There are no recognised criteria for the assessment of socio-economic effects, and therefore ekosgen, drawing on their expertise, knowledge of overarching guidance and experience of working in the subject area, will take a structured approach to quantifying and assessing the scale and nature of potential effects relative to baseline conditions. In cases where effects cannot be quantified, a qualitative judgement will be made, drawing on professional experience. - The most up to date data from official published sources will be used wherever possible; however, there are some limitations in the baseline data. Where this is the case, ekosgen will gather data most closely aligning to the chosen LIA and clearly state the geography the data collected refers to.
Climate Change	The necessary full detailed scheme information required to undertake a full detailed embodied carbon assessment of the Proposed Development, such as construction material quantities, are not expected to be available in many cases. As such, to calculate the GHG emissions associated with the construction and operation of the Proposed Development, appropriate energy and carbon benchmarks, based on floor area and building use, will be sourced from relevant industry publications. These benchmarks will be conservative and are considered the best available methods of estimating GHG emissions given the information available.
Traffic and Transport	- For cumulative sites, data will be taken from available Transport Assessments on the planning file. Only developments which are considered to interact with the proposed development will be included in the assessment. - For Scenarios 7 which include the IDM masterplan area, GFA and land use mix will be taken from documents produced for the IDM Strategic Regeneration Framework
Air Quality	- There are a number of factors that will contribute to uncertainty in the modelling predictions, including the traffic and emissions data model inputs, which will have inherent uncertainty associated with them. There is also additional uncertainty owing to the model simplifying real-world conditions into a series of algorithms. - To reduce this uncertainty, model verification will be carried out for any assessment of traffic emissions by comparing modelled and monitored concentrations, which will ensure a good degree of confidence in modelled results for the existing baseline year.

Discipline	Limitations and Assumptions
	Furthermore, the professional judgement and experience of the consultants preparing this Air Quality ES Chapter will be used to ensure a robust assessment. • It will be assumed that the latest version (at the time of the assessment) of Defra's NOx to NO2 calculator accurately predicts NO2 concentrations. • Sensitive receptor locations identified will be considered at worst-case locations regarding sensitivity to poor air quality and potential for impacts. However, this will not be an exhaustive list, and there may be other locations within the vicinity of the Site that may experience air quality impacts due to emissions generated by the Proposed Development that will not have been individually assessed. These locations will be considered when determining overall effect significance.
Noise and Vibration	• Validity of assessments ultimately depends on assumption that baseline data is valid. Precautions are built into the survey methodology and analysis of survey data to exclude extraneous data/events, however all assessments will ultimately be based on a short snapshot of the noise climate at the Site. • Validity of future road traffic assessments will be dependant on traffic count information provided by others. • Due to project timescales the baseline noise survey will be undertaken during the School Summer Holidays which could impact observed road traffic levels. Given the city centre location this is not expected to be significant and cross referencing with existing data (including the June 2024 Renold Building survey) will be used to validate the measured noise levels.
Ground Conditions	• The assessment will be based on the existing desk study information and the ground conditions identified at the exploratory hole locations during the previous ground investigations undertaken. However, given the nature of site investigation, there is the potential for unidentified contamination to be present between exploratory hole locations. Additional Future Assessments (to be conditioned): • A detailed Quantitative Risk Assessment for controlled waters may be required depending on the findings of the generic quantitative risk assessment. There may also be a requirement for supplementary site investigation. • Depending on the results of the initial assessments, a Piling Works Risk Assessment may be required, which may include a groundwater reassurance monitoring plan.

Discipline	Limitations and Assumptions
	- Should unacceptable risks be identified, then through remediation options appraisal, a remediation strategy will be developed to mitigate the risks identified. The scope of remediation works will be dependent on the findings of the investigations and assessments to be undertaken. - If remediation is required, the works will be verified in accordance with the LCRM Guidance. (screening against UK Drinking Water Standards and Environmental Quality Standards), followed by a detailed quantitative risk assessment (if required).
Built Heritage	- Survey of the identified heritage assets within the study area was undertaken from publicly accessible areas. As such the study is limited to assessment from ground level. - An assessment of below ground archaeology does not form part of this assessment.
Human Health	- Cannot assess significance and therefore the methodology will be different to the other ES chapters. - The baseline conditions may change over time and this could influence the findings of the assessment, and could lead to the findings suffering from statistical time lag. - Given the lack of clear industry recognised methodology in the assessment of health effects in EIA, particularly in respect of significance, the assessment presented in the Human Health ES chapter will be qualitative and will be based on the framework provided by the HUDU/NHS Planning for Health Rapid HIA Toolkit.

Appendix 3(b) – Scenarios Tested

Scenario 1	Baseline Conditions (existing Site as of February 2025 including developments defined within the Baseline section of the committed development schedule in Appendix 2)
Scenario 2	Baseline + Phase A + Phase C
Scenario 3	Baseline + Phase A + Phase C + Cumulative
Scenario 4	Baseline + Phase A + Phase C + IDM Masterplan (future surrounds/future phases) + Cumulative
Scenario 5	Baseline + Phase A + Phase B + Phase C
Scenario 6	Baseline + Phase A + Phase B + Phase C + Cumulative
Scenario 7	Baseline + Phase A + Phase B + Phase C + IDM Masterplan (future surrounds/future phases) + Cumulative
Scenario 8	Baseline + Phase C

Discipline/ Scenario	1	2	3	4	5	6	7	8	Supporting Commentary
Townscape and Visual Impact	Y	Y	Y	Y	Y	Y	Y	Y	n/a- all scenarios to be tested
Wind	Y	Y	Y	N	Y	Y	N	N	Scenarios with IDM Masterplan (4, 7) to be assessed qualitatively Interim phases of construction may result in raised winds due to variations in the form of the Proposed Develop that influence the winds. The phasing of a development can influence the wind microclimate over time, as different stages of construction can lead to temporary or transitional wind conditions that differ from the final built form. Based on the Computational Fluid Dynamics (CFD) testing performed to date Phases A and B are likely to influence the wind to an extent that would require mitigation. A phased assessment ensures that mitigation measures can be appropriately planned and implemented at each stage to maintain safe and comfortable conditions throughout the development process.
Daylight, Sunlight and Overshadowing	Y	Y	Y	N	Y	Y	N	N	As the future phases of the IDM Masterplan have not yet been consented ie the extent of the proposed massing confirmed, the in combination effect assessments of them together with the

Discipline/ Scenario	1	2	3	4	5	6	7	8	Supporting Commentary
									Proposed Development would not represent potentially realistic scenario in daylight, sunlight and overshadowing terms.
Solar Glare	N	N	N	N	Y	N	N	N	It is unlikely that phased solar reflections would be generated in isolation that do not occur in the complete and operational Proposed Development scenario. As such, the most appropriate scenario is considered to be Scenario 5 (Existing Baseline + Phase A + Phase B + Phase C). As the Proposed Development is a phased application, there is the potential that changes in the intended construction programme may occur. Due to the location of the buildings in relation to the sensitive viewpoints, and the angles of the facades, based on professional judgement, the residual effects are not expected to differ from those of the fully implemented Proposed Development, Scenario 5. In the unlikely event that, following the detailed analysis of Scenario 4, it becomes apparent that temporary phases effects may arise, scenarios 2 (Existing Baseline + Phase A + Phase C) would be added to the assessment however this will be kept under review as the design progresses and technical analysis is undertaken. As the Proposed Development is effectively 2 buildings joined together, with the elevations of both buildings sharing the exact same orientation, if an effect occurs from C1 without C2 in place (, once C2 is implemented, the overall effect would be the same and vice versa. Therefore, all effects would be appropriately identified, and if needed mitigated, via the completed development scenario which presents the worst-case scenario overall.
Socio-Economic	Y	Y	Y	N	Y	Y	Y	N	Given that Phases A and B both involve the delivery of fairly large amounts of office floorspace then each phase in isolation has the potential to give rise to significant effects in terms of job creation. This means that we will need to assess each in isolation (alongside Phase C). This will make for quite a complicated assessment (and we will need to think through the best way of presenting this in the Chapter) but we feel it is necessary from our technical standpoint given the changes in development quantum across each of the different phasing combinations. Given that the quantum of floorspace for flexible uses as part of the Viaduct (Phase C) is very small (c. 1k sqm GEA +10% buffer) then the likely socio-economic effects from this are very likely to be insignificant in EIA terms. Therefore, we think that we do not need to assess 8.
Climate Change	Y	Y	N	N	Y	N	N	Y	The scenarios tested will include the baseline scenario, and the different phasing options for Phase A, B and C.

Discipline/ Scenario	1	2	3	4	5	6	7	8	Supporting Commentary
									The atmospheric concentration of GHGs and the resulting effects on climate change are affected by all sources (anything emitting GHG) and sinks (anything absorbing GHG) globally, anthropogenic or otherwise. As GHG emission impacts and resulting effects are global rather than affecting one localised area, the approach to this assessment differs from that of many EIA topics where only projects within a geographically bounded study area would be included. As such, as stated in the IEMA Guide to 'Assessing Greenhouse Gas Emissions and Evaluating their Significance' Second Edition (2022), effects of GHG emissions from specific cumulative schemes should not be individually assessed, as there is no basis for selecting any particular cumulative project that has GHG emissions for assessment over any other. Therefore, an assessment of the Proposed Development with cumulative developments and the IDM Masterplan (future surrounds/future phases) will not be undertaken.
Traffic and Transport	Y	N	N	N	N	N	Y	N	Scenarios 1, 7 will be assessed. The Proposed Development is car-free with the exception of disabled car parking and so there would be no likely significant effects with respect to traffic and transport. Scenarios 2, 3, 4, 5, 6, 8 will therefore not be tested as part of the EIA. Whilst the wider IDM masterplan would not be designed in sufficient detail and the parameters are not fixed at this stage, GFA and land use mix will be taken from documents produced for the IDM Strategic Regeneration Framework.
Air Quality	Y	N	Y	N	N	Y	N	Y	The air quality ES chapter will consider the following scenarios when assessing the impact of the Proposed Development on air quality: • Baseline Year (2023, depending air quality monitoring data availability) • Peak Construction Year 'Do Nothing' scenario without Proposed Development. • Peak Construction Year 'Do Something' scenario with Proposed Development. • Future Baseline 'Do Minimum' scenario with cumulative development but without proposed development 'Do Nothing' scenario • Future Baseline 'Do Something' scenario with cumulative development and with Proposed Development (Scenarios 3 and 6) The impact of the Proposed Development is to be assessed by comparing the future 'Do Nothing' and 'Do Something' scenarios for future years. This considers the change in concentrations as a result of the traffic generation associated with the Proposed Development. The Proposed Development is not to be considered in isolation (without consideration to cumulative schemes) as this has the potential to lead to an underprediction of pollutant concentrations at

Discipline/ Scenario	1	2	3	4	5	6	7	8	Supporting Commentary
									nearby existing and future sensitive receptors during the construction and operational phases. As such accounting for cumulative traffic generation within the future year 'Do Nothing' and Do Something' scenarios accounts for a worst case assessment of air quality impact as a result of the Proposed Development. The scenarios are in line with the IAQM/EPUK guidance on land-use planning and development control². The Future Baseline 'Do Something' scenario is equivalent to scenario 3 and 14 which includes the traffic associated with the Proposed Development and cumulative schemes in the future year scenarios. Comparing scenario 3 and 8 to the future baseline will ensure a robust worst-case approach is taken when assessing each phase of the proposed development, to allow for severability of the phases where appropriate. As this will provide a worst-case assessment, testing of the other scenarios is not deemed necessary. Furthermore, the air quality ES chapter will assess the additional scenarios during the peak construction year traffic on air quality.
Noise and Vibration	Y	Y	Y	Y	Y	Y	Y	Y	n/a- all scenarios to be assessed Scenarios with IDM Masterplan (4, 7) to be assessed qualitatively
Ground Conditions	Y	Y	N	N	Y	N	N	Y	Scenarios 1 and 2 will be considered to assess the baseline condition associated with current and historical sources of potential contamination, the impact of the Proposed Development (change of use, changes to surface cover and associated infiltration, construction methodologies) and also consider the potential impact associated with former and proposed uses within the wider masterplan area. Scenarios 3 and 4. Given the proposed end use of the Site, cumulative effects associated with the proposed development are not anticipated.
Built Heritage	Y	Y	Y	Y	Y	Y	Y	Y	n/a- all scenarios to be assessed Scenarios with IDM Masterplan (4, 7) to be assessed qualitatively
Human Health	Y	Y	N	N	Y	Y	N	Y	Scenarios including the full IDM masterplan and its future phases will not be covered as part of this assessment. It is acknowledged that future phases will likely lead to changes to the areas, in addition to the Proposed Development for Plot C, and will lead to additional potential impacts on human health. The illustrative masterplan and Strategy Regeneration Framework associated with the IDM Masterplan defines the principles of development. However, these do not set the parameters for

Discipline/ Scenario	1	2	3	4	5	6	7	8	Supporting Commentary
									future phases and therefore we cannot assess the impact of the full masterplan on human health. Cumulative impacts are assessed alongside Phases A, B, and C, as this provides a comprehensive overview of the entire health impacts of all phases along with other schemes. Scenario 11 will be tested, however Scenario 3 will not, as will only assessing cumulative when all phases are built as this represents a worst-case scenario for social infrastructure demand. This will provide a holistic picture of the health impacts associated with the development considering the potential end outcome of having all three phases. Given the high level/ qualitative nature of cumulative effects, assessing the cumulative impacts for Phase A + C and Phase B+ C separately would not add to the assessment.

Appendix 4 – Environmental Statement Structure

Each chapter sub-heading is explained in further detail below.

A reference list will also be provided as relevant with each ES chapter.

This is considered to be a robust approach and aligns with the EIA Regulations (2017).

Introduction

This Chapter will introduce the assessment discipline and the purpose for which it is being undertaken.

Legislative and Policy Context

This Chapter will include a summary of national, regional and local policy and guidance of relevance to the environmental discipline and assessment. Relevant legislation will be summarised where applicable.

In addition, preparation of each ES chapter will consider relevant local and regional, social and economic policies. This will include (but may not be limited to):

- Manchester City Council Core Strategy (2012) and 2024 addendum
- ID Manchester Strategic Regeneration Framework (2023)
- Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (2007)
- Places for Everyone – Greater Manchester Combined Authority (2024)
- National Planning Policy Framework (2024)
- Assessment Methodology and Significance Criteria

This Chapter will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.

It will also outline any difficulties encountered in compiling the required information.

Baseline Conditions

This will include a description of the environment as it is currently and as it is expected to change given the project were not to proceed (i.e. 'do-nothing' scenario). The method used to obtain this information will be clearly identified. Baseline data will be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

This Chapter will identify the likely significant effects on the environment resulting from the Proposed Development.

The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. The criteria to be used in carrying out this process are detailed below. It should be noted that these tables provide a standardised set of criteria, which may not be applicable to all technical disciplines considered within the EIA. Where relevant, individual consultants may use a variation of the criteria and this will be clearly explained within the methodology of each chapter.

The Proposed Development will likely be delivered in a single phase. If the building were to come forward in phases scenarios would be reconsidered and amended where appropriate.

As a rule, and to ensure consistency across disciplines, developments that are already under construction are considered to form part of the Existing Baseline and those subject to planning permissions or otherwise identified within the committed developments are considered as part of the cumulative analysis.

The proposed scenarios to be tested are detailed in full within Appendix [X]

Prediction of Impact Magnitude

The methodology for determining the scale or magnitude of change caused by the impact is set out in Table 3.1. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise.

Table 3.1: Standard Methodology for Assessing Magnitude of Change

Magnitude of Change	Criteria for assessing magnitude of change caused by an impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

Prediction of Receptor Sensitivity

The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out in Table 3.2. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise.

Table 3.2: Standard Methodology for Determining Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character or is of international or national importance.

Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Assessment of Effect Significance

Effect significance will be calculated using the matrix in Table 3.3. This illustrates the interaction between impact magnitude and receptor sensitivity. The duration of the affect will also be considered and whether it is permanent or temporary.

Table 3.3: Effect Significance Matrix

Magnitude	Sensitivity		
	High	Moderate	Low
Major	Major	Major - Moderate	Moderate - Minor
	Adverse/Beneficial	Adverse/Beneficial	Adverse/Beneficial
Moderate	Major - Moderate	Moderate – Minor	Minor
	Adverse/Beneficial	Adverse/Beneficial	Adverse/Beneficial
Minor	Moderate – Minor	Minor	Minor - Negligible
	Adverse/Beneficial	Adverse/Beneficial	
Negligible	Negligible	Negligible	Negligible

Mitigation Measures

Adverse effects will be considered for mitigation and specific measures will be put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions as well as pollution control. The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.

The approach to mitigation will follow best practice guidance, which suggests a hierarchical approach. The UNEP EIA Training Resource Manual (2002) advises that impacts should ideally be:

- Avoided; if not
- Minimised; and/or compensated.

Three 'types' of mitigation are characterised in IEMA's Special Report – The State of Environmental Impact Assessment Practice in the UK (2011):

- EIA influence at design stage;
- Standard construction practices for minimising effects; and
- Follow-up actions for implementation post-consent.

Clear details of when and how the mitigation measures were carried out, or will be carried out, are to be given within the ES. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.

The opportunity for enhancement measures will also be considered where appropriate.

Cumulative Effects

Two types of cumulative effect will be assessed:

- Type 1 Cumulative effects - are the interactions between effects of the construction and development works on a single receptor.
- Type 2 Cumulative effects - are those that arise from incremental changes caused by other past, present or reasonably foreseeable projects together with the development proposals and associated works.

An assessment of the cumulative effect of the Proposed Development and other committed developments within a defined radius of the Site, including those with recent Planning Permissions and reasonably foreseeable to come forward in the near future, will be undertaken as part of the EIA.

There is no agreed / standard threshold for how far the assessment should go. Therefore, a professional judgement has been taken regarding which schemes to highlight, taking into consideration the surrounding context of the Site, which may differ between disciplines.

Where schemes are under construction, they have been considered part of the baseline. If applications are approved, subject to a live application reasonably considered likely to be approved, or otherwise reasonably considered likely to come forward, these are included as a committed development to be considered as part of the cumulative analysis. The list of committed developments includes schemes where the construction phase has stalled.

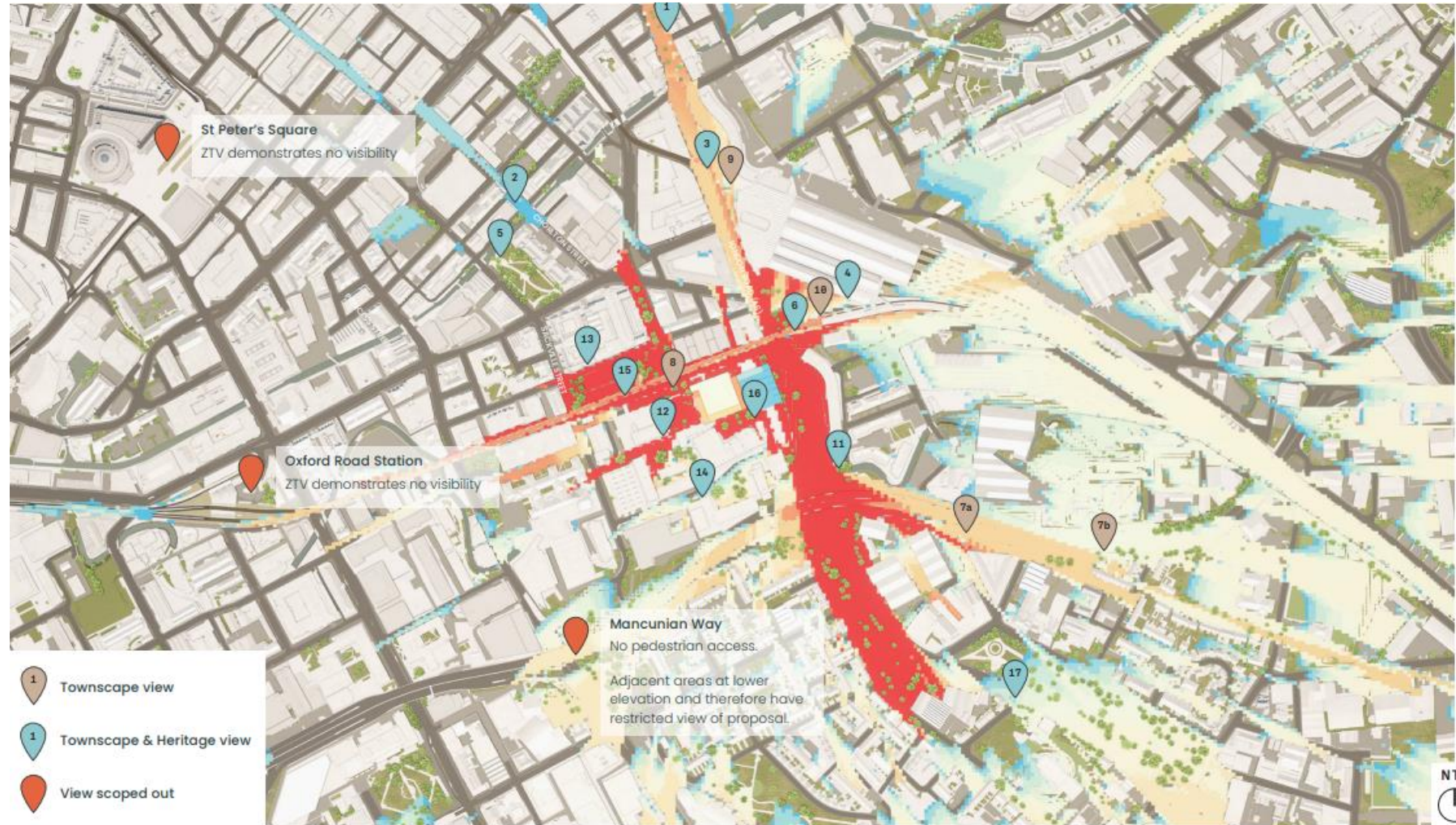
The schedule of committed developments has been issued to the LPA to seek their agreement on 29/08/2024 and is currently awaiting a response.

Full details of the committed developments to be included as part of the cumulative effects assessment are set out at Appendix 2.

Residual Effects

The residual effects, i.e. the effects of the Proposed Development assuming implementation of proposed mitigation, will be determined. The residual effects represent the overall likely significant effect of the Proposed Development on the environment having taken account of practicable/available mitigation measures.

Appendix 5 - Draft Viewpoint Plan



Appendix 6(a) – TVIA Figures

Appendix 6(b) – Our Studio Methodology

Appendix 7 – Lawson Comfort and Safety Criteria

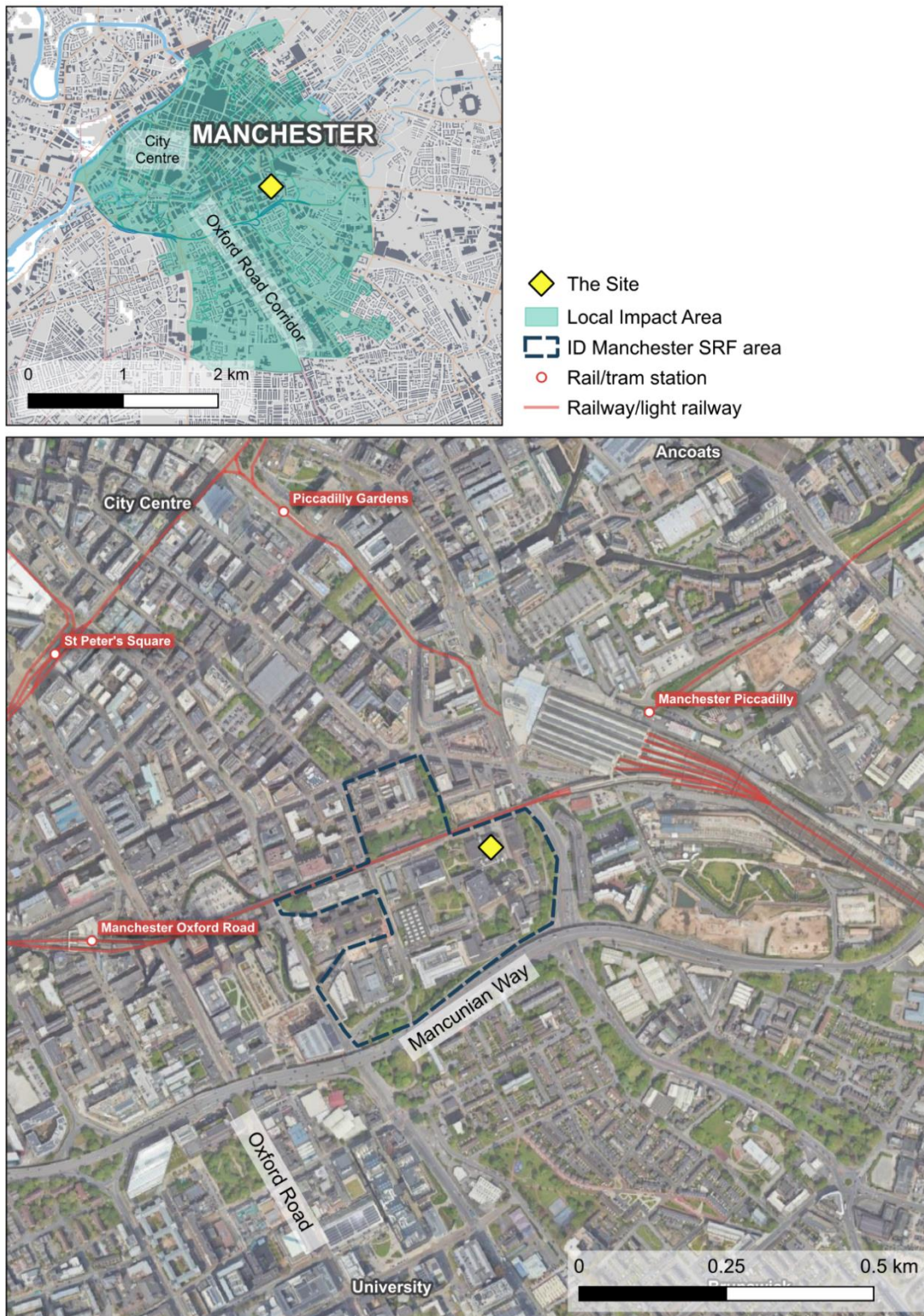
Lawson Comfort Criteria (LDDC variant)

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

Lawson Safety Criteria

Key	Safety Category	Mean Wind Speed (0.025% exceedance)	Description
	No Safety Exceedance	<15 m/s	
	S15 (Distress)	>15 m/s	Unsafe for frail individuals, or cyclists
	S20 (Safety)	>20 m/s	Wind conditions considered unsafe for all users

Appendix 8 – Socioeconomic LIA (Local Impact Area)



Appendix 9 – Baseline Noise and Vibration Survey (Dated August 2024)

Appendix 10 - Baseline Noise and Vibration Survey (Dated January 2025 inc. Renold)

Appendix 11 – Ground Conditions Phase 1 Desk Study

Appendix 12 - Enabling Works and Plot C Proposed Site Investigation

Appendix 13 - ID Manchester Masterplan Area Factual Site Investigation Report

Appendix 14 – Heritage Figures

Figure A: Location of listed buildings (blue markers) in relation to the Site, with a 500m radius (boundary indicatively shown in red). Source: Historic England Mapping tool.

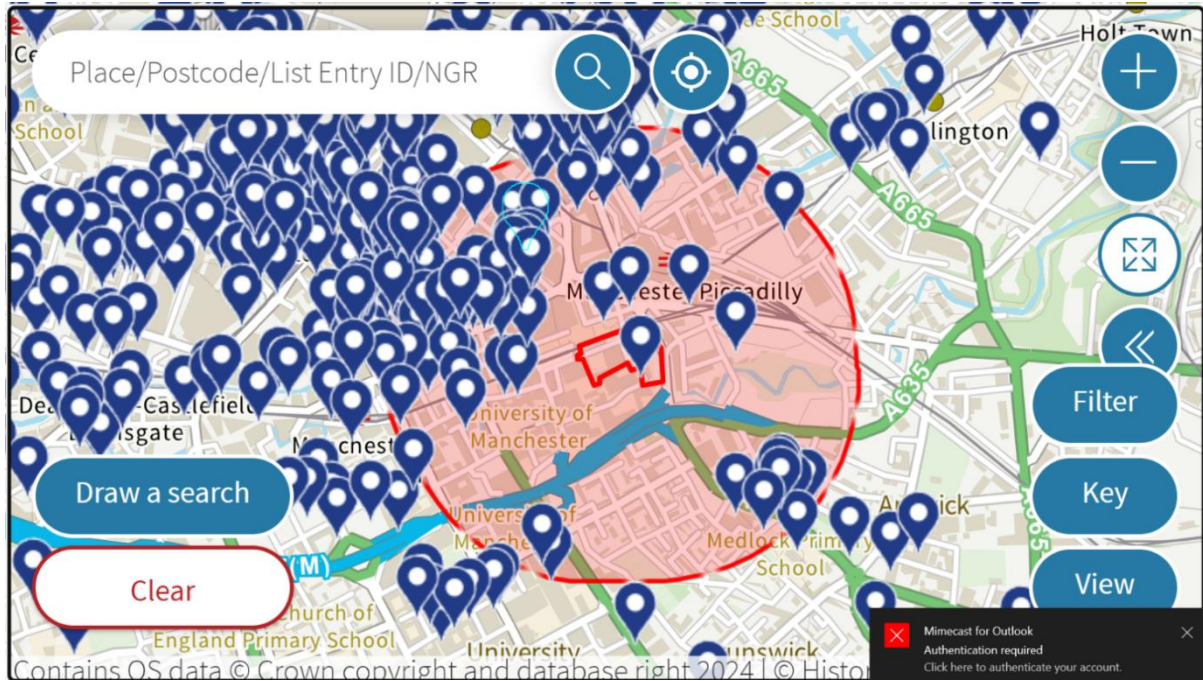
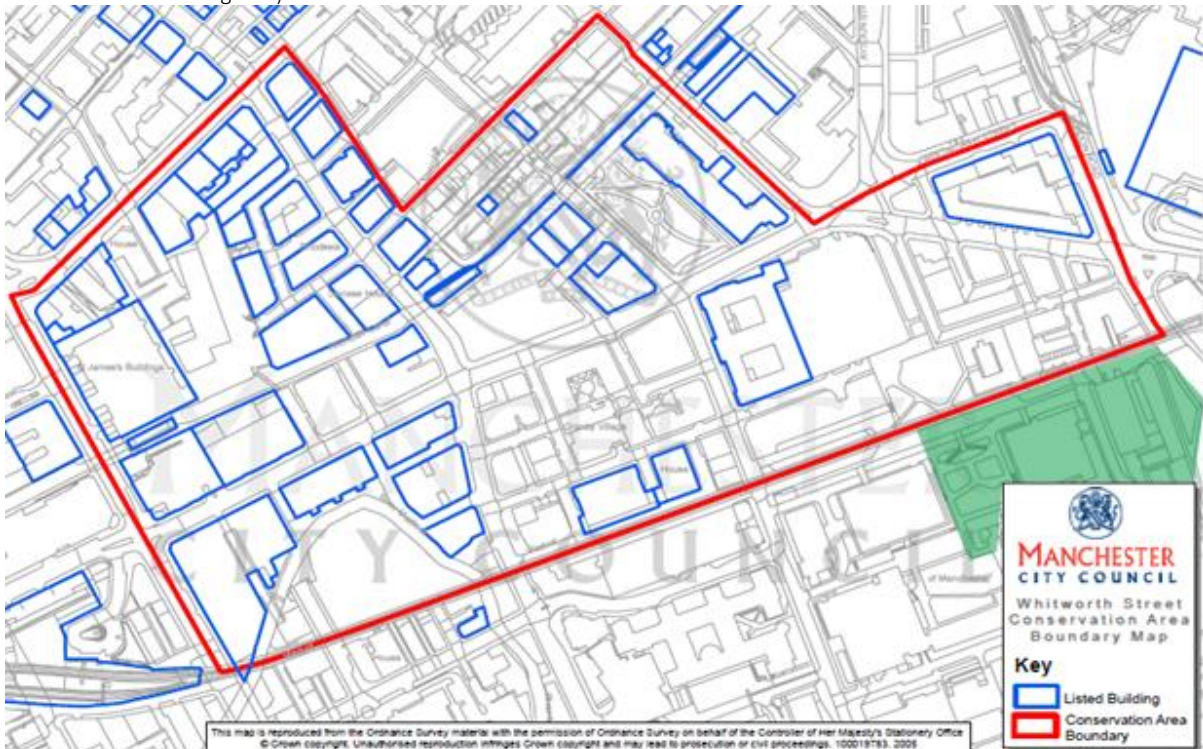


Figure B: Location of Whitworth Street Conservation Area (red line) in relation to the Site (Plot C boundary indicatively shown in area shaded green).



Appendix 15 – Ecological Impact Assessment



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