

Environmental Statement – Volume 3

Mayfield Phase 1b

December 2024

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1. Introduction

1.1. This Environmental Statement ('ES') accompanies an application for Full Planning Permission to deliver a residential development of 879 residential units comprising apartments with ground floor retail and leisure space, supporting residential amenity spaces, private terraces, and public realm ('the Proposed Development'). The Applicant is Mayfield Medlock Limited.

1.2. The Site comprises 1.65 hectares of vacant land located close to Manchester Piccadilly Station and falls within the Mayfield Strategic Regeneration Framework ('SRF') area. The site is bounded by the Mancunian Way to the south, Mayfield Park to the north, Hoyle Street to the east and Mayfield Phase 1a development plots to the west ('the Site'). A Site Location Plan is shown at Figure 1.1.

1.3. The Site is currently vacant, with its former use being used as storage, distribution and warehousing uses associated with the former Baring Street Industrial Estate prior to its demolition in 2019. The Site is currently hoarded on all sides by 2.4m fencing to screen the cleared Site.

1.4. The application for Full Planning Permission includes:

- Remediation and reprofiling works for the site to allow for the phased erection of two residential plots (J and K) comprising Phase 1b.
- The development plots comprise two podium levels to address the site level changes and provide a generous amount of ground floor frontage, comprising commercial space, supporting residential amenity areas that are accessible to the public, and various back of house storage spaces, surrounded by new high quality public realm.
- Above the two storey podium levels (lower ground and upper ground), residential blocks will provide accommodation in four building elements over two plots providing a mix of 1-, 2- and 3-bedroom units in each. The total number of residential units is 879 split between Plot J and Plot K:
    - Plot J comprises two buildings on top of a two-storey podium level, with J1 being part 7 and part 17 storeys and J2 being part 10 and part 23 storeys with lower and upper ground floor commercial spaces.
    - Plot K comprises two buildings on top of a podium level, with K1 being part 7, part 27 storeys and K2 being part 9 and part 20 storeys with lower and upper ground floor commercial spaces.
- Creation of an at-grade multi-modal access route to the south of the residential blocks that will be traffic calmed to encourage pedestrian flows whilst allowing for a service road to be created, with a buffer zone between this route and the Mancunian Way.

1.5. The Planning Application seeks permission for the following description of development:

> *"Phased redevelopment of Mayfield Phase 1b comprising site remediation and reprofiling followed by the erection of two residential plots of development comprising 879 no. new homes (Use Class C3) contained within four buildings ranging from 7 storeys to 23 storeys in height (Plot J) and 9 to 28 storeys in height (Plot K), with upper and lower ground floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, access, servicing, rooftop plant, cycle parking and back of house, along with delivery of associated public realm and other associated works for each relevant phase."*

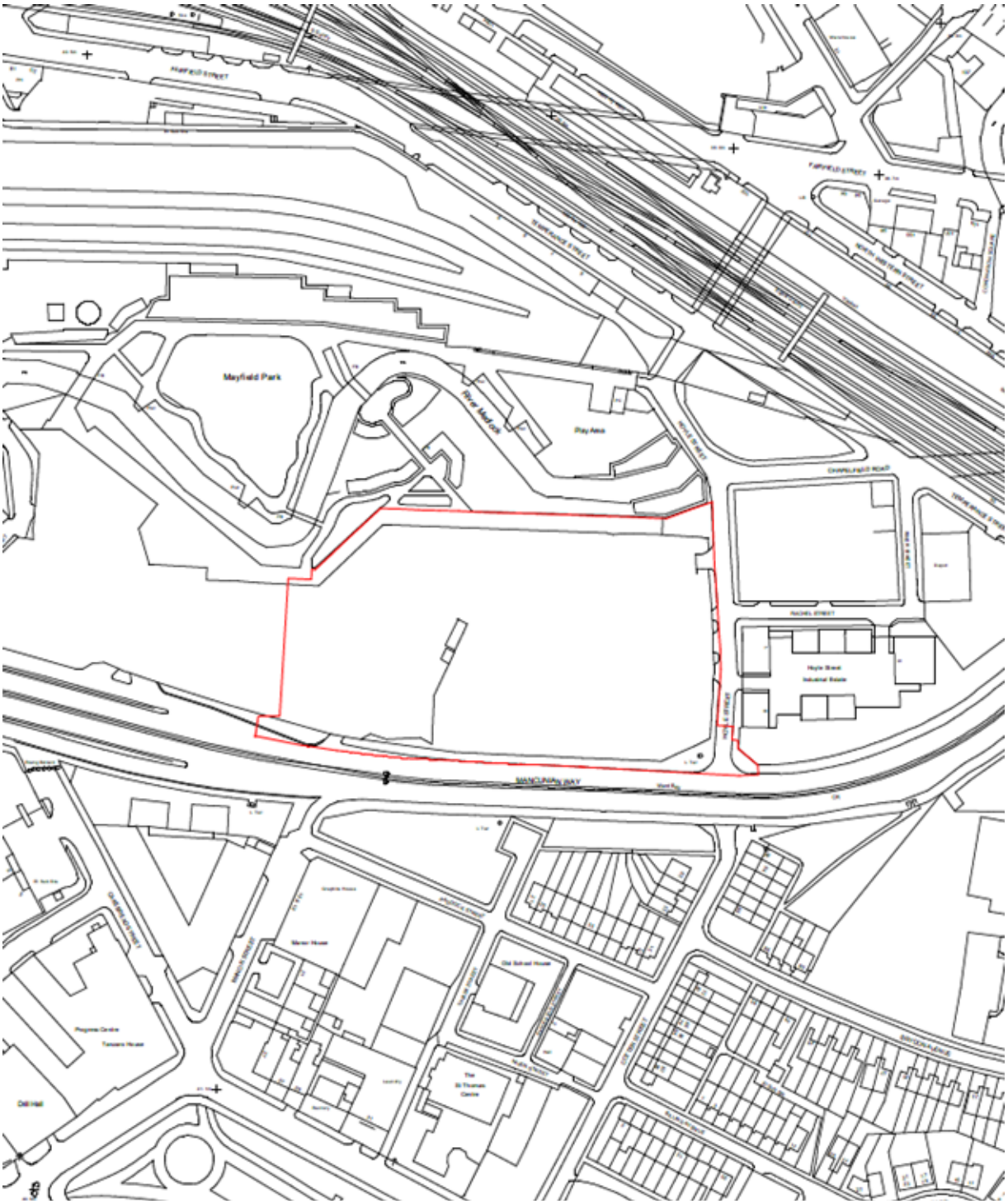
1.6. The Proposed Development is outlined in detail at Chapter 4 of the ES and is hereafter referred to as the 'Proposed Development'. The ES sets out the findings of an Environmental Impact Assessment (EIA) carried out in respect of the Proposed Development of the Site.

1.7. This ES NTS sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the development of the Site.

1.8. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) ('the EIA Regulations') and best practice guidance.

1.9. The Non-Technical Summary (NTS) is a standalone document and is required under the EIA Regulations.

Figure 1.1. – Site Location Plan



Purpose of the Environmental Impact Assessment and Non-Technical Summary

1.10. The purpose of an EIA is explained by the Government in the National Planning Practice Guidance at paragraph 002 (Reference ID: 4-002-20140306), which sets out:

"The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process."

1.11. In simple terms, an EIA is an information gathering exercise in relation to the effect that the Proposed Development may have on the local environment when compared to the existing conditions. These are typically carried out on projects of a large scale.

1.12. Conducting an EIA is a systematic process, which leads to a final report, the ES.

1.13. This NTS is designed to be read on its own. It explains the environmental implications of the Proposed Development to the public, informing them, and allowing them to decide whether they would like more detail on the Proposed Development.

1.14. More information and greater technical detail is available in the Environmental Statement (ES). The ES is a separate document which has been submitted as part of the planning application. Please see Section 9, Availability of Environmental Statement for details on how and where to view the ES.

Environmental Impact Assessment Process

1.15. The first step is understanding if the Proposed Development meets the criteria set out within legislation, which means that further consideration should be given to if it comprises an EIA development. The legislation sets out different 'schedules' of projects and how the EIA should be carried out.

1.16. A Proposed Development may then go through a 'Screening' and/or a 'Scoping' process. This is the process whereby an Applicant may submit a request to the Local Planning Authority for a formal opinion as to whether they consider the Proposed Development to be meet the criteria for an EIA and, if so, what technical topics it considers to be relevant to the EIA.

1.17. If an EIA is determined to be required, the Applicant will prepare an ES, which sets out the findings from the technical assessments undertaken. The ES is then submitted to the Local Planning Authority as part of an application for Planning Permission.

Assessment Methodology

Scoping

1.18. An EIA Scoping Opinion Request was issued to MCC on the 20th of October 2024 (see **Appendix 2.1 of the ES**). The Scoping process identified several technical topics where significant environmental effects as a result of the Proposed Development would be unlikely and would not be assessed further within the EIA process. These topics are:

- Agricultural circumstances;
- Archaeology;
- Aviation;
- Tv Reception (and Electronic Interference); and
- Solar Glare.

1.19. Further information detailing why each of these technical topics were scoped out of the EIA can be found in **Appendix 2.1 of the ES**. Similarly, the LPA requested that certain schemes be assessed as part of the cumulative scenario, rather than the baseline, as construction work on buildings had temporarily paused on site, despite being implemented permissions.

Approach to Technical Studies

1.20. Various technical studies were commenced at an early stage in the development process. The findings of the baseline (existing) environmental studies have played an important role in the design of the Proposed Development by defining the environmental sensitivities, constraints and opportunities associated with the Site.

1.21. Design team reviews, attended by members of the project team, were held throughout the pre-application process. These reviews provided a valuable forum for the exchange of information and ensured that the design team was fully aware of the environmental constraints and opportunities, and of the interactions between disciplines. Meetings were also held with Manchester City Council as the Local Planning Authority, as well as pre-application discussions with technical consultees.

1.22. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective technical chapters, with a reference list at the end of each chapter.

1.23. The technical studies undertaken within the ES have been progressed in a transparent, impartial and unbiased way with equal weight attached, as appropriate, to beneficial and adverse effects. Where possible, this has been based upon quantitative and accepted criteria together with the use of value judgements and expert interpretations.

1.24. So that environmental effects arising from the Proposed Development are robustly assessed, unless stated otherwise due to the nature of the technical chapters, the scenarios tested are as follows:

1. Scenario 1: Baseline (existing Site, including developments currently under construction);
2. Scenario 2: Baseline with Proposed Development Phase 1 under construction;
3. Scenario 3: Baseline with Proposed Development Phase 1 and Phase 2 under construction (as above);
4. Scenario 4: Baseline with Proposed Development Phase 1 and Phase 2 operational (as above); and
5. Scenario 5: Baseline with Proposed Development Phase 1 and Phase 2 operational (as above) and cumulative developments.

Who has been involved in the EIA process?

1.25. The EIA process has involved communication and collaboration between the Applicant, Deloitte LLP, MCC, the project team (shown in **Table 1.1**), statutory consultees and the public.

1.26. **Table 1.1** shows the project team and their roles.

Table 1.1: Project Team

Topic	Assessment carried out by
Town Planning and EIA Coordination	Deloitte LLP
Architect	ShedKM – Plot J Studio Egret West – Plot K and Landscaping
Construction Management and Phasing	Construction Planning Associates
Climate Change	Buro Happold
Daylight, Sunlight and Overshadowing	GIA
Townscape and Visual Impact	Chris Burnett Associates
Wind Microclimate	Buro Happold
Human Health	Buro Happold
Socio-Economic	Buro Happold
Ecology	Buro Happold
Ground Conditions	Buro Happold / Civic Engineers
Water Resources	Buro Happold / Civic Engineers
Air Quality	Buro Happold

Topic	Assessment carried out by
Noise and Vibration	Buro Happold
Heritage	Heritage Architecture
Transport and Access	Civic Engineers

What were the results of the EIA?

1.27. The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development and summarise the outcomes of the EIA.

1.28. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 18) and their technical appendices.

1.29. The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.

1.30. With regard to the assessment for each topic, the subsequent sections discuss:

- Methodology and scope;
- Baseline conditions;
- Likely significant effects of the Proposed Development;
- Mitigation;
- Cumulative effects with other developments; and
- Likely 'residual' effects following mitigation.

1.31. A summary of proposed mitigation measures and residual effects is also included in Chapter 19 of the ES Volume 1.

Significance of Effects

1.32. The likely effects of the Proposed Development have been classified according to their significance.

1.33. Significance is determined as a function of both the scale (magnitude) of change from the existing (baseline) environment and the sensitivity of environmental receptors, such as population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between these factors. Chapter 2 of the ES Volume 1, EIA Methodology, describes this process in greater detail.

1.34. This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES chapters Volume 1 (6 to 18).

2. Description of the Proposed Development

Where is the Site?

2.1. The Site is located adjacent to the north of the Mancunian Way, to the south of Mayfield Park, to the west of Hoyle Street and to the east of Mayfield Phase 1a, with Baring Street beyond. It measures 1.63 hectares in its entirety.

2.2. The Proposed Development forms the first residential phase of development as part of a wider commercially led regeneration priority area within Manchester City Centre. In 2018, Manchester's Executive Committee endorsed the 'Mayfield Strategic Regeneration Framework' ('SRF'), which sets out a clear ambition to guide the redevelopment, re-modelling and refurbishment of the Site within SRF boundary.

2.3. The ambition for Mayfield, as set out in the SRF, is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio-economic productivity.

2.4. Following the endorsement of the SRF by Manchester City Council in 2018, applications were submitted in 2019 and approved in 2020 relating to the Poulton, multi-storey car park, Mayfield Park, and the Republic, comprising over 400,000 sq. ft. of commercial floorspace, as described below under Planning History. In summary, the park is now fully complete and operational to the north of Phase 1b, and the Mayfield Depot further to the north has permission until 2029 to be used as a mixed-use cultural venue.

What is located on the Site at the moment?

2.5. The Site comprises previously developed land, which has been largely cleared following the demolition of a former logistics warehouse and vehicular compound in 2019. Following the demolition of those structures, the Site was used as a site compound for materials and vehicles during the construction of Mayfield Park between 2020 and 2022.

2.6. Since the completion of the park, the Site has remained a mix of hard landscaping, alongside areas of made ground and the remains of material piles. There are limited areas of low-quality scrubland around the perimeter of the Site. The Site is accessible to vehicles from Hoyle Street and Baring Street (via the Phase 1a sites).

2.7. The Site is currently surrounded by hoardings to provide physical security and to improve the visual quality of areas surrounding the Site by screening the vacant land from the park and from residents of Ardwick. Despite screening, the Site is negative contributor to the local environment and street scene in terms of its visual appearance and does not contribute to the City in any way from a social or economic perspective.

What are the relevant environmental statutory conditions?

2.8. The Site is located within the Greater Manchester Air Quality Management Area.

2.9. There are no statutory designated Sites for nature conservation within or immediately adjacent to the Site. The Site and adjacent land are not identified as a Priority Habitat.

2.10. Following completion of Mayfield Park, the Site is predominantly located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding.

2.11. The Site is not located within a conservation area, nor does it contain any listed buildings. Stevenson Square, Ancoats and Whitworth Street are the three nearest Conservation Areas. There are 20 listed buildings within a 500m radius of the site boundary.

2.12. The nearest listed buildings are to the south in Ardwick namely six addresses on Manor Street (Grade II) and Ardwick Green North (Grade II), the Church of St. Thomas (Grade II) and the Drill Hall (Grade II). To the north lies the Star and Garter Pub (Grade II), Piccadilly Station (Grade II*), the Manchester-Altrincham Railway Viaduct (Grade II), the former Station Goods Office (Grade II) and London Road Fire Station (Grade II*). The Mayfield Depot is a non-designated heritage asset, based on the Scoping Response (Appendix 2.2) from Manchester City Council.

2.1. Given their proximity to the Site, the proposals have the potential to visually affect these nearby buildings and structures, which has been tested as part of the Heritage EIA chapter and its appendices.

What is being proposed?

2.2. The description of development is as follows:

"Phased redevelopment of Mayfield Phase 1b comprising site remediation and reprofiling followed by the erection of two residential plots of development comprising 879 no. new homes (Use Class C3) contained within four buildings ranging from 7 storeys to 23 storeys in height (Plot J) and 9 to 28 storeys in height (Plot K), with upper and lower ground floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, access, servicing, rooftop plant, cycle parking and back of house, along with delivery of associated public realm and other associated works for each relevant phase."

2.3. The Proposed Development is outlined within **Table 2.1**.

Table 2.1 – Proposed Development

	Residential Units	**Commercial** (E(a)(b)(c) **Back of House** and/or (d))		**Height**
Plot J	385 (1, 2 and 3 bed types)	1,175 sq. m. (GIA)	1,405 sq. m. (GIA)	Plot J1 – part 7, part 17 storeys Plot J2 – part 10, part 23 storeys
Plot K	494 (1, 2 and 3 bed types)	2,436 sq. m. (GIA)	2,118 sq. m. (GIA)	Plot K1 – part 9, part 28 storeys Plot K2 – part 11, part 20 storeys
Plot J + Plot K	**879**	**3,611 sq. m. (GIA)**	**3,523 sq. m. (GIA)**	**Maximum height of 28 storeys**

	1 bed	**2 bed**	**3 bed**	**Total**
Building J1	55 no. (37%)	84 no. (56%)	11 no. (7%)	150
Building J2	68 no. (29%)	159 no. (68%)	8 no. (3%)	235
Plot J	**123 no. (32%)**	**243 no. (63%)**	**19 no. (5%)**	**385**
Building K1	78 no. (28%)	181 no. (65%)	19 no. (7%)	278
Building K2	86 no. (40%)	121 no. (56%)	9 no. (4%)	216
Plot K	**164 no. (33%)**	**302 no. (61%)**	**28 no. (6%)**	**494**
Overall	**287 no. (33%)**	**545 no. (62%)**	**47 no. (5%)**	**879**

2.4. The Proposed Development will transform the existing un-used brownfield Site, to create a vibrant new community of residents in a highly sustainable location. Upon completion, Mayfield will be home to a community of approximately up to c. 1,800 new residents, the majority of whom are expected to work within the City and make a positive contribution to the local economy, thereby directly supporting Manchester's regeneration priorities.

2.5. The proposed area of high quality landscaped areas will also make a significant contribution to publicly accessible green space within the City Centre. The landscaping proposals have sought to strike a balance between hard and soft landscaping to successfully deliver a scheme that enhances key connections whilst also increasing biodiversity across the Site. Overall, the redevelopment of Sparkle Street will also extend the urban fabric of the City Centre and Mayfield Park, making a major positive contribution to the on-going regeneration of this part of the City.

2.6. The ES sets out the findings of an EIA carried out in respect of the Proposed Development.

Why is this development coming forward?

2.7. This Site is not making an efficient use of land in its existing condition as a cleared site in a strategically important area of Manchester. Despite being screened by site hoardings; it is a negative contributor to the local environment and street scene in terms of its visual appearance.

2.8. Given Mayfield Phase 1b's strategic location within the wider SRF area, it is geographically well-placed to play a significant role in satisfying this demand for new homes to support population and economic growth. The City Centre location offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment.

2.9. The Site falls within the boundary of the Mayfield Strategic Regeneration Framework (2018), which identified the Site as an opportunity to not only transform the immediate neighbourhood, but to also act as a catalyst for regeneration and growth of the neighbourhoods around it. Mayfield will truly capitalise on its strategic location adjacent to Piccadilly Station and the city centre to become a world class, transformational and distinctive commercially led neighbourhood that becomes a powerhouse of socio-economic productivity.

2.10. The Site itself could help to contribute to the ambitions of the city by supporting the creation of a new, best-in-class mixed use and commercially led community on vacant brownfield land, expanding the award winning Mayfield Park through the delivery of new landscaping and buildings that are designed to sit within the park. Building on recently approved applications for commercial development in Phase 1a (Baring Street Campus) to the west, Phase 1b (Hoyle Street West) could further help to create a vibrant neighbourhood and will provide a catalyst for other schemes to come forward and support the realisation of the potential in this part of the city.

2.11. Additionally, the Site is suitably located for high-density development owing to its strategic City Centre location. The Site is located within the northern part of the City Centre and is therefore in close proximity to a number of key services, local amenities and economic opportunities within the regional centre. It also benefits from access to multiple sustainable modes of transport including rail, bus, cycling and walking and the Metrolink tram system.

2.12. In this respect, the proposals will not only transform and enhance this Site but the scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward.

Who has been consulted?

2.13. Pre-application engagement has been undertaken with the Local Planning Authority, Local Ward Councillors, Manchester Airport Group, Historic England, Greater Manchester Police Secure by Design, the Environment Agency and MCC Highways. Part of the engagement has taken place through the EIA Scoping Exercise where direct communication hasn't taken place.

2.14. For the public consultation, a website was published online that included a non-technical overview of the forthcoming proposals. The website provided visitors with the opportunity to respond to key questions and provide any additional feedback, which was then reviewed by the Applicant and project team. To ensure the website was well publicised, leaflets were posted to local addresses within the surrounding area. The

consultation website provided the opportunity for feedback over a four-week period, during which time a 4 in-person events were held during October 2024. The exhibition sought to provide an opportunity for attendees to be briefed on the proposals by the project team and raise questions in real time.

2.15. The evolution of the scheme has been influenced by the findings of public consultations. Further information on this process and the feedback gained is available in the Statement of Consultation submitted in support of the planning application.

What will the redevelopment process involve?

2.16. Broadly, the construction process Proposed Development will involve:

- Site clearance and enabling works;
- Earthworks, levelling and ground compaction;
- Laying foundations;
- Building of the new structures;
- External works and hard and soft landscaping;
- Phased completion of public realm and S.278 works;
- Phased completion of external space and links;
- Completion of internal finishes to communal space; and
- Internal fit out of the main structures.

2.17. Machinery used during redevelopment will consist of standard demolition and construction plant, and will include plant items such as: excavators, concrete crushing plant, mobile cranes, compacting and vibrating mechanical plant, wheel washing and road sweeping equipment.

2.18. The Site will be secured and surrounded with hoardings to ensure public safety and mitigate adverse environmental effects during construction.

How long will it take?

2.19. The total construction programme will span a period of approximately three years within which there will be elements of, demolition, ground works, foundations, frame construction, façade cladding and internal fit out. The main construction activities are planned to commence from 2026, with an approximate contract programme duration of 200 weeks over two overlapping phases, leading to an anticipated practical completion in 2030.

2.20. The programme is based upon normal working hours in line with MCC Guidance of 7.30hrs to 1800hrs Monday to Friday and 0800hrs to 1400hrs on Saturdays.

3. Alternative Options

Introduction

3.1. Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations requires the Applicant to provide an outline of the main alternatives studied and an indication of the main reasons for the choice made, considering the environmental effects.

3.2. The form of the Proposed Development has been influenced by a range of factors, including location, surrounding land use and input from MCC, Statutory and Non-Statutory Consultees and other stakeholders.

3.3. This chapter reviews the principal land use and siting options explored and the reasoning for the selection of the current design for the Proposed Development which forms the subject of assessment within the ES.

3.4. This chapter considers the following four options in the context of the existing Development Brief:

- The 'do nothing' alternative where the Proposed Development is not progressed.
- Alternative locations for the Proposed Development.
- Alternative Uses for the Site.
- Alternative Scale and Massing for the Proposed Development.

The 'do nothing' Alternative

3.5. The 'do nothing' scenario refers to the option of leaving the Site in its current state. This Site is not making an efficient use of land in its existing condition and is a negative contributor to the local environment and street scene in terms of its visual appearance.

3.6. The Site itself could help to contribute to these ambitions by creating a new, best-in-class residential community within a 'neighbourhood of choice' on land that is currently classed and brownfield land.

3.7. Therefore, the 'do nothing' scenario has been discounted due to the established need for regeneration of this part of the City Centre as well as providing suitable land for the strong demand for high quality housing required by Manchester's growing population.

Consideration of Alternative Locations

3.8. The Proposed Development is directly associated in addressing the under-utilisation and strategic location of the Site in accordance with the Strategic Regeneration Framework. The framework anticipated that several benefits can be achieved through the regeneration of this part of the City Centre:

- Create a vibrant new city centre district with exceptional design, restored heritage assets, new public spaces, and a focus on sustainability.
- Generate significant economic growth by creating up to 10,000 new jobs, providing high-quality workspaces, and attracting inward investment.
- Deliver 1,500 new homes in a diverse and inclusive neighbourhood, addressing the city's housing needs and supporting its growing workforce.
- Enhance natural capital by creating a new city centre park, restoring the River Medlock, and increasing biodiversity and access to green space.
- Improve connectivity by physically, socially, and economically linking key regeneration areas and transport hubs.
- Deliver local socio-economic benefits including apprenticeships, job opportunities, and supply chain expenditure.
- Capitalise on transport infrastructure investment by leveraging the economic benefits of improvements at Piccadilly Station, including HS2.

3.9. There are very few remaining sites within Manchester that can deliver this level of transformational change. Any site that has the capacity to be able to is already subject to its own strategic regeneration framework and associated development partners. Whilst there are a range of sites available for large scale residential development, they are also needed to meet Manchester's housing targets on a local and regional level alongside other economic priorities around job creation and social infrastructure. Therefore, whilst there are other sites that may be able to accommodate these objectives set out above, there aren't any that are readily available to do so or that don't already have similar plans in place.

3.10. As such, there is a clear opportunity for the Site to contribute directly to securing the economic potential of the city through new, high quality residential development in combination with the employment generating uses already approved in what is considered integral to the success of the commercially led Framework. Therefore, this Chapter does not consider that there are any other viable alternative sites within the context of the planning application as there is an identified need to redevelop this Site as a key contributor to this regeneration area in Manchester City Centre.

Consideration of Alternative Uses for the Site

3.11. In its existing context, the surrounding area in which the Site is located is predominantly residential, with some commercial, industrial and storage and distribution uses. Ardwick is located to the south with is a residential community that also encompasses an industrial estate, sports pitches, open space and leisure facilities such as the Apollo. To the east of the site, there are some industrial and commercial uses in five one storey building plots.

3.12. To the north is the Mayfield Park with Mayfield Depot operating as a mixed-use commercial venue beyond, which contains food and beverage operators (Freight Island), late night live music (Mayfield Depot) and other leisure, retail and conferencing uses. To the west of the Site lies cleared land associated with Phase 1a of Mayfield, which has approval for 40,000 sq. m. of commercial development across two buildings, a 481-space multistorey car park, cycle hub and ground floor retail uses across each development plot.

3.13. Commercial office uses tend to generate more active during the day, with ground floor retail, leisure and restaurant uses extended into the evening. Residential uses tend to be less active during typical working hours in the week and then spread that activity into the evening and on weekends when they are less likely to be in work. On this basis, there is an ambition to deliver a more balanced day and night offering at Mayfield through residential development with ground floor commercial retail and leisure spaces, in accordance with the Strategic Regeneration Framework.

3.14. Notwithstanding this, other uses have been considered in the past for this part of Manchester. The area was firstly earmarked for new development in 2009, when the Mayfield SRF was first endorsed alongside proposals for a wider Piccadilly Masterplan prepared by Bennetts Associates. This considered that the area was a good fit to support the delivery of a new Civil Service Campus and all development to the south of the River Medlock within the Mayfield SRF area was proposed to be commercial development.

3.15. The 2018 Strategic Regeneration Framework for Mayfield evolved the proposals for the area so that they remained commercially led, but offered a more appropriate mix of uses to ensure that residential formed part of the proposals. Instead, it was proposed that there would be a greater focus of commercial uses on top of a retained Mayfield Depot. This is the latest endorsed Framework for this area and is a material planning consideration for any development coming forward within its area.

3.16. To complement the approved 40,000 sq. ft. of office space to the west, the Proposed Development therefore comprises a high-density residential scheme comprising of a range high quality 1, 2 and 3 bed apartments. This supports an increasing number of people who are seeking to live within the City Centre and the social and economic benefits that provides. There is a clearly identified need for City Centre housing to meeting residential demand as identified within MCC's Core Strategy and Greater Manchester Combined Authorities' 'Places for Everyone' (2024) plan which emphasises the City Centre as providing a significant number of new homes for the region.

3.17. For the reasons above, alternative uses have been tested in the past and have been discounted by virtue of a revised Framework being endorsed, which now reflects residential to be brought forward on the Site. The proposed residential scheme is therefore considered the most appropriate in the context of this location, responds to identified regeneration priorities and housing need.

Consideration of Alternative Scale and Massing

3.18. Different scales and massing options have been considered for the Proposed Development during design development and over the course of the area's 15-year regeneration journey since initially being endorsed for development as part of an SRF. Ultimately, the aim has been to develop proposals in the context of the latest SRF that will create a viable scheme that provides a wide range of public benefits and addresses strategic policy aims whilst minimising negative impacts on adjacent land uses and the environment.

3.19. The first iterations of the Mayfield SRF envisaged commercial buildings up to 19 storeys on this Site, which evolved in the SRF to become a series of residential blocks that indicatively proposed buildings of up to 14 storeys. However, since the SRF was endorsed in 2018, there has been a greater pressure for brownfield sites that are in highly sustainable locations to maximise their contribution to meeting housing and economic targets. Development costs have also increased due to finance and cost of labour, alongside regulatory changes in the residential sector that requires all residential buildings over 5 storeys tall to include a second stair core for fire escape purposes.

3.20. This combination of factors has created viability challenges for all forms development in Manchester and more broadly across the country. On this basis, there has been an identified need to increase the massing of the proposals compared to those shown indicatively in the latest SRF, which are more aligned with the heights shown in the 2009 iteration of the Strategic Regeneration Framework. Notwithstanding these viability challenges and identified need to increase housing density on brownfield land, a key component of the SRF is to maintain maximum daylight and sunlight levels into the park, which is a key amenity space for Manchester city centre.

3.21. On this basis, detailed option studies have been carried out on the form of development, acknowledging that around 850-900 units are required to make the development viable. This has tested two tower options, three tower options, four perimeter blocks, four finger blocks and five blocks in a range of configurations (Figure 3.6). This showed that there was a marginal difference between the different options, with the key component requiring the tallest elements to be set back away from the park as much as possible.

3.22. After rigorous testing, which is set out in detail within the Daylight, Sunlight and Overshadowing Chapter set out in this ES (Chapter 7), it is considered that the optimum solution for a viable scheme is to provide a four-finger block consideration as per the Proposed Development. This means that the park passes the relevant BRE Guidance tests on amenity sunlight hours, but also provides over 6 hours of direct sunlight to most of the park in June each year. The buildings have been chamfered and set back to maximise the amount of daylight. As the park currently gets unfettered amounts of daylight and sunlight, lack of shade has been noted in consultation comments as an issue, and the buildings provide an opportunity to deliver different landscape character areas and purposeful areas of shade for visitors to the park.

3.23. For further information please refer to the Design and Access Statements prepared by SEW and ShedKM. For the reasons above, the proposed scale and massing options is considered to be a suitable solution to delivering the most efficient use of land, whilst leveraging the highest amount of social and economic benefits for Manchester.

Summary

3.24. Where possible, alternative options have been considered throughout the design process and the above summary has set out why the Site is considered suitable for the Proposed Development. This process has been informed by the SRF, viability, and the desire to create a positive relationship with the surrounding developments.

3.25. The Proposed Development has been influenced by pre-application consultation with key stakeholders including local landowners, residents, businesses, statutory consultees, as well as with MCC. On this basis, Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations has been considered.

4. Construction Management and Phasing

4.1. The Construction (Design and Management) Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

4.2. Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.

4.3. A fundamental aspect of the Principal Contractor's role is the development of a Construction Management Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and through Site investigations.

4.4. The Construction Management Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme, and which will ensure the Health and Safety of all those working on or affected by the project works.

4.5. The Contractor will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on Site) by the Site management team through regular inspections, toolbox talks etc. and also via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on Site, including any accidents or incidents and any matters raised will be dealt with accordingly.

4.6. Health and safety is also incorporated as a fundamental aspect of the overall project review. The Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.

4.7. The Main Contractor will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

5. Climate Change

What is Climate Change and Greenhouse Gas (GHG) emissions?

5.1. The greenhouse gas (GHG) emissions ES Chapter sets out an assessment of the likely environmental effects of GHG emissions produced by the Proposed Development. The Institute of Environmental Management & Assessment (IEMA) Environmental Impact Assessment Guide to: Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition (IEMA, 2022) guidance has been used for the assessment of effect significance.

What has been assessed?

5.2. For embodied GHG emissions produced by the Proposed Development during the construction, operational and end-of-life stages, emissions associated with the following sources have been assessed:

- Material extraction, transportation, and the manufacturing of construction projects; and
- Product delivery to the site and the installation process;
- The use, maintenance, repair, refurbishment and replacement of the proposed buildings; and
- The demolition and disassembly of the Proposed Development.

5.3. For operational GHG emissions produced by the Proposed Development during the operational stage, emissions associated with the following sources have been assessed:

- The operational energy requirements for the daily operation of the building (i.e. heating, cooling, lighting, etc.);
- Operational water consumption; and
- Operational transport (i.e. deliveries and resident's travel).

What is the effect of the Proposed Development of Climate Change and Greenhouse Gas Emissions?

Construction effects and mitigation

5.4. The total cumulative GHG emissions associated with the construction of Mayfield Phase 1b has been calculated to be approximately 61,200 tonnes of carbon dioxide equivalent (tCO2e). This contributes to less than 1% of the UKs carbon budgets, and is not expected to have a material impact on the UK's ability to meet its net zero target in 2050.

5.5. It is considered that the Proposed Development is consistent with applicable existing and emerging policy requirements and good practice design standards for projects of this type. Therefore, in line with the IEMA Guidance, this is considered to be a minor ad-verse effect. In line with the guidance, this effect is considered to be not significant.

Operation effects and mitigation

5.6. It is predicted that cumulative GHG emissions associated with the operational and end of life stages will be approximately 148,700 tCO2e over the 60-year lifecycle of the Proposed Development. 60 years is used as industry best practice; however it should be noted that the developer does not necessarily intend to decommission the development after 60 years. The operational and end of life emissions contribute to less than 1% of the UKs carbon budgets during the existing budgetary periods up to 2037 and is not expected to have a material impact on the UK's ability to meet its net zero target in 2050.

5.7. It is considered that the Proposed Development is consistent with applicable existing and emerging policy requirements and good practice design standards for projects of this type. Therefore, in line with the IEMA

Guidance, this is considered to be a minor ad-verse effect. In line with the guidance, this effect is considered to be not significant.

Residual effects and conclusions

5.8. Reductions in GHG emissions associated with mitigation measures proposed have not been included in the calculations due to uncertainty in determining their extent. However, it is concluded that with the implementation of proposed supplementary mitigation measures, the assessed residual effects on the global atmosphere during construction and operation are considered to be minor adverse.

6. Daylight, Sunlight and Overshadowing

What is Daylight, Sunlight and Overshadowing?

6.1. Daylight is the amount of natural light from the sky from which a surrounding property can benefit.

6.2. Sunlight is the amount of direct sunlight from which a surrounding property can benefit.

6.3. Overshadowing is the amount of shadow which is cast by surrounding structures upon areas of amenity space such as gardens and parks.

What has been assessed?

6.4. The assessment of daylight, sunlight and overshadowing effects is based principally on the amount of visible sky before and after the construction of a new development.

6.5. Using a 3D model of the Site and surrounding properties and specialist software, the amount of natural light and direct sunlight within the surrounding residential properties has been assessed both before the construction of the Proposed Development and after it.

6.6. The before and after assessment results are then compared and reviewed against the guidance given in the Building Research Establishment's (BRE) document entitled Site layout planning for daylight and sunlight: A guide to good practice (the BRE Guidelines).

What is the effect of the Proposed Development on Daylight, Sunlight & Shadow?

6.7. Whilst the construction of the Proposed Development will result in some changes in the levels of daylight amenity within some of the surrounding properties that will be beyond the levels discussed within the BRE Guidelines, the levels of change and retained levels of amenity are, however, considered to be reasonable in context.

6.8. Any changes in sunlight amenity and overshadowing will be fully BRE compliant.

6.9. The overall effect of the Proposed Development upon the daylight within the surrounding residential properties is considered to be no greater than minor adverse (not significant).

6.10. The overall effect of the Proposed Development upon the sunlight amenity within the surrounding residential properties and the overshadowing of surrounding areas of amenity space is considered to be negligible (not significant).

7. Townscape and Visual Impact

What is Townscape and Visual Impact?

7.1. Townscape refers to the visual character of an urban area, encompassing elements like buildings, streets, open spaces, and vegetation. Visual impact, on the other hand, focuses on how a development affects the views experienced by people from various locations. This assessment considers both aspects to evaluate the effects of the Proposed Development on the surrounding environment.

What has been assessed?

7.2. This chapter examines the potential visual impacts of the proposed Mayfield Phase 1b development, which includes two residential blocks with commercial spaces, on the Manchester city centre. The assessment considers:

- Impact on townscape character: How the development's size, design, and materials will affect the visual character of different areas within the city centre.
- Impact on views: How the development will change the views experienced by people from various locations, including streets, public spaces, and nearby buildings.

7.3. The assessment considers views from a range of viewpoints representing different user experiences, such as residents, pedestrians, and visitors. It also takes into account the impact of other planned developments in the area to understand the overall cumulative effect.

What is the effect of the Proposed Development?

7.4. The assessment concludes that the Proposed Development will have a noticeable visual impact on the city centre, particularly in areas close to the development site. However, the impact is generally considered beneficial, as the development:

- Contributes to the regeneration of the Mayfield area: Transforming a previously derelict site into a vibrant mixed-use development with a new public park.
- Enhances visual diversity: Introducing a cluster of tall buildings with varied heights, colours, and textures, creating a more interesting skyline.
- Improves visual composition: The development's stepped profile and design features help integrate it into the existing urban fabric and complement nearby landmarks.

7.5. While the construction phase will inevitably cause temporary visual disruption, the assessment predicts that the completed development will have a positive long-term impact on the townscape and views of Manchester city centre.

8. Wind Microclimate

What is Wind Microclimate?

8.1. A quantitative assessment of wind effects has been undertaken to compare the baseline conditions (existing site in existing surroundings) with those of the Proposed Development (at Phase 1 and Phase 2) in existing and cumulative surroundings based on wind data local to the site. Introducing a new development can cause beneficial, adverse, or negligible wind effects and the purpose of this study is to evaluate these.

What has been assessed?

8.2. A quantitative study has been undertaken to predict and analyse wind conditions for the Proposed Development by means of Computational Fluid Dynamics modelling.

8.3. The Lawson Comfort Criteria (LCC) have been used as the benchmark to describe the current and impact of the Proposed Development on the environmental wind conditions for the identified pedestrian spaces. The suitability of the planned activities on the site have been determined based on threshold wind speeds and related exceedance probability.

8.4. The wind microclimate assessment has been carried out for both the annual and seasonal summer and winter conditions.

What is the effect of the Proposed Development on Wind Microclimate?

8.5. Overall, wind conditions on the Site are likely to be suitable for the intended pedestrian activities.

8.6. The summer wind conditions on the site are not expected to be significantly affected by the Proposed Development.

8.7. The results of Phase 1 Operational show acceptable conditions for the intended uses at all the identified ground- and podium-level seating areas, cycle stands and entrances.

8.8. The results of Phase 2 Operational identified one zone of unsafe and uncomfortable conditions at the southeastern corner of K1, requiring mitigation.

8.9. Minor beneficial and negligible effects were found at the existing Mayfield Park and Playground off-site receptors, respectively, as a result of the Proposed Development.

8.10. A corner mitigation measure in the form of a solid canopy with porous screen (or similar) has been recommended and the mitigation scenario results have demonstrated that, along with the integrated landscaping strategy, this is an effective solution to remove the safety exceedance and create more comfortable wind conditions.

8.11. The cumulative scenario has identified a safety exceedance at eastern façade of Republic (Phase 1a) cumulative development and two off-site safety exceedances at the eastern façade of the MSCP cumulative development. However, these are considered negligible both with respect to the extent, annual number of exceedance hours and pedestrian access.

9. Human Health

What is Human Health?

9.1. The Human Health Assessment evaluates the effects of the Proposed Development on the health of existing residents in the surrounding area and new residents to the Proposed Development.

What has been assessed?

9.2. The Human Health assessment has assessed the effect of the Proposed Development in relation to 11 determinants of health, as outlined in the Healthy Urban Development Unit's Rapid Health Assessment Matrix:

- Housing Design and 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
- Access to Work and Training
- Social Cohesion and Inclusive Design
- Minimising the Use of Resources
- Climate Change

9.3. The assessments has identified those people most likely to be affected by the Proposed Development and identifies measures to mitigate against any negative effects in relation to health.

What is the effect of the Proposed Development of Human Health?

9.4. The principal health effects of the Proposed Development to local communities are as follows:

Housing Design and Affordability

9.5. The Proposed Development includes 879 residential units which are a mix of 1-, 2-, and 3-bedroom apartments, all of which meet or exceed the Nationally Described Space Standards (NDSS). All apartments in Plot J have been designed to be accessible and adaptable dwellings, and ensure that the building can be used by a wide range of people. The number of residential units makes a contribution towards Manchester City Council's housing target, but no affordable housing is included in this phase.

Access to Health and Social Care Services and Other Social Infrastructure

9.6. Additional residents arising from the Proposed Development will put additional pressure on social infrastructure and healthcare services. Demand for GP services are already over capacity, and this will increase as a result of new residents. The Proposed Development will result in an additional demand of 92 primary school places and 17 secondary school places, although these are expected to be much higher figures than the actual amounts based on GLA guidance. Data in Manchester City Centre suggests that only 2% of households have a dependent child, meaning the figure is likely to be around 18 dependents living at Phase 1b.

9.7. If the top end estimate is reached, there may not be sufficient capacity to accommodate the primary school places, but there is capacity to accommodate the secondary school places. There are other social

infrastructure facilities in the local area that can be used by residents in the Proposed Development including libraries, community centres, and places of worship.

Access to Open Space and Nature

9.8. The Proposed Development has been designed to be an extension of Mayfield Park, to provide buildings within the park, rather than on the edge of the park. This allows easy access from the residential areas to the large Mayfield Park, which includes a children's play area and 6.5 acres of open space. The Proposed Development also includes informal play areas, social spaces, and new planting of trees and plants which are open to the public. Rooftop spaces have been included as open spaces for residents.

Air Quality, Noise and Neighbourhood Amenity

9.9. The Proposed Development has been designed to be an extension of Mayfield Park, to provide buildings within the park, rather than on the edge of the park. This allows easy access from the residential areas to the large Mayfield Park, which includes a children's play area and 6.5 acres of open space. The Proposed Development also includes informal play areas, social spaces, and new planting of trees and plants which are open to the public. Rooftop spaces have been included as open spaces for residents.

Crime Reduction and Community Safety

9.10. The Proposed Development has been designed following recommendations of the Secured by Design Silver requirements, and crime prevention through environmental design measures to help people feel safe and secure. A comprehensive pre-application public consultation and stakeholder engagement programme was carried out over a four-week period in October and November 2024.

Accessibility and Active Travel

9.11. Mayfield 1b has been designed to be an extension of Mayfield Park, to provide buildings within the park, rather than on the edge of the park. This allows easy access from the residential areas to the large Mayfield Park, which includes a children's play area and 6.5 acres of open space. The Proposed Development also includes informal play areas, social spaces, and new planting of trees and plants which are open to the public. Rooftop spaces have been included as open spaces for residents.

Access to Healthy Food

9.12. The Proposed Development includes commercial and retail space but it is not known at this stage which businesses will occupy these units. The units could allow for the sale of food and drink for consumption on the premises and could supply local food. Prior to occupation, it is recommended to consider a range of occupiers in the commercial units, including local businesses.

Access to Work and Training

9.13. The Proposed Development will generate jobs during the construction and operation phases. Prior to occupation, it is recommended to consider a variety of employers and employment opportunities in further stages of the development process. This includes considering the provision of apprenticeships or training schemes, and a local employment procurement plan.

Social Cohesion and Inclusive Design

9.14. Community engagement has been carried out to gather feedback on the proposals. Respondents fed back that green features are important, which includes the planting of new trees, new landscapes, and planting of shrubs and perennials. Respondents also emphasised the health benefits of access to green space. 41% of participants said they would like to see a GP surgery included in the ground floor space.

Climate Change

9.15. The Proposed Development incorporates renewable energy, and includes elements in the buildings and public spaces to respond to winter and summer temperatures, including cooling units, window design, and shading. The Proposed Development also includes habitat features to encourage ecological enhancement such as bird and bat boxes. It is recommended that green features are integrated into the architectural and landscape design without compromising other aspects of the Proposed Development, and that sufficient planning for the upkeep of green spaces to sustain the benefits over time.

Mitigation Measures

9.16. The key mitigation measures that have been recommended for the Proposed Development include:

- Follow the recommendations outlined in Appendix 15.2 of the Air Quality ES Chapter to minimise the impact of construction dust, and to prepare a Construction Environmental Management Plan, as outlined in the Noise and Vibration ES Chapter.
- Consider the effects of increased population on social infrastructure and seek to work with Manchester City Council to address the potential overcapacity of primary school places and GP services.
- The Applicant should seek to work with Manchester City Council to address the viability of affordable housing.

10. Socio-Economic

What is a Socio-Economic Impact Assessment?

10.1. A Socio-Economic Impact Assessment (SEIA) examines how a development might affect the economic and social well-being of a community. This includes factors like job creation, housing provision, spending in local businesses, and demand for services like schools and healthcare.

What has been assessed?

10.2. This chapter evaluates the potential socio-economic impacts of the proposed Mayfield Phase 1b development in Manchester. It considers both the construction and operational phases of the project and draws on data from sources such as the 2021 Census, Office for National Statistics, and local policy documents.

10.3. The assessment focuses on:

- Employment
- Housing
- Local Spending
- Education
- Healthcare
- Open Space and Play Space

What is the effect of the Proposed Development?

Demolition and construction effects and mitigation

10.4. It is estimated that the Proposed Development will support a total of 177 Full Time Employment (FTE) jobs during the temporary demolition and construction phases. Overall, the direct, indirect and induced employment and expenditure generated by the demolition and construction phases have been assessed to result in an overall moderate beneficial, long-term and temporary effect on the Manchester economy. As no effects have been identified that have a significant adverse socio-economic impact, no mitigation is required.

Operational effects and mitigation

10.5. Most of the effects identified for the operational phase of the Proposed Development have been assessed to have either a negligible or moderate beneficial impact on local employment, residents, and businesses. These include local employment generation, a slight increase in the number of people using social infrastructure including healthcare services and school places, and the inclusion of retail and commercial space.

10.6. The development's contribution to meeting local housing targets was assessed to have a major beneficial, long-term permanent impact on housing provision across the City of Manchester. The additional residents arising from 879 new residential units have been assessed to place additional pressure on social infrastructure, particularly healthcare and primary education places. However, there is expected to be sufficient capacity to accommodate new households within these local services.

Residual effects and conclusion

10.7. It is recommended that the Applicant seeks to work with the council to address the minor adverse effects, namely the affordable housing provision and additional pressure on GP services and primary school provision.

10.8. Following mitigation, most of the residual effects are assessed to be either negligible or moderate beneficial, with housing provision assessed to be major beneficial. Residual effects include job generation in the

demolition, construction and operational phases, additional residential units, increased spending at local businesses as a result of new residents in the local area and increase in commercial and retail floorspace.

10.9. Post mitigation, the Proposed Development's contribution to the local economy and regeneration objectives is assessed to have an overall beneficial, long-term permanent effect on the local population and local economy.

11. Ecology

What is Ecology and Biodiversity?

11.1. Ecology and biodiversity, also referred to as an Ecological Impact Assessment (EcIA), is the process of identifying, quantifying and evaluating potential effects of development-related actions on habitats, species and ecosystems.

What has been assessed?

11.2. An Ecological Impact Assessment (EcIA) has been undertaken for the Proposed Development and forms the ecology chapter of the Environmental Statement. The main purpose of the assessment is to:

- Collate and assess the existing baseline conditions of the EIA Site with regards to ecology including habitats, and species information (Scenario 1);
- Identify and assess sensitive ecological receptors on the EIA Site and within the ZOI during both the construction (Scenario 2 & 3) and operational (Scenario 4) phases;
- Provide suitable mitigation methods for identified receptors to reduce any significant adverse effects caused by the Proposed Development to negligible effects; and
- Review the cumulative schemes (Scenario 5) and assess the effects of these with regards to the Proposed Development and ecological receptors.

What is the effect of the Proposed Development of Ecology and Biodiversity?

Construction effects and mitigation

11.3. Effects and potential effects relating to the construction phase of the Proposed Development include:

- Damage and disturbance to the River Medlock caused by indirect pollutants including air-borne dust, sediment, chemical/ oil and fuel spills. Without mitigation, a temporary moderate adverse effect could occur, which would be significant at the County/Metropolitan level.
- Damage and disturbance of habitats caused by indirect pollutants including air-borne dust, sediment, chemical/ oil and fuel spills. Habitat receptors identified to be at risk include priority deciduous woodland and priority open mosaic habitat within 1km of the EIA Site as well as other semi-natural habitats established within the adjacent Mayfield Park. Without mitigation, a temporary minor adverse effect significant at the local level could occur.
- Loss of 0.039 ha of other neutral grassland and 16 young self-established trees, which without mitigation would cause a permanent minor adverse effect significant at the local level.
- Disturbance to foraging, commuting and roosting bats which without mitigation could cause a temporary minor adverse effect significant at the local level.
- Killing and injury of birds by the destruction of active nests which without mitigation could cause a temporary minor adverse effect significant at the local level.
- A suite of mitigation measures has been recommended which will aim to prevent any residual effects relating to damage and disturbance of habitats, habitat loss, disturbance of bats and accidental killing or injury of birds.
- The mitigation measures demonstrated within a detailed CEMP secured by way of planning condition, will reduce the majority of adverse effects to negligible. The creation of new habitats compensates for the permanent minor adverse effect of habitat loss also reducing this effect to negligible.

Operational effects and mitigation

11.4. Effects and potential effects relating to the operational phase of the Proposed Development include:

- Increased illumination of adjacent habitats and the River Medlock within Mayfield Park caused by increased external lighting and light spill from the new buildings. Without mitigation measures in place

to reduce light spill, a permanent moderate adverse effect significant at the county/ metropolitan level may occur.

- Increased lighting may reduce the suitability of habitat for foraging bats and potentially sever current flight paths for commuting bats which without mitigation may cause a permanent moderate adverse effect, significant at the local level.
- A permanent minor beneficial effect will occur due to the creation of semi-natural habitats on site and incorporation of wildlife habitat features such as bat and bird boxes as designed within the landscaping strategy.

Residual effects and conclusions

11.5. There are no adverse residual effects during construction or operation. There is a moderate beneficial residual effect during operation caused by the creation of habitats as designed within the landscaping strategy.

12. Ground Conditions

What is Ground Conditions?

12.1. The Ground Conditions Chapter of the ES presents the findings of an assessment of the likely significant effects of the Proposed Development on the ground engineering of the Site and surrounding area. This Chapter also describes the methods used to assess these impacts; the existing baseline conditions; the proposed mitigation measures required to prevent, reduce or offset any significant adverse impacts; and the likely residual impacts after these methods have been adopted.

12.2. When establishing the ground conditions at the Site, consideration is given to the geological, geoenvironmental, hydrological and hydrogeological conditions present that may result in potential contamination risks for the Proposed Development. Pollutant pathways are identified, and where a pollutant linkage exists an appropriate assessment has been carried out.

What has been assessed?

12.3. The Proposed Development has been assessed with respect to Ground Conditions and considers the effects of the Proposed Development during remediation, earthworks and construction as well as when it is operational. In the UK, the assessment of risk from contamination is based on consideration of the conceptual site model and follows the "source-pathway-receptor" approach. If one of these three elements (source, pathway or receptor) is absent, it is considered that there is no risk of harm. If, however, there is considered to be a linkage between any given source and any given receptor, then a risk-based approach is used to assess the significance or impact of the linkage.

What is the effect of the Proposed Development of Ground Conditions?

Construction

Summary of non-significant construction effects:

- Adverse health effects to off-site occupiers/visitors of neighbouring land
- Degradation of water quality within the Principal Aquifer
- Degradation of water quality within the Secondary A Aquifer
- Degradation of water quality within the River Medlock
- Effects on flora

Summary of significant construction effects:

12.4. Construction workers are likely to be in contact with Made Ground soils and / or contaminated shallow perched groundwater during remediation, enabling works, earthworks and other below ground construction activities (Scenarios 2 & 3). Therefore, there is the potential for human uptake (via ingestion, inhalation and dermal contact) of contaminants. Effects are generally likely to be temporary (T) and short term (S-T); therefore, the main contaminants of concern are those of potentially acute hazards (e.g. asbestos, carcinogens).

12.5. The effect significance has been assessed as moderate adverse without mitigation. To reduce this significance, implementation of the Civic Remediation Method Statement (based on risk assessment within Civic Supplementary Site Investigation Report) that includes removal of TPH hotspot, watching briefs during enabling and construction works, decommissioning of existing boreholes, appropriate waste management will be undertaken. Furthermore, standard good practice as outlined within the contractors CEMP and CoCP including appropriate health, safety and hygiene regime to include PPE and welfare provisions will reduce the effect significance to negligible.

Operational

Summary of non-significant operational effects:

- Adverse effects on future site users
- Effects on flora
- Effects on built environment (water supply pipes/concrete)

Summary of significant operational effects:

12.6. No significant operational effects were identified, as all were not significant (i.e. all negligible or minor adverse effects).

Residual Effects

12.7. There are limited potential risks to people and the environment associated with the Proposed Development and the ground conditions on-site during the construction phase.

12.8. Mitigation measures, implemented as part of the Remediation Method Statement and the contractor's Construction and Environment Management Plan will ensure appropriate design and construction during development.

12.9. On completion of the Proposed Development, all potential residual operational effects are assessed to be negligible, and no supplementary measures are therefore considered necessary.

Cumulative Effects

12.10. The committed developments within the vicinity of the Proposed Development are over 500m from the Site. They are all consented; therefore, if the schemes go ahead, they will be subject to the same legislation and policy as the Proposed Development and will follow standard planning requirements. There are no plausible scenarios where the Proposed Development would affect the surrounding committed developments beyond the assessment presented within this Chapter.

13. Water Resources and Flood Risk

What is Water Resources and Flood Risk?

13.1. The Water Resources and Flood Risk assessment considers the potential effects of the Proposed Development upon the water environment, with respect to aspects such as surface water quality, flood risk and water services resource demand. The assessment has considered suitable measures to be undertaken to mitigate any significant adverse effects.

What has been assessed?

13.2. The Proposed Development has been assessed with respect to water resources and flood risk, and considers the potential effects of the Proposed Development during both construction and operational phases. The assessment does not include an appraisal of potential effects upon groundwater quality.

13.3. The identified receptors and effects relevant to the water environment during construction include: the water quality of the River Medlock, capacity of the surface water drainage network, potable water supply and flood risk to site workers.

13.4. The identified receptors and effects relevant to the water environment during operation include: the water quality of the River Medlock, capacity of the surface water drainage network, capacity of the foul drainage network, potable water supply and flood risk to residents and site visitors.

13.5. A Flood Risk Assessment and a Drainage Strategy have been prepared, which provide detailed information on how foul water and surface water will be managed to ensure that water quality, flood risk and sewerage infrastructure capacity are not compromised.

What is the effect of the Proposed Development on Water Resources and Flood Risk?

13.6. Construction activity could potentially cause temporary but significant effects on water quality. With implementation of the suggested mitigation, the impacts to the River Medlock are considered to be negligible. The impacts upon the surface water drainage network with increased sedimentation during construction are considered negligible on the basis of implementation of the outlined mitigation.

13.7. During operation, through the management of surface water discharge and provision of on-site attenuation there will be a reduction in surface water flood risk on-site and to other receptors downstream. This is a minor beneficial, but not significant, effect upon the capacity of the surface water network.

13.8. It is anticipated there will be no impact upon the water quality of the River Medlock as a result of the operation of the Proposed Development.

13.9. Although there will be an increase in potable water demand and capacity required for foul drainage, the development will need to meet water efficiency standards through a number of measures. These will assist in reducing potable water and foul water demand, through design and construction, resulting in negligible residual effects.

13.10. In conclusion, the results of this assessment have indicated that the potential environmental effects upon the water environment, water resources and flood risk as a result of the Proposed Development are predicted to be negligible or otherwise not significant. This is dependent on the implementation of the suggested mitigation measures as part of the construction and operation of the Proposed Development.

14. Air Quality

What is Air Quality?

14.1. Air quality refers to the condition of the air we breathe. Poor air quality, caused by pollutants like nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5), can have negative impacts on human health. Road traffic is a major source of these pollutants.

What has been assessed?

14.2. The Proposed Development has been assessed with respect to air quality conditions during construction and operation.

14.3. The impact of traffic introduced due to the construction and operation of the Proposed Development has been assessed quantitatively using air quality modelling. The volume of traffic generated by the Proposed Development will be minimised due to the parking on-site being limited to a small number of accessible parking spaces, with the majority of parking located offsite. Traffic data has been supplied by the project transport consultant.

14.4. The model has been verified against local monitoring and worst-case assumptions have been used throughout. Changes in air pollutant concentrations due to the Proposed Development have been determined at existing human receptors during construction and operational stage. The pollutant concentrations that future site users will be exposed to in the earliest opening have also been modelled and compared to the UK Air Quality Objectives.

What is the effect of the Proposed Development on Air Quality?

14.5. The effect of pollution arising from traffic generated by the construction and operation of the Proposed Development on surrounding human receptors will be negligible. All on-site receptors will be exposed to air pollutant concentrations in compliance with the UK Air Quality Objectives. Therefore, the effect on on-site receptors will also be negligible. In summary:

During Construction

- Construction traffic is expected to be minimal, as most parking will be located off-site.
- A Construction Environmental Management Plan (CEMP) will be implemented to minimise dust and other emissions from construction activities.

During Operation

- The development will generate some traffic, but the impact on air quality is predicted to be very small.
- The development will be designed to encourage sustainable modes of transport, such as walking, cycling, and public transport, which will help to reduce emissions.

Residual Effects

14.6. With the mitigation measures in place, the residual effects on air quality are expected to be negligible.

Cumulative Effects

14.7. The assessment also considers the combined impact of the Proposed Development with other projects in the area. It concludes that the cumulative effects on air quality are likely to be minor adverse and will not result in any significant impacts.

15. Noise and Vibration

What is Noise and Vibration?

15.1. Noise and vibration covers the assessment of the potential effects of noise and vibration associated with the construction and operation of the Proposed Development, and, where required, how these can be mitigated to comply with the relevant national and local authority policy.

15.2. The assessment has predicted emissions from various sources of noise that will be added or altered due to the Proposed Development, then assessed the results by considering the value of those noise levels, or what the change in noise levels due to the Proposed Development is predicted to be. The assessments have been informed by appropriate standards and guidance documents.

What has been assessed?

15.3. The Proposed Development has been assessed with respect to the potential effects caused by noise and vibration associated with its construction and operation. Several different sources of noise and vibration have been considered.

15.4. These sources are the construction of the scheme, including the construction related traffic travelling on the roads around the Site, the changes in road traffic due to operation of the Proposed Development. Noise from these sources has been predicted based on appropriate data provided by the relevant appointed consultant.

15.5. As sufficient detail on any new external fixed plant is not available, target noise levels have been defined based on the results of a baseline noise survey undertaken around the Site, which will be referred to in the specification and design of any plant to be installed as part of the Proposed Development to avoid any adverse or significant effects from this source. The baseline survey has also informed the design and specification of façade performance based on existing entertainment noise sources, namely the Depot Mayfield, Freight Island and the Star & Garter pub, with respect to the Agent of Change Principle.

15.6. Sources that have not been considered in the assessment include vibration from operation of the Proposed Development as no significant vibration is expected to be generated.

What is the effect of the Proposed Development of Noise and Vibration?

15.7. The assessment of noise and vibration has demonstrated that no significant effects are expected from either construction or operation of the Proposed Development.

15.8. With respect to construction noise only, there is likely to be an adverse effect, therefore construction noise and vibration will be mitigated and minimised using the principle of best practicable means (BPM).

15.9. Construction noise and vibration will be mitigated and minimised as far as is practicable using methods such as the selection of quieter items of plant and localised screening around noisier activities where possible.

15.10. Target noise rating levels for noise emissions from proposed external fixed building services plant have been specified at the receptors based on the results of the baseline noise survey, set at 5 dB below the existing typical background sound levels.

15.11. It is proposed that prior to the operation of any of the ground floor commercial units, a noise assessment is submitted to, and approved by, the local planning authority as the detail of these uses is not currently available.

16. Heritage

16.1. This summary provides an overview of the Heritage Chapter of the Environmental Statement (ES) for the Proposed Development. It focuses on the potential impacts to built heritage assets during the construction and operational phases.

What is Heritage?

16.2. Heritage encompasses elements of the past that hold significance for people and places. This assessment focuses on built heritage, including:

- Listed Buildings: Buildings officially recognised for their architectural or historic interest.
- Conservation Areas: Areas with a special character or appearance worthy of preservation.
- Non-Designated Heritage Assets (NDHAs): Buildings or structures considered to have local heritage value, even if not formally designated.

What has been assessed?

16.3. The assessment focuses on the potential impacts of the Proposed Development on built heritage assets within a 500m study area surrounding the site. This includes:

- 20 listed buildings of varying significance.
- 1 Non-Designated Heritage Asset (NDHA): Mayfield Depot.

16.4. The assessment considers both direct impacts (physical changes to heritage assets) and indirect impacts (changes to the setting of heritage assets, such as visual impacts).

What is the effect of the Proposed Development on Heritage?

16.5. The assessment identifies potential indirect impacts to the setting of some heritage assets during both the construction and operational phases.

During Construction

16.6. Construction activities may temporarily affect the setting of nearby heritage assets through:

- Visual impacts: Construction equipment, hoardings, and scaffolding.
- Environmental impacts: Dust, noise, and increased traffic.

16.7. The assessment predicts these impacts to be negligible to minor adverse, meaning they are likely to be barely noticeable or cause only slight changes to the setting of heritage assets. These impacts are also temporary and will cease upon completion of construction.

During Operation

16.8. The assessment identifies potential minor adverse impacts to the setting of some heritage assets during the operational phase, primarily due to the scale and prominence of the proposed buildings in views. These impacts are considered to be permanent but are mitigated through:

- High-quality design: The proposed buildings are designed to be visually appealing and sensitive to the surrounding context.
- Regeneration of a brownfield site: The development will revitalize a derelict area, providing wider public benefits.

Residual Effects

16.9. Residual effects are those impacts that remain after mitigation measures have been implemented. The assessment concludes that the residual effects of the Proposed Development on heritage assets will generally be negligible to minor adverse, with one instance of minor-moderate adverse. This means that while the development may be visible from some viewpoints, it is not anticipated to significantly detract from the significance or appreciation of nearby heritage assets.

Cumulative Effects

16.10. The assessment also considers the potential for cumulative effects, where the impacts of the Proposed Development combine with those of other past, present, or reasonably foreseeable future development. The assessment concludes that the Proposed Development is not anticipated to result in significant cumulative effects on heritage assets.

17. Transport and Access

What is Transport and Access?

17.1. This section of the report examines how the Proposed Development might affect transportation and access in the surrounding area. It considers various modes of transport, including walking, cycling, driving, and public transportation. The assessment focuses on potential impacts such as traffic congestion, pedestrian and cyclist safety, and the convenience of accessing the development.

What has been assessed?

17.2. The assessment involved assessing:

- Existing Traffic Conditions: The current volume and patterns of traffic on the roads surrounding the development site.
- Proposed Development Traffic: The additional traffic that the development is expected to generate during construction and operation.
- Committed Developments: Traffic from other projects that are already planned or under construction in the area.
- Pedestrian and Cyclist Routes: The availability and quality of walking and cycling routes in the vicinity of the development.
- Public Transport: The accessibility of bus and tram services.
- Road Safety: The location of collision clusters and the potential for the development to increase the risk of accidents.

What is the effect of the Proposed Development on Transport and Access?

17.3. The Proposed Development is expected to have some temporary effects on transport and access during construction and some long-term effects during operation.

During Construction:

- Traffic: Construction traffic will temporarily increase traffic on some roads, particularly Hoyle Street and Fairfield Street West. However, the impact is expected to be negligible.
- Pedestrian and Cyclist Amenity: Construction activities may temporarily disrupt pedestrian and cyclist routes. However, the development will ultimately improve pedestrian and cyclist amenity in the area by providing new routes through the site and Mayfield Park.
- Road Safety: The risk of accidents is expected to remain negligible, as construction traffic will be carefully managed.

During Operation:

- Traffic: The development will generate additional traffic, particularly on Baring Street and Hoyle Street. The impact on Baring Street is expected to be moderate and significant, while the impact on Hoyle Street will be negligible.
- Pedestrian and Cyclist Amenity: The development will provide new pedestrian and cyclist routes through the site and Mayfield Park, offering a significant improvement in amenity.
- Road Safety: The risk of accidents is expected to remain negligible, as the development will not significantly increase traffic on roads with existing collision clusters.

Residual Effects

17.4. With mitigation measures in place, the residual effects on transport and access during construction are expected to be negligible. During operation, there will be a moderate, significant, and permanent adverse effect on severance and non-motorised user delay on Baring Street.

Cumulative Effects

17.5. The assessment also considers the combined impact of the Proposed Development with other projects in the area. The cumulative effects on transport and access are generally similar to the effects of the Proposed Development alone, with the most notable impact being a major adverse effect on severance on Baring Street.

18. Summary of Residual Effects

What are Residual Effects?

18.1. Residual effects, in an environmental impact assessment context, are the impacts that remain after proposed mitigation measures have been taken into account. These effects can be positive or negative and are assessed for their significance, which considers their magnitude and duration. A summary of each chapter is provided below.

Climate Change Resilience and GHG Emissions

18.2. Minor adverse, direct, long-term, and permanent effects on the global atmosphere are anticipated during both construction and operational phases. However, these effects are deemed not significant due to the proposed mitigation measures, including:

- Implementation of circular economy principles during construction.
- Use of clean energy, nature-based solutions, and SuDS to reduce water use during operation.
- Promotion of active travel and use of building materials to reduce energy consumption.

Daylight, Sunlight, and Overshadowing

18.3. Daylight Amenity: The development will cause minor adverse reductions in daylight for some receptors, primarily those directly facing the development. However, these effects are considered permanent and not significant.

18.4. Sunlight Amenity: The development will cause negligible adverse reductions in sunlight for most receptors. The impact is considered permanent and not significant.

18.5. Shadow: The development will cause a negligible increase in shadow for Mayfield Park, which is considered permanent and not significant.

Townscape and Visual Impact

18.6. The development will have a mixed impact on the surrounding townscape and visual environment, with both beneficial and adverse effects depending on the specific location. Most effects are considered minor and not significant, with some exceptions:

- Mancunian Way: Moderate beneficial residual impact, considered significant.
- Ardwick Green Park: Major beneficial residual impact, considered significant.
- Cotter Street: Moderate beneficial residual impact, considered significant.

Wind Microclimate

18.7. The development will result in generally negligible changes to wind conditions in most areas.

18.8. Some locations, particularly near building corners, may experience slightly windier conditions, but these are generally considered acceptable for intended uses.

18.9. Mitigation is required for seating areas near the southeast corner of one building due to potential wind acceleration to mitigation potentially significant effects in relation to wind, which is proposed in the Chapter.

Human Health

18.10. Construction Phase: No specific residual effects are mentioned in the provided text.

18.11. Operational Phase:

- **Healthcare:** The development could lead to increased demand for healthcare services, potentially putting pressure on existing resources.
- **School Places:** The development could lead to increased demand for primary school places, potentially exceeding existing capacity.
- **Green Space**: The development could increase pressure on existing green spaces due to a rise in the local population. However, this effect is considered negligible as the development includes new open space accessible to the public.

Socio-Economic

18.12. **Construction Phase**: The development will have a moderate beneficial impact on the Manchester economy due to the creation of new construction jobs. This effect is considered temporary but significant.

18.13. **Operational Phase**:

- **Local Spending**: The development will likely lead to increased local spending due to the rise in the residential population. This effect is considered significant and beneficial at the local level.
- **Employment:** The development will create new jobs, leading to a significant and beneficial impact on local employment.
- **Housing**: The development will provide new housing units of different sizes, leading to a major beneficial impact.

Ecology

18.14. **Construction Phase**: The development will have negligible residual impacts on ecological receptors, such as the River Medlock and various habitats, due to the implementation of mitigation measures outlined in the Construction Environmental Management Plan (CEMP).

18.15. **Operational Phase**: The development will have negligible residual impacts on ecological receptors, including bats and breeding birds, due to the implementation of mitigation measures outlined in the CEMP. The creation and management of new habitats on-site will result in a minor beneficial impact.

Ground Conditions

18.16. **Construction Phase**: Potential risks related to ground conditions during construction are considered limited and will be mitigated through appropriate measures outlined in relevant documents.

18.17. **Operational Phase**: No residual effects are anticipated.

Water Resources

18.18. **Construction Phase**: Potential impacts on water resources, such as increased sediment loads and accidental spills, are considered temporary and will be mitigated through measures outlined in the CEMP and planning conditions.

18.19. **Operational Phase**: The development is expected to have a minor beneficial impact on surface water drainage capacity due to proposed mitigation measures. Other residual effects are considered negligible.

Air Quality

18.20. **Construction Phase**: No mitigation is deemed necessary for potential air quality impacts during construction.

18.21. **Operational Phase**: No mitigation is deemed necessary for potential air quality impacts during operation.

Noise and Vibration

18.22. No significant adverse effects are anticipated in relation to noise and vibration **during either the construction or operational phases**, eliminating the need for further mitigation.

Heritage

18.23. No significant adverse effects are anticipated on heritage assets.

Transport and Access

18.24. Construction Phase: No significant residual effects are anticipated.

18.25. Operational Phase: The development will lead to a moderate adverse impact on the severance of communities due to the routing of pedestrians and cyclists. This effect is considered permanent.

19. Type 1 Cumulative Effects

Summary

19.1. This chapter focuses on assessing the combined, long-term impacts of the Proposed Development, alongside other projects, on the surrounding environment and community. It specifically looks at "Type 1" cumulative effects, which are the combined impacts on sensitive receptors like local residents and businesses.

19.2. While there are no specific laws on how to assess these combined impacts, the assessment follows established guidelines and best practices from the European Commission and the Institute of Environmental Management and Assessment. The assessment considers both positive and negative impacts during construction and operation.

19.3. The focus is on sensitive receptors near the development site, considering how they might be affected by the combined impacts of the proposed project and other projects. Only noticeable impacts (minor, moderate, or major) are considered, as negligible impacts are deemed too small to be noticeable.

19.4. The assessment relies on expert judgment and the findings of detailed technical studies. It acknowledges the limitations of relying on qualitative data and subjective opinions, but provides a reasonable understanding of the potential combined impacts.

19.5. The significance of the combined impacts is categorized as major, moderate, minor, or negligible, based on the size of the impact and the sensitivity of the affected receptor.

19.6. In essence, this chapter aims to provide a comprehensive picture of the potential long-term, combined impacts of the Proposed Development on the local environment and community, taking into account the effects of other projects in the area.

19.7. Below is therefore a list of each sensitive receptor group identified in the provided document, along with their construction and operational residual effects in relation to each topic area, excluding negligible or neutral effects:

Local Population and Site Users

19.8. Construction Phase:

- Water Resources: Potential for flood risk to site workers (negligible with mitigation).
- Air Quality: Potential for effects from traffic emissions (no mitigation required).

19.9. Operational Phase:

- Daylight/Sunlight: Minor adverse reduction in daylight for some receptors (permanent).
- Human Health: Potential pressure on healthcare services (negligible with mitigation). Potential demand for primary school places exceeding capacity (negligible with mitigation).
- Socio-Economic: Moderate beneficial impact on the Manchester economy due to creation of construction jobs (significant, long-term, temporary).
- Air Quality:
    - Potential for effects from traffic emissions (no mitigation required).
    - Potential for effects from air pollution (no mitigation required).
- Transport:
    - Moderate adverse impact due to severance of communities (direct, permanent).
    - Moderate adverse impact due to delay (direct, permanent).

19.10. On balance, it is considered that there is the potential for a minor adverse in-combination type 1 cumulative effect on the local population and site users following mitigation applied as set out in the residual effects section.

Local Businesses

19.11. Operational Phase:

- Socio-Economic: Moderate beneficial impact on the local economy due to increased spending (significant, long-term, permanent).

Built Environment

19.12. Operational Phase:

- Townscape:
    - Mancunian Way: Moderate beneficial residual impact, considered significant.
    - Ardwick Green Park: Major beneficial residual impact, considered significant.
    - Cotter Street: Moderate beneficial residual impact, considered significant.
- Heritage: 1 x Minor-Moderate Adverse impact, 3 x Minor Adverse impacts, 4 x Negligible-Minor Adverse impacts and 9 x Neutral impacts

19.13. On balance the Proposed Development is expected to result in a type-1 cumulative minor beneficial effect on the built environment due to some generally major to moderate beneficial townscape effects offset by some minor adverse and negligible adverse heritage effects.

Natural Environment

19.14. Construction Phase:

- Climate Change: Minor adverse effect on the global atmosphere (direct, long-term, and permanent).
- Water Resources: Potential for increased sediment loads (negligible with mitigation). Potential for accidental release of hydrocarbons and oils (negligible with mitigation).
- Ecology:
    - Potential for pollution from indirect pollutants (negligible with mitigation) on Priority Deciduous Woodland Habitat and Open Mosaic Habitat;
    - Potential for pollution from indirect pollutants (negligible with mitigation) on semi natural habitats in Mayfield Park;
    - Loss of scattered young trees and neutral grassland on site resulting in negligible habitat loss with mitigation;
    - Potential for disturbance to foraging and commuting bats (negligible with mitigation). Potential for disturbance to roosting bats (negligible with mitigation); and
    - Potential for killing and injury due to destruction of active nests (negligible with mitigation).

19.15. Operational Phase:

- Ecology:
    - Mayfield Park Existing Habitats impact via increased lighting, which is considered to be negligible impact with mitigation.
    - Foraging and commuting bats impact via increased lighting, which is considered to be negligible impact with mitigation.

    - Creation and management of new habitat on site will create a minor beneficial impact in relation to ecology.
- Climate Change: Minor adverse effect on the global atmosphere (direct, long-term, and permanent).

19.16. On balance the Proposed Development is expected to result in a type-1 cumulative minor adverse effect on the natural environment due to some generally beneficial ecological effects offset by some minor adverse and negligible adverse effects relating to greenhouse gas emissions on the global atmosphere.

Infrastructure and Utilities

19.17. Construction Phase:

- Water Resources:
    - Potential for capacity change due to increased sediment loads (negligible with mitigation).
    - Potential for increased potable water demand (negligible with mitigation).

19.18. Operational Phase:

- Water Resources:
    - Minor beneficial impact on surface water storage capacity.
    - Potential for increased potable water demand (negligible with mitigation).

19.19. On balance the Proposed Development is expected to result in a type-1 cumulative neutral effect on infrastructure and utilities as any potentially significant effects have been mitigated to a negligible effect.

Summary

19.20. The ES has been used to assess the combined cumulative effects of the Proposed Development on each sensitive receptor group. For example, local residents may experience a combination of minor adverse effects related to climate change, daylight/sunlight, and potentially increased pressure on local services. However, these effects are generally considered to be mitigated to a negligible level. The development is also expected to have a significant positive impact on the local economy and provide much-needed new housing, alongside ecological and townscape benefits.

Availability of Environmental Statement

19.21. The ES is available for public viewing online via MCC's Public Access website, and during normal office hours at the following address:

Planning Department

Manchester City Council

Town Hall

Manchester

M2 5DB

19.22. The ES may be purchased in volumes, the costs for which are set out below:

- Volume 1: ES Main Text and Figures - £150
- Volume 2: ES Appendices - £150
- Volume 3: Non-Technical Summary (NTS) - £15
- Full Copy (Volumes 1, 2 and 3) of the ES on CD - £15

19.23. For copies of any of the above please contact the team at Deloitte:

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