Deloitte.



Plot 9b, First Street

Environmental Statement: Non-Technical Summary

December 2024

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1. Introduction

Context

1.1. This Environmental Statement (ES) Non-Technical Summary (NTS) has been prepared in support of development proposals coming forward at Plot 9b, Manchester. A Site Location Plan is provided in Figure 1 in the following section.

1.2. The Proposed Development comprises the erection of a Ground + 33 storey purpose-built student accommodation (PBSA) building with 861 student bed spaces and communal amenity space. Full details of the Proposed Development can be found within Chapter 4 of this NTS.

1.3. The application is submitted to Manchester City Council ('MCC') by Vita Meadow Ltd (hereinafter 'Vita Meadow') (the 'Applicant').

1.4. The description of the Proposed Development is as follows:

"Erection of a purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound".

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

1.6. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') and other relevant policy and guidance.

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

Purpose of the Environmental Impact Assessment and Non-Technical Summary

1.8. 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."

1.9. 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.

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

1.11. 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.

1.12. More information and greater technical details are available in the Environmental Statement (ES). The ES is a separate document which has been submitted as part of the planning application. Please see the section on "*Availability of Environmental Statement*" within this NTS for details on how and where to view the ES.

Environmental Impact Assessment Process

1.13. 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.

1.14. The Proposed Development is considered to fall under the category of 'urban development projects' (EIA

Regulations Schedule 2, 10, (b) (ii)), as the development includes more than 150 dwellings.

1.15. 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.

1.16. 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

1.17. An EIA Screening and Scoping report was prepared by Deloitte with input from the technical consultant team for the project. The EIA Screening and Scoping Report was submitted to MCC as the Local Planning Authority on 01 July 2024.

1.18. The combined Screening and Scoping Opinion was received on 16 October 2024, and is included at Appendix 2.2 of the ES.

Technical Topics not included in the Environmental Impact Assessment

1.19. The Scoping process identified a number of technical topics where significant environmental effects as a result of the Proposed Development would be unlikely and should not be assessed further within the EIA process. These are as follows:

- Agricultural Circumstances
- Archaeology
- Aviation
- Ecology and Nature Conservation
- Ground Conditions
- Transport
- TV Reception
- Flood Risk and Drainage
- Solar Glare
- Built Heritage

1.20. Further information detailing why each of these technical topics was scoped out of the EIA can be found in **Appendix 2.1** of the ES (Volume 2).

Approach to Technical Studies

Overview

1.21. 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.

1.22. 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.

1.23. 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.

1.24. 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.

Baseline Conditions

1.25. Each technical chapter includes a section which describes and evaluates the baseline environmental conditions (i.e., the current situation and anticipated changes over time assuming the Site remains unchanged). Baseline data has been obtained from a variety of sources, including published documents, maps, historical information and Site survey data. Given the complex nature of the Site and surroundings, each technical chapter (Chapters 5-13) includes a clear description of what is assumed as the baseline against which the assessment is being made.

Mitigation

1.26. Any adverse environmental effects have been considered for mitigation at the design stage and, where practicable, specific measures have been put forward.

1.27. Mitigation measures to be implemented during the operational phase of the Proposed Development will be secured through approved documents, and suitably worded planning conditions and obligations.

Residual Effects

1.28. The likely significant effects on the environment, assuming the implementation of the mitigation measures proposed, have been estimated within each chapter. These are termed 'residual effects.'

1.29. A summary of residual effects can be found in Chapter 13 of this Non-Technical Summary.

Cumulative Effects

1.30. Each Chapter (and corresponding technical report) considers the cumulative effect of the Proposed Development, alongside the committed developments (referenced above) (**Appendix 2.2**), as relevant.

1.31. A search of MCC's planning applications database and knowledge of the area, applying the above criteria, has identified a number of schemes for which cumulative effects are considered likely. A full list, as of October 2024, is contained in Appendix 2.2, and can be summarised as follows:

1.32. The cumulative developments forming part of the cumulative effects assessment include:

- Plot 11, First Street
- Viadux Phase 1 and Phase 2

1.33. Each Technical chapter has assessed the potential for likely significant effects on the environment as a result of the above cumulative developments, together with the Proposed Development.

1.34. Type 1 Cumulative effects (i.e. cumulative effects arising from multiple impacts on the same receptor) as summarised in Chapter 14 of this Non-Technical Summary, and detailed in full within Chapter 15 of the ES.

Who has been involved in the EIA process?

1.35. The EIA process has involved communication and collaboration between the applicant, Deloitte LLP, MCC, the project team (shown in Table 1), statutory consultees and the public.

Table 1: Project Team

Topic:	Assessment carried out by
EIA Coordinator and Town Planning	Deloitte
Architecture and Design	Tim Groom Architects
Air Quality	Hydrock, now Stantec
Construction Management	Renaker
Climate Change	Ridge
Human Health	Enfusion
Noise and Vibration	Fisher acoustics
Socio-Economic issues	Amion
Sunlight, Daylight and Overshadowing	Proximity
Townscape and Visual Impact	TPM
Wind Microclimate	Wind Microclimate

What were the results of the EIA?

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

1.37. This section is organised into the following technical subjects:

- Construction Management Plan and Phasing
- Townscape and Visual Impact
- Air Quality
- Noise and Vibration
- Sunlight, Daylight and Overshadowing
- Wind Microclimate
- Climate Change
- Human Health
- Socio-Economic

1.38. Greater detail can be found in the relevant chapters of the Environmental Statement (Chapters 5-13) and their technical appendices.

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

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

- The nature of the technical discipline;
- What has been assessed; and
- What the proposed effect of the Proposed Development is.

1.41. A summary of the proposed mitigation measures and residual effects is also included in chapter 14-15 of the ES Volume 1.

Significant Effects

1.42. The likely effects of the Proposed development have been classified according to their significance.

1.43. 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 their

inter-relationship between those factors. Chapter 2 of the ES Volume 1, EIA Methodology, describes this process in greater detail.

1.44. 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 (5-13).

2. Proposed Development

Where is the Site?

2.1. The Site, identified in Figure 1, comprises a parcel of vacant land, which has historically been used as surface level car parking.

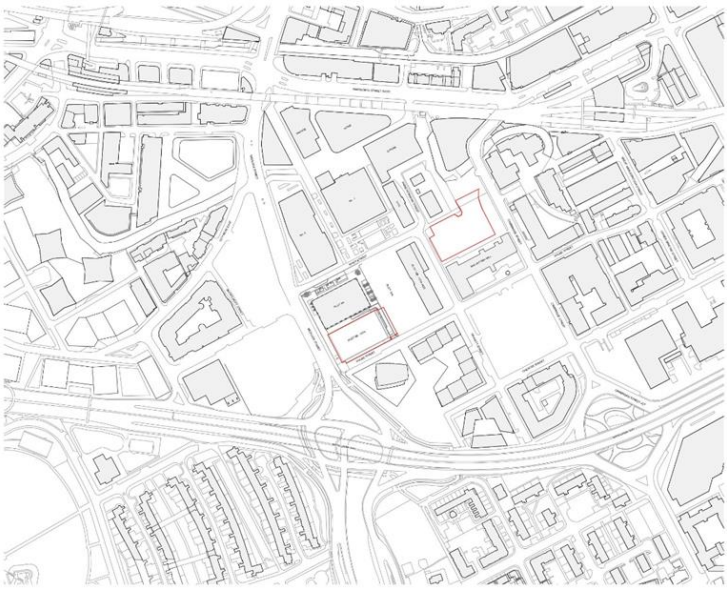
2.2. The Proposed Development is located within Manchester City Centre and the Regional Centre. The site and its immediate surrounding area have been a regeneration priority for Manchester City Council for over a decade, and the Site forms part of the "*First Street Development Framework (FSDF)*".

2.3. There are two Sites subject to the planning application (referred to collectively as 'The Sites'). This includes:

- 'The Proposed Development Site': Extending to approximately 0.25 ha, the Proposed Development Site is bound to the north by Plot 9A of the First Street Development Framework (FSDF) area (currently being redeveloped into an office block of up to 9no. storeys (pursuant to Planning Permission Ref. 132600/FO/2021)); to the east by Plot 10A (which has planning permission for an office block of up to 13no. storeys (Ref. 136043/FO/2023)); to the south east by Hulme Street; and to the west by Medlock Street.

- 'The Construction Compound Site': Extending to approximately 0.46 ha, the Construction Compound Site is bound to the north by the River Medlock; to the east by Cambridge Street; to the south by Macintosh Mills; and to the west by River Street. The site is currently used as a construction compound, in relation to the construction of Plot 10b First Street.

Figure 1: Site Location Plan (Source: Tim Groom Architects)



What is being proposed?

2.4. The description of development is as follows:

> *"Erection of a purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound"*

2.5. Table 2 sets out the application proposals for the 'Proposed Development Site':

Table 2: Proposed Development

Parameter	Proposed Development
Site Area (Hectares)	0.25 ha
Height (storeys)	G+33 storeys
Height AOD (m)	130.785 AOD
Student Accommodation	861 studios (Use Class Sui Generis)
Car Parking	0%
Cycle Parking	146 (17% cycle spaces)

2.6. Further information on the Proposed Development can be found within Section 3 of the ES and the Design and Access statement prepared by Tim Groom Architects.

What is located on the Site at the moment?

2.7. The Site comprise brownfield land. The Proposed Development Site measures approximately 0.25 ha. Having previously been used as a surface-level car park, the Site is now vacant. In its current state, the Site predominantly comprises hardstanding with a minimal amount of vegetation.

2.8. The Construction Compound Site measures approximately 0.46ha. It is currently in use as a construction compound in relation to Plot 10b First Street.

2.9. The Sites are in a highly accessible location by a variety of modes of transport and has a Greater Manchester Accessibility Level of 8 which is the highest level of accessibility. It is located within easy walking distance of the city core with all the shops, restaurants, attractions, amenities and facilities that the city centre has to offer. Deansgate transport hub – comprising Deansgate Castlefield Station and Deansgate Railway Station - is located a 9-minute walk from the site and Oxford Road Rail Station is an 8-minute walk.

2.10. The Sites are located to the north of the predominately residential area of Hulme. Within Hulme, the nearest residential properties to the Site are at Loxford Court, which are approximately 190m to the south of the Site. Hulme is largely severed from the city centre by Mancunian Way; albeit there is an established pedestrian crossing under Mancunian Way at the junction of Clarendon Street and Newcastle Street.

2.11. Immediately north of the Proposed Development Site is Plot 9A. part of FSC of the First Street Masterplan. In 2022, Plot 9a received planning permission (Ref.18132600/FO/2021) for a nine storey 'net-zero' office building, which is now being brought forward by Ask. In June 2022, it was announced that the Government Property Agency (GPA) will occupy the Plot 9a building once complete. Further north is FSN, which is now complete. Centred around Tony Wilson Place, FSN is a cultural hub for the city including HOME (a contemporary art, film and theatre complex) alongside a wider mix of uses including PBSA, a multi-storey car park ('MSCP') and a range of carefully curated food and drink operators, as well as new public spaces.

2.12. To the east of the Proposed Development Site is Plot 10 in the FSC area, split into separate plots, Plot 10a and 10b. Plot 10a received planning permission (Ref. 136043/FO/2023) in 2023 for a highly sustainable office development (which is also being brought forward by Ask). Plot 10b subsequently received planning permission (Ref. 136170/FO/2023) for a 14 storey PBSA development comprising 576 bedspaces as well as a new 'food-hall' on the ground floor, helping to activate this part of the City Centre. Construction on Plot 10b started in September 2023, and the development is due to accommodate its first student intake in the 2026/27 academic year. Further beyond to the east, there is a cluster of converted mills (Macintosh Mill, Chorlton Mill and Cambridge Mill), and a diverse mix of uses, including PBSA, retail, residential, and food and beverage units.

2.13. Immediately to the south of the Proposed Development Site is Plot 11 which is part of FSS. Plot 11 has is subject to one recent planning permission and one live application, one for co-living developments in Blocks A/B and D (currently under construction pursuant to Planning Permission Ref. 125573/FO/2019 (as amended)), and another for purpose-built student accommodation in Block C (currently awaiting determination pursuant to Planning Permission 138831/FO/2023).

2.14. To the west of the Proposed Development Site is Medlock Street, beyond which is the former Premier Inn site as part of the Creative Ribbon area of the FSDF. In 2023 the former Premier Inn site received planning permission to be redeveloped into a mixed development comprising a 13-storey office building and a purpose-built student accommodation building of up to 38 storeys, which will provide 1,014 bedspaces (pursuant to Planning Permission 135419/FO/2022).

2.15. The Sites are located within the Greater Manchester Air Quality Management Area (AQMA).

2.16. There are no statutory or non-statutory nature conservation designations within the Sites and there is no record of protected species having been found at the Sites.

2.17. As per the Environment Agency's Flood Map, the Proposed Development Site is fully located within Flood Zone 1 which means that it has a low probability of flooding. The Construction Compound Site is located within Flood Zone 2, with a medium probability of flooding. However, as the Construction Compound Site will be used purely for a temporary compound, the sequential and exception tests are passed and no further assessment is required. The Sites are located within the Critical Drainage Area prescribed by Manchester, Salford and Trafford Councils' Strategic Flood Risk Assessment.

2.18. The Sites are not located within a Conservation Area and do not contain any designated or non-designated heritage assets. There are 35 heritage assets (including the Grade II former mill buildings (MacIntosh Mills, Cambridge Mill, Chorlton Old Mill and Chorlton New Mill) and the Castleford and Whitworth Street Conservation Area), within a 500m radius of the Sites.

Why is this development coming forward?

2.19. The Proposed Development Site is located within Manchester City Centre and the Regional Centre. The Site and its immediate surrounding area have been a regeneration priority for Manchester City Council for over a decade, and the Site forms part of the "*First Street Development Framework (FSDF)*".

2.20. Given this context, the Site's accessibility, and the fact that the Proposed Development Site comprises a parcel of vacant, previously developed land, the Site is ripe for development. There is a clear opportunity to make more efficient use of this underutilised, strategically-located Site, to deliver a much needed use.

2.21. Fundamentally, the Proposed Development delivers on a long-standing development plan objectives that are further supported by other material considerations. The Proposed Development will support the regeneration ambitions for the FSDF, and assist in creating a truly mixed and balanced high-quality residential Neighbourhood at Plot 9b.

Who has been consulted?

2.22. Pre-application engagement has been undertaken with MCC officers, the Local Planning Authority (LPA), Local Ward Councillors, Greater Manchester Police (GMP) Secure by Design team, local residents, business and the general public.

2.23. Pre-application engagement was undertaken through a robust consultation process. Throughout the duration of the public consultation period, members of the public had access to the public consultation website, which provided information on the site and its proposed development and details for the in-person public consultation event. The website also provided visitors the opportunity to provide any comments, which have been considered by the project team as part of the design development.

2.24. A public consultation event took place on 23 July 2024, which enabled local residents and businesses to learn more about the proposals, raise questions for the project team to answer, and provide written feedback.

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

What will the redevelopment process involve?

2.26. Broadly, the construction process of the Proposed Development involves:

- Laying foundations;
- Building of new structures;

- External works and hard and soft landscaping;
- Completion of public realm;
- Completion of communal external space and links; and
- Internal fit out of the main structure.

2.27. Machinery used during redevelopment will consist of standard 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.

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

How long will it take?

2.29. The total construction programme is estimated to be three years within which there will be elements of ground works, foundations, frame construction, façade cladding and internal fitout. The Proposed Development is anticipated to be delivered in a single phase.

2.30. In terms of planned delivery programme and proposed timeline, the current plan is to complete development prior to the building becoming fully operational in September 2028.

2.31. These above, indicative dates have been used for the basis of technical assessments. Owing to the multiple risks in the development process, this programme may ultimately be extended in the event delays caused by sustained periods of poor weather, unexpected ground conditions or other abnormal, volatility in economic and housing markets, political uncertainty, and the availability of funding.

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

2.33. On Sundays and Bank holidays noisy working will generally not be planned. On some occasions there are certain operations that maybe required to proceed during these periods, for example tower crane erection and dismantling. These will be infrequent and will be agreed with the Environmental Health Officer (EHO) and local residents will be notified in advance. The frequency of these will vary and respond to demand. Access to the Site will be permitted 30 minutes prior to the working day commencing with noise being kept to a minimum for the first half hour of each day.

2.34. The Applicant acknowledges the close proximity of the neighbouring properties and as such will endeavour at all times to ensure the working hours are adhered to in order to protect their amenity.

3. Alternatives and Design Evolution

Introduction

3.1. This document summarises the Environmental Statement (ES) chapter concerning the proposed development of Plot 9b within Manchester's First Street development area. The chapter focuses on the justification for the chosen development proposal, considering environmental effects and alternatives.

The 'Do Nothing' Alternative

3.2. This section considers leaving the Site in its current state – a brownfield site designated within strategic city centre regeneration areas (First Street Development Framework (FSDF) and Oxford Road Corridor). It is considered that the development of the Site is beneficial for the following reasons:

- Missed Opportunity: Fails to capitalise on the Site's potential for economic growth and regeneration, contradicting the FSDF's vision.
- Constrained Land Supply: Manchester City Centre faces limited land availability. Leaving Plot 9b undeveloped hinders the city's ability to accommodate economic and employment growth, crucial for the "levelling-up" agenda.
- Stagnant Environment: The current state offers no local amenities, suffers from low activity and visibility, and lacks safe pedestrian connections.

3.3. The 'do nothing' approach is unsuitable for this in-demand location. Development is necessary to realise the site's potential and contribute to the wider regeneration goals.

Consideration of Alternative Locations

3.4. While acknowledging the Site's inclusion within the FSDF's Central area, the ES chapter argues that Plot 9b is the optimal location within the wider development for PBSA due to:

- Proximity to Universities: Located within walking distance of Manchester Metropolitan University and the University of Manchester, Plot 9b aligns with Core Strategy (2012) Policy H12, advocating for PBSA near university campuses.
- Demand for PBSA: Manchester City Centre faces a growing demand for PBSA, and developing Plot 9b for this purpose addresses this need while aligning with policy.

Consideration of Alternative Uses for the Site

3.5. Manchester is experiencing a surge in demand for PBSA. First Street is strategically positioned to address this need. Its location within the Oxford Road Corridor, near University campuses, aligns perfectly with MCC's vision for PBSA concentration, effectively targeting the City Centre's unmet demand.

3.6. The ES chapter assesses that PBSA would represent the optimal use for Plot 9b by highlighting:

- Existing Office Pipeline: The FSDF already has a substantial pipeline of approved office space, ensuring a strong commercial presence.
- Supporting a Sustainable Ecosystem: While office space is crucial, a diverse mix of uses is vital for a thriving urban environment. PBSA complements the existing and planned commercial spaces, creating a more balanced and attractive destination.
- Economic and Social Benefits: PBSA will attract talent, increase local spending, support local businesses, and enhance the area's vibrancy.
- Addressing Housing Needs: The development caters to the housing needs of the workforce and student population, freeing up standard residential accommodation within the city centre.

Consideration of Alternative Scale and Massing

3.7. Different scales and massing options have been considered for the Proposed Development, the aim of which is to maximise the suitable use of the Site to create a viable scheme and minimise any negative impacts on adjacent land uses and the environment.

3.8. The overarching design approach has been to create a highly responsive built form that completes the urban block and addresses the Proposed Development Site's prominent location. A series of massing compositions were appraised through the design development of the scheme, and was informed by townscape analysis, identification of key views and microclimate assessments. It has been carefully designed and considered in order to ensure it is compatible with existing developments and initiatives in the area, including that of the innovation district and higher-education agglomeration within the Oxford Road Corridor.

3.9. Proposals originally comprised two interlocking buildings of 24 and 14 storeys. Through pre-application discussion, MCC raised concerns regarding overall proportions, noting that the taller element did not read as a *"slimmer expression"* given the height and massing of the lower block. Officers noted that the taller element could be better articulated, to express a clearer visual relationship with Block D on Plot 11.

3.10. Due to the prominent gateway location of the Proposed Development Site, the building serves as a cornerstone between the street and city scales. The massing of the tower and two shoulder blocks address this transition between scales and require two distinct approaches to their architectural language. The final Proposed Development massing steps up from Ground+ 11 storeys to Ground +33 storeys, to create visual interest through a prominent and articulated building form, and complement the emerging skyline. The shoulder elements have been stepped down to closely match the height of the adjacent Plot 9a development. The tower element along Hulme Street has been and stepped up towards Plot 11.

3.11. Overall, the scale and massing will act as a dynamic element in the skyline and a marker for the regeneration and neighbourhood creation taking place in this location.

Summary

3.12. The ES chapter advocates for the proposed PBSA development at Plot 9b, positioning it as a project that aligns with planning policies, addresses local needs, and contributes to the successful regeneration of First Street and the wider Oxford Road Corridor. The chosen location, use, and design are presented as the most appropriate options, considering environmental factors and the long-term vision for the area.

4. Construction Management and Phasing

Introduction

4.1. This Chapter outlines the proposed construction management plan for a development project at Site 9b. The primary focus is to ensure the project is executed with minimal disruption to the surrounding neighbourhood while adhering to safety and environmental regulations.

4.2. The construction programme will span a period of approximately three years within which there will be elements of ground works, foundations, superstructure construction, façade cladding and internal fit out.

4.3. An early activity will be to protect and enclose the site before construction activity commences. A solid hoarding will be employed to the whole perimeter of the site boundary. Signage will be displayed on the hoarding for health and safety purposes, Considerate Constructors Scheme signage and a point of contact for the neighbouring residents.

4.4. The plan is designed to provide a general overview of the construction process, with more detailed procedures to be developed closer to the commencement of the project. This will involve collaboration with contractors and relevant stakeholders, including local residents.

What are the Environmental Effects?

4.5. The construction process is acknowledged to have potential environmental impacts, and the plan outlines measures to mitigate these: Several methods are to be taken to mitigate noise levels and the nuisance caused including.

1. Noise and Vibration:

    - Construction activities will generally adhere to approved working hours to minimise noise disruption outside these times.
    - Noisy activities on Sundays and Bank holidays will be limited and require prior agreement with authorities and residents.
    - The use of silenced equipment and machinery will be prioritised.
    - Hoarding and screening will be erected where necessary to minimise noise pollution.

2. Dust and Air Quality:

    - Dust suppression techniques will be implemented throughout the construction process.
    - Measures will be taken to minimize dust generation during material transportation and storage.
    - Wheel washing facilities will be used to prevent dirt from vehicles spreading onto public roads.

3. Waste Management:

    - A comprehensive waste management plan will be implemented to minimise waste and maximise recycling.
    - Waste will be segregated on-site and disposed of responsibly through a licensed waste contractor.

4. Traffic Management:

    - A detailed traffic management plan will be developed to manage vehicle movements and minimize disruption to local traffic.
    - Deliveries will be scheduled outside peak hours where possible.
    - Pedestrian safety will be prioritized with designated walkways and clear signage.

5. Other Environmental Considerations:

- The construction site will be regularly monitored for potential environmental impacts.
- The contractor will be responsible for implementing appropriate control measures to mitigate any identified risks.
- Regular communication with stakeholders will be maintained to address any concerns.
- This plan demonstrates a commitment to minimizing the environmental impact of the construction process. By implementing these measures, the project aims to ensure that disruption is kept to a minimum and that the local environment is protected.

5. Townscape and Visual Impact

What is Townscape and Visual Impact?

5.1. Townscape and Visual Impact Assessment (TVIA) is the assessment of effects that might occur because of the Proposed Development on the townscape, and on people's views and visual amenity.

What has been assessed?

5.2. The assessment considers the impact of the development both during construction and operation. It takes into account the existing character of the area, including:

- Townscape character areas: The development sits within the First Street Central area, part of the wider FFSDF Area and the Southern Gateway Character Area.
- Urban grain and grid: The area has a mix of historic and modern development, with a strong urban grain to the north and east, and a more open grain to the south due to the Mancunian Way.
- Land use: The predominant land use is residential, with commercial and retail uses to the north. The First Street masterplan aims to create a predominantly commercial district with high-quality office space.
- Building heights: Building heights vary across the study area, with high-rise buildings to the west and south, and lower-rise buildings to the east. The FSDF allows for buildings up to 17-storeys in the central area.
- Connections and public open space: The development will improve pedestrian and cycle connections within the First Street area. The masterplan includes public open spaces and tree planting.
- Historical townscape development and heritage: The area has undergone significant transformation over the last 200 years, with the loss of much of the historic urban fabric. There are a number of listed buildings nearby.
- Views: The assessment considers views from public and private viewpoints, including residential properties, streets, and public spaces.

What is the effect of the Proposed Development on Townscape and Visual impact?

During Construction

5.3. Construction will have temporary, localised, and mostly negligible adverse effects on the townscape. These will include visual impacts from site setup, fencing, cranes, machinery, groundworks, and site access. Mitigation measures, such as careful site management and high-quality hoarding, will be implemented to minimise these effects.

During Operation

5.4. The development will have a number of beneficial effects on the townscape, including:

- Reinforcing the urban grain and grid: The development will create a built form within the master-planned grid, contributing to a coherent urban character.
- Improving connections and public open space: The development will enhance pedestrian and cycle routes and contribute to the provision of high-quality public realm.
- Enhancing the character of the First Street area: The development will contribute to the creation of a vibrant commercial district with a mix of uses.
- The development will also have some minor adverse effects, primarily related to its building height, which is above that suggested in the FSDF. However, this is considered acceptable in the context of the emerging high-rise skyline in the surrounding area.

5.5. The assessment considers the cumulative effects of the development in combination with other committed developments in the FSDF Area. The overall collective effect is assessed to be significant and beneficial, contributing to the successful delivery of the masterplan vision.

6. Air Quality

What is Air Quality?

6.1. Air Quality is the assessment of potential air quality impacts of a development and what measures can be undertaken to mitigate anticipated impacts to promote improvements in air quality and a reduction in pollutants. Assessments include qualitative and, if required, quantitative assessment of impacts associated with construction phase and operational phase emissions, including road traffic.

What has been assessed?

6.2. The Proposed Development has been assessed with regards to air quality and considers the effects of the Proposed Development during construction and operational phase.

6.3. Existing baseline conditions have been reviewed and assessment. The predominant source of pollution in the surrounding area is vehicles using the local road network. Baseline air quality at the site and surrounding locale, as shown by monitoring data and Defra's modelled data show that predicted background concentrations of nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5) at the Site and surrounding locale are all below the relevant AQALs. Local air quality monitoring has shown exceedances of the annual mean AQAL for NO2 in recent years, along major roads.

6.4. The construction phase assessment has been undertaken in line with the relevant Institute of Air Quality Management (IAQM) guidance which predicts effects based on demolition, earthworks and construction phase activities.

6.5. Operational Phase effects (including road traffic emissions) has been scoped out of the ES Chapter and is considered not significant. A simple screening and detailed exposure assessment has been undertaken within Technical Appendix 8.1.

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

6.6. The construction phase assessment predicted that construction activities associated with the Proposed Development have a high risk of dust impacts and a high risk of human health impacts, thus defining the site with an overall high risk of impacts.

6.7. Adopting appropriate mitigation, such as that recommended within the IAQM, will ensure that this risk is reduced to Negligible, and the residual effect will be not significant. Such mitigation measures include erecting solid screens or barriers around activities likely to create dust, using water sprays to dampen down any dust, and covering stockpiles to prevent wind whipping. All appropriate mitigation will be secured through a Construction Environmental Management Plan.

7. Noise and Vibration

What is Noise and Vibration?

7.1. Noise is defined as unwanted sound that can be emitted by sources associated with a Proposed Development which impact on existing sensitive receptors, or from existing sources impacting on the Proposed Development.

7.2. Groundborne vibration is particle oscillations propagated through various solids including, rock, clay, soil, building foundations, buildings, etc. This can be perceived by building occupants and, at high magnitudes, can affect ground stability and structural integrity of buildings. Typically, groundborne vibration is generated by sources such as overground rail, underground rail, industrial processes, and construction activities such as piling and compaction.

What has been assessed?

7.3. This assessment evaluates the potential noise and vibration impacts of the proposed student accommodation development on Plot 9b, First Street, Manchester. It considers:

- Construction noise: Noise generated by activities like site clearing, excavation, and building construction.
- Operational noise: Noise from road traffic and building services equipment, such as ventilation systems and lifts.
- Vibration: Groundborne vibration from construction activities.
- Cumulative effects: The combined impact of the proposed development with other existing and planned developments in the area.

7.4. The assessment uses noise surveys, computer modelling, and relevant British Standards and guidance documents to predict noise and vibration levels. It also considers the sensitivity of nearby receptors, such as residential properties and offices.

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

During Construction

7.5. Construction activities will generate noise that could significantly impact nearby residents. Without mitigation, the impact is predicted to be moderate adverse. However, mitigation measures, such as noise barriers, careful scheduling of noisy works, and best practice methods for reducing noise from construction equipment, will be implemented to reduce noise levels. With mitigation, the impact is expected to be minor adverse or negligible.

During Operation

- Road traffic noise: The development is expected to have a negligible impact on road traffic noise levels.
- Building services noise: Noise from building services equipment will be controlled through careful design, selection of quiet equipment, and the use of noise control measures. The impact is expected to be negligible.

7.6. After implementing mitigation measures, the residual noise and vibration impacts of the development are expected to be negligible to minor adverse during construction and negligible during operation. This means that the development is unlikely to have a significant adverse impact on the noise and vibration environment of the surrounding area.

7.7. The assessment considered the combined impact of the proposed development with other developments in the area. The cumulative construction noise impact is expected to be negligible to minor adverse with mitigation. The cumulative operational noise impact is expected to be negligible due to the implementation of appropriate noise control measures and the distance between the proposed development and other sensitive receptors.

8. Daylight, Sunlight & Overshadowing

What is Daylight, Sunlight and Overshadowing?

8.1. Daylight and sunlight amenity, including sunlight on the ground, is principally based upon the amount of visible sky to a building or area of outdoor amenity space. Where there is an increase is massing on a nearby site, levels of daylight and sunlight amenity, including sunlight on ground may be beneficially or adversely affected.

What has been assessed?

8.2. This assessment evaluates the potential impact of the proposed student accommodation development on Plot 9b, First Street, Manchester, on the daylight and sunlight amenity of nearby residential buildings. It considers:

- Daylight: The amount of natural light entering a room through windows.
- Sunlight: The amount of direct sunlight received by a room.
- Overshadowing: The extent to which the proposed development blocks sunlight from reaching neighbouring properties.
- Cumulative effects: The combined impact of the proposed development with other existing and planned developments in the area.

8.3. The assessment uses industry-standard methodologies and software to predict daylight and sunlight levels. It also considers the sensitivity of different types of rooms to changes in daylight and sunlight, with living rooms and kitchens being considered more sensitive than bedrooms.

What is the effect of the Proposed Development on Daylight, Sunlight and Overshadowing?

8.4. The Site is located within the First Street Development Framework area. It is currently an open parcel of land bounded by Hulme Street to the south, Medlock Street to the west, Plot 9A First Street to the north, and Plots 10A and 10B First Street to the east. Generally, the Site and its surroundings is considered to be of high density massing, the current condition of the Site is cleared and therefore results in existing urban context

During Construction

8.5. The assessment focuses on the impacts of the completed development, as this represents the "worst-case" scenario. Therefore, the temporary impacts during construction are not assessed in detail.

During Operation

8.6. The development will have a mixed impact on daylight and sunlight amenity:

- Plot 10B First Street: The development will have a minor adverse impact on daylight amenity, with some rooms experiencing a noticeable reduction in daylight. However, the impact on sunlight amenity is not significant.
- Plot 11 First Street:
  - Daylight amenity: the basis that the majority of the building's windows, and the very high majority of the building's rooms would achieve the BRE targets for the VSC and NSL, overall, the impact on daylight amenity of this neighbouring building is no more than Minor Adverse and therefore Not Significant.
  - On the basis that circa half of rooms appraised experience major magnitudes of change and therefore Major adverse impacts on annual sunlight, overall the impact of the Proposed Development on sunlight amenity of Plot 11 First Street is Moderate Adverse and therefore Significant.

8.7. Mitigation on daylight / sunlight impacts is embedded into the design and the assessment does not propose any further specific mitigation measures for daylight/sunlight/overshadowing impacts.

8.8. The assessment considered the combined impact of the proposed development with other large-scale developments in the area. The results show:

- Plot 10B First Street: The cumulative impact on daylight and sunlight amenity is major adverse, primarily due to the impact of a nearby planned development (Plot 10A).
- Plot 11 First Street: The cumulative impact on daylight amenity is minor adverse. However, the cumulative impact on sunlight amenity is moderate adverse and significant, due to the combined overshadowing effects of the proposed development and another planned development (Plot 11 Block C).

9. Wind Microclimate

What is Wind Microclimate?

9.1. Wind microclimate refers to the localised wind conditions within a small area, which can be different from the prevailing wind patterns of the larger surrounding area. Buildings and other structures can significantly alter wind flow, creating areas of increased wind speed (e.g., wind tunnels) or reduced wind speed (e.g., sheltered areas).

What has been assessed?

9.2. This assessment evaluates the potential impact of the proposed student accommodation development on Plot 9b, First Street, Manchester, on the wind microclimate of the site and surrounding areas. It considers:

- Wind speed: The assessment predicts the speed and frequency of wind gusts exceeding safety and comfort thresholds for various activities like walking, standing, and sitting.
- Cumulative effects: The assessment considers the combined impact of the proposed development with other existing and planned developments in the area.
- Seasonal variations: The assessment takes into account how wind conditions and pedestrian activities change throughout the year.

9.3. The assessment uses a combination of wind tunnel testing and Computational Fluid Dynamics (CFD) modelling to predict wind patterns. It also employs the Lawson Criteria, an industry standard for assessing pedestrian wind comfort and safety.

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

During Construction

9.4. Construction activities may temporarily increase wind speeds in open areas of the site, potentially causing inconvenience to site workers and passers-by. However, appropriate health and safety measures will be implemented to protect workers. The overall impact during construction is expected to be negligible.

During Operation

9.5. The development will have a mixed impact on the wind microclimate:

- Safety: The development will generally meet safety criteria for wind speed in most readily accessible areas. However, some areas along Hulme Street, Newcastle Street, and Medlock Street may experience exceedances, requiring mitigation.
- Comfort: While most thoroughfares within the site will remain comfortable, the primary entrance and some secondary entrances may experience uncomfortable wind conditions, particularly during winter. Mitigation measures, such as canopies, wind baffles, and hedges, will be implemented to address these issues.
- Surrounding areas: The development will have a negligible impact on most surrounding areas. However, some minor to moderate adverse effects may occur along Medlock Street and Hulme Street, as well as at the entrances to nearby developments.

9.6. The wind mitigation measures introduced at the ground level are as follows:

- Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid
- Canopy, 2 metres wide, placed 4 metres above ground, 75% solid
- Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid
- Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide
- Hedges, 2 metres wide, up to 1.2 metres tall
- 4 × 4-metre-tall evergreen trees
- Fins, 0.5 metres wide, 1.8 metres tal
- Hedges, 0.5 metres wide, up to 1.2 metres tall

- Recessed main entrance

9.7. After implementing mitigation measures, the residual effects of the development on the wind microclimate are expected to be mostly minor and manageable. The safety criteria will be met and comfort levels will be improved in areas where exceedances were initially predicted.

9.8. The assessment considered the combined impact of the proposed development with other large-scale developments in the area. The results indicate that the overall cumulative effect on the wind microclimate will be similar to the individual impact of the proposed development, with some localised areas experiencing slightly higher wind speeds. Specifically, there are two instances where thresholds are exceeded:

- Safety exceedances occur on the central reservation along Medlock Street (locations 26, 97). The central reservation is present on Medlock Street to separate opposing flows of traffic moving north and south along the road. It is not a pedestrian or cycling thoroughfare, nor a pedestrian island for people seeking to cross Medlock Street. A signalised crossing point is located at the southern end of Medlock Street and a further signalised crossing point is to be installed by MCC under a s278 agreement related to the nearing completion Plot 9a development to the north. Pedestrians or cyclists should not therefore use this area to either walk along or cross Medlock Street, rather they should use the signalised junctions and designated pavements and marked cycleways (which are one and the same) on the two sides of the road or the innermost traffic lanes of Medlock Street, all of which meet the safety criteria. Furthermore, these exceedances on the central reservation on Medlock Street, which only exist in the cumulative scenario, are only anticipated to occur between 3 and 6 hours per annum. As such this represents a negligible effect and is therefore not significant.
- Waiting area nearby to Plot 11 (location 100) represents a moderate adverse effect and is therefore significant. This location would meet the threshold wind speed approximately 90% of the time (vs a target of 95%) in worst-seasonal conditions. In spring and autumn, this location would meet the threshold for 94% and 93% respectively.

10. Climate Change

What is Climate Change?

10.1. Climate Change is a global environmental issue caused by greenhouse gases emitted because of human activities. Greenhouse gases include carbon dioxide. Methane, ozone, nitrous oxide, CFCs and water vapour. As greenhouse gases vary in terms of their impact on climate change, we use a measure known as carbon dioxide equivalent to standardise the climate impact of different greenhouse gases.

10.2. The UK Government has committed the UK to an 80% reduction in carbon dioxide equivalent emissions relative to the levels in 1990, to be achieved by 2050.

What has been assessed?

- Embodied carbon emissions from the construction process and materials used throughout the lifespan of the Proposed Development.
- Operational carbon emissions from energy consumption during the operation of the Proposed Development (heating, cooling, lighting and other electricity used within the buildings).
- Operational transport emissions from transport of people who live and work in the Proposed Development once it is operational.

What is the effect of the Proposed Development on Climate Change?

10.3. Best practice guidance recommends that the Proposed Development is assessed against whether its greenhouse gas emissions align with the UK's path towards net zero carbon by 2050. The Royal Institute of British Architects (RIBA) have developed the RIBA 2030 Climate Challenge which sets out voluntary performance targets which set out a challenging path to achieve the reductions needed so that the UK building stock can achieve net zero carbon by 2050.

10.4. Initial modelling of embodied carbon emissions has been undertaken which shows a likely Minor Adverse effect on climate change, which is not significant. This means that the Proposed Development is in line with measures necessary to achieve the UK's trajectory towards net zero.

10.5. Initial calculations of operational energy emissions also show a Moderate Adverse effect on climate change. This means that the operational energy target is in line with the target set by RIBA for 2025, the impacts have been partially mitigated and may partially meet the policy requirements but may not fully contribute to decarbonisation and the path to net zero.

10.6. Operational transport emissions are anticipated to have a negligible effect on climate change.

10.7. Mitigation measures have been identified which may reduce the likely effects, however it is not possible at this stage to accurately determine the significance of these.

What is the effect of Climate Change on the Proposed Development?

10.8. A number of possible effects of climate change have been identified which may have an effect on the Proposed Development. These include possible effects on building occupants, users of the public realm and the public realm and buildings themselves.

10.9. Measures have been and will be incorporated into the design of the Proposed Development to minimise these effects through the embodied carbon assessment of the design, the energy strategy, and the travel plan. The residual effects are either Minor Adverse or Moderate Adverse.

10.10. It is also recommended that a TM54: Operational Energy Performance assessment is conducted, in order to accurately assess the operational energy of the development, and to align with current best practice operational energy guidance and targets. This may lead to further opportunities to reduce the operational energy use; however, it is not known whether this will improve the EUI significantly to enable a change in the effect

identified.

10.11. Further mitigation to be included is as follows:

- Additional dynamic thermal modelling will be undertaken at the detailed design stage to assess the design for a projected climate change environment using predicted future weather files in line with TM59 requirements. Ventilation & heating plant selection will be based on projected future temperatures.
- Facility for cooling capacity increase to be included in infrastructure.
- Use of anti-door slam products to reduce impact of high winds.
- Planting designed to thrive across extremes of temperature and precipitation events (native or climate resilient).

11. Human Health

What is Human Health?

11.1. Human health and well-being are affected by a complex interaction of multiple factors, such as access to health and social care, healthy food, freedom from pollution to air/land/water, access to open and green space, reducing crime and fear of crime, and availability of housing, employment, and other services. Health is not just absence of disease but rather a combination of a person's physical, mental, and social well-being. This interaction of different factors can be organised into four themes for healthy urban living – Healthy Housing; Active Travel; Healthy Environment; and Vibrant Neighbourhoods.

What has been assessed?

11.2. A checklist of topics that are relevant to development proposals and health and wellbeing issues was used to help identify the topics that may be significant. The topics that were scoped into the EIA through the scoping process were considered for those aspects of the studies that are relevant to human health. Summary relevant findings were taken from the impact assessment of each factor scoped as significant for this proposed development and that contributes to human health and well-being – housing, townscape and visual impact, air quality, noise, sunlight and daylight amenity, wind microclimate, socioeconomic, and climate change. Effects have been assessed using professional judgment according to the themes for healthy urban living – social environment and health-related behaviour; economic environment; bio-physical environment; and institutional and built environment.

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

11.3. The Site is located within the city centre, in the Deansgate Ward, and where residents generally have very good health. Deansgate is one of the least deprived Wards in the City according to the Index of Multiple deprivation (IMD). The majority of the population living in the area are aged between 16 and 39, and this group tend to be more healthy than other groups. The provision of additional 861 student bedspaces will have major beneficial effects on demand for student accommodation and access to good quality housing is known to have positive effects for human health and wellbeing.

11.4. There will also be some minor beneficial effects for employment and the local economy during the construction phase. There is likely to be less risk of crime since there will be new occupied buildings and thus less risk to wellbeing through fear of crime. No significant adverse effects were found with regard to provision and availability of healthcare and educational facilities, open space and amenity space. Being a city centre location, there is wide range of leisure, cultural, amenity and recreational facilities within easy accessibility.

11.5. For potential townscape and visual effects, mitigation measures have been embedded into the location and design of the proposed development such that impacts on townscape character and heritage were found to be negligible or minor beneficial. Effects on most views were neutral and otherwise ranged from beneficial to moderate adverse, which is not significant in such a city centre location. Overall, the location of the Site in an area with excellent accessibility to public transport, and with varied access to pedestrian and cycle networks for employment, services, and facilities in the city centre, will encourage active travel with likely major positive effects in the local area.

11.6. Potential effects from dust and traffic emissions, and noise and vibration on local residents and workers during construction will be mitigated through the CEMP. Air quality, noise and vibration effects have been shown to be Negligible during operation for the new residents, visitors, and existing nearby residents.

11.7. Changes to daylight or sunlight, and the wind microclimate can adversely affect health and well-being with regard to a healthy environment. Effects were found to be not significant with regard to daylight and sunlight.

11.8. A number of possible effects of climate change have been identified which may have an effect on the Proposed Development. These include possible Minor Adverse or Moderate Adverse effects on building occupants, users of the public realm and the public realm and buildings themselves. Measures have been and will be incorporated

into the design of the Proposed Development to minimise these effects.

12. Socio-Economic

What is Socio-Economics?

12.1. Socio-Economics refers to the way social and economic factors influence one another across residents, communities and labour markets.

What has been assessed?

12.2. This ES Chapter assesses the potentially significant effects of the Proposed Development. In terms of socio-economic impacts on the economy of Manchester, it covers a range of socio-economic impacts, both beneficial and adverse, regarding temporary and long-term employment opportunities, increased economic output, additional resident spending, the creation of new training and apprenticeship opportunities, and effects on local services and facilities.

What is the effect of the Proposed Development for Socio Economic

12.3. Through the delivery of the Proposed Development, it will create 763 person-years of construction employment (the equivalent of 254 full-time permanent jobs over each year of the construction phase). The overall economic impact of the Construction Phase is estimated to be approximately £26.08 million across the wider impact area.

12.4. Other impacts during the Construction Phase will include the provision of new training and apprenticeship opportunities. It is envisaged that the Construction Phase could provide the opportunity for around between 6-10 new trainee placements, over the construction period.

12.5. There are no expected adverse impacts as a result of the proposed construction works, including in relation to increased demand for local services and facilities and the disruption to local residents and businesses. It is unlikely that the Construction Phase will result in many new people moving into the area, thereby limiting the additional demand placed on services such as GP surgeries and Dentists.

12.6. It is estimated that the Operational Phase of the Proposed Development could support 10 net additional FTE jobs on-site once complete (including jobs associated with supply chain expenditure). In total, once fully occupied, it is estimated that the economic impact of the Proposed Development will be around £0.74m per annum.

12.7. The creation of new student residences will lead to increased resident expenditure in Manchester. Based on a review of student expenditure statistics, it is expected that the Proposed Development will support 861 new residents. This population yield will contribute £1.57 million in additional household expenditure, which could potentially support 18 off-site jobs.

12.8. In addition, the new student residents in the operational phase of the Proposed Development will have a negligible effect on primary healthcare, it is assumed that baseline and cumulative schemes will mitigate their impact through planning obligations in relation to GP provision, whilst the Government are implementing policy measures to address dentistry.

12.9. The provision of PBSA has been identified by MCC as a strategic priority. There is currently a significant undersupply PBSA beds, resulting in the mainstream private rental market picking up those students who cannot stay in university accommodation. The Proposed Development (alongside the baseline) will add 1,950 new student bedspaces within the City Centre.

12.10. More generally, the Proposed Development will strengthen the ongoing regeneration of Manchester City Centre, in particular the First Street area and more widely along the Oxford Road Corridor, whilst simultaneously improving perceptions of Manchester as a place to invest, live and work. The redevelopment of the Application Site, in combination with other large sites in the Borough, has the potential to be significant by reinforcing the role of Manchester as a location of choice for students and employment development. This will help to stimulate key suppliers of goods and services within the local supply chain, encourage developer investment, attract new

business, and enable existing businesses to expand. In addition to this, the Proposed Development will complement wider mixed-use development proposals advancing across the remainder of the First Street SDF area.

13. Residual Impacts

13.1. The likely significant effects on the environment, assuming the implementation of the mitigation measures proposed, have been estimated within each Chapter. These are summarised below.

Townscape and Visual Impact

Table 3: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the construction phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Negligible	City Centre townscape character areas TCA7	none	N/A	Negligible Temporary
Minor-Negligible adverse	Central Arc (TCA8)	none	N/A	Minor-Negligible adverse - Temporary
Minor-Negligible adverse	Oxford Road Corridor	none	N/A	Minor-Negligible adverse - Temporary
Minor adverse	First St Masterplan Area	none	N/A	Minor adverse -Temporary
Negligible	Urban Grain	none	N/A	Negligible -Temporary
Negligible	Land Use	none	N/A	Negligible -Temporary
Minor adverse	Building Heights	none	N/A	Minor adverse -Temporary
Negligible	Connections and Open Space	none	N/A	Negligible -Temporary
Minor adverse	Heritage Townscapes Conservation Areas Listed Buildings	none	N/A	Minor adverse -Temporary
Minor/Moderate - Moderate/Major neutral	View 1 Highway and Pedestrian receptors	none	N/A	Minor/Moderate - Moderate/Major neutral Temporary
Minor-Moderate neutral	View 2 Highway, Pedestrian, Residential	none	N/A	Minor-Moderate neutral Temporary
Minor-Moderate neutral	View 3 Highway, Pedestrian, Residential	none	N/A	Minor-Moderate neutral Temporary
Minor/Moderate- Moderate/Major neutral	View 4 Highway, Pedestrian, Residential	none	N/A	Minor/Moderate- Moderate/Major neutral Temporary
Minor/Moderate- Moderate/Major neutral	View 5 Highway, Pedestrian, Residential	none	N/A	Minor/Moderate- Moderate/Major neutral Temporary
Minor-Moderate neutral	View 6 Highway, Pedestrian, Residential	none	N/A	Minor-Moderate neutral Temporary
Moderate/Major neutral	View 7 Pedestrian, Recreation	none	N/A	Moderate/Major neutral Temporary

Table 4: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Minor beneficial	City Centre townscape character areas TCA7	none	N/A	Minor beneficial
Minor beneficial	Central Arc (TCA8)	none	N/A	Minor beneficial
Minor beneficial	Oxford Road Corridor	none	N/A	Minor beneficial
Minor-Moderate beneficial	First St Masterplan Area	none	N/A	Minor-Moderate beneficial
Minor beneficial	Urban Grain	none	N/A	Minor beneficial
Minor beneficial	Land Use	none	N/A	Minor beneficial
Minor-Moderate adverse with beneficial elements	Building Heights	none	N/A	Minor-Moderate adverse with beneficial elements
Minor beneficial	Connections and Open Space	none	N/A	Minor beneficial
Minor-Moderate neutral	Heritage Townscapes Conservation Areas Listed Buildings	none	N/A	Minor-Moderate neutral
Minor/Moderate - Moderate/Major beneficial	View 1 Highway and Pedestrian receptors	none	N/A	Minor/Moderate - Moderate/Major beneficial
Minor-Moderate neutral	View 2 Highway, Pedestrian, Residential	none	N/A	Minor-Moderate neutral
Minor-Moderate neutral	View 3 Highway, Pedestrian, Residential	none	N/A	Minor-Moderate neutral
Minor/Moderate-Moderate/Major beneficial	View 4 Highway, Pedestrian, Residential	none	N/A	Minor/Moderate-Moderate/Major neutral beneficial
Minor/Moderate-Moderate/Major beneficial	View 5 Highway, Pedestrian, Residential	none	N/A	Minor/Moderate-Moderate/Major beneficial
Minor-Moderate neutral	View 6 Highway, Pedestrian, Residential	none	N/A	Minor-Moderate neutral
Moderate/Major neutral	View 7 Pedestrian, Recreation	none	N/A	Moderate/Major neutral
Minor/Moderate-Moderate/Major beneficial	View 8 Highway, Pedestrian, Residential	none	N/A	Minor/Moderate-Moderate/Major beneficial
Minor/Moderate-Moderate/Major neutral	View 9 Highway, Pedestrian, Residential	none	N/A	Minor/Moderate-Moderate/Major neutral

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Minor/Moderate-Minor neutral	View 10, Public Highway, Office	none	N/A	Minor/Moderate-Minor neutral
Minor/Moderate/Major neutral	View 11 Public Highway	none	N/A	Minor/Moderate/Major neutral
Minor-Moderate adverse	View 12 Residential, Highway, Pedestrians	none	N/A	Minor-Moderate adverse
Minor-Moderate neutral/beneficial	View 13 Residential, Highway, Pedestrians	none	N/A	Minor-Moderate neutral/beneficial
Minor/Moderate -Minor neutral	View 14 Residential, Highway, Pedestrians	none	N/A	Minor/Moderate-Minor neutral
Minor/Moderate -Minor neutral	View 15 Highway, Commercial	none	N/A	Minor/Moderate-Minor neutral
Minor neutral	View 16 Highway	none	N/A	Minor neutral

Air Quality

Table 5: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the construction phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
High	Construction Phase - Dust Soiling	The mitigation measures identified in Section 8.84 of the ES and detailed in Technical Appendix 7.1 (Appendix C) would ensure that the residual effects of nuisance dust soiling and PM_{10} health effects from all activities within the construction stage would have a negligible effect.	Measures implemented during construction phase via best practice measures.	Negligible (**Not significant**) Temporary and Short-Term
High	Construction Phase - Human Health			Negligible (Not significant) Temporary and Short-Term

Noise and Vibration

Table 6: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the construction phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	**Means of Implementation of Mitigation**	Residual Effect

Negligible to moderate adverse construction noise	Local residents	Para. 8.96 & 8.97: Solid screening around Site. Communication with City Council and local residents. Application of 'Best Practicable Means' with regard to noise control.	Embedded into design. Standard noise conditions.	Negligible to minor adverse construction noise effects

Table 7: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	**Means of Implementation of Mitigation**	Residual Effect
Negligible building services plant noise effects	Residential properties	Para. 8.92: Adherence to environmental noise limits for plant	Standard noise condition.	Negligible building services plant noise effects
Increase in road traffic noise on local roads	Residential properties	N/A	N/A	Negligible

Daylight / Sunlight / Overshadowing

Table 8: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Daylight				
Minor Adverse Impact on daylight amenity	Plot 10B First Street	N/A	N/A	Not Significant and Permanent
Minor Adverse Impact on daylight Amenity	Plot 11 First Street	N/A	N/A	Not Significant and Permanent
Sunlight				
Minor Adverse Impact on sunlight Amenity	Plot 10B First Street	N/A	N/A	Not Significant and Permanent
Negligible Impact on sunlight amenity	Plot 11 First Street	N/A	N/A	Not Significant and Permanent

Wind Microclimate

Table 9: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the construction phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and

				Duration (Temporary/Permanent)
Negligible effects	All	N/A	N/A	Negligible effects

Table 10: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Exceedance of safety criteria	Within Hulme Street and Newcastle Street	Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Fins, 0.5 metres wide, 1.8 metres tall Hedges, 2 metres wide, up to 1.2 metres tall Hedges, 0.5 metres wide, up to 1.2 metres tall 4 × 4-metre-tall evergreen trees	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Negligible, permanent
Exceedance of safety criteria	Along Medlock Street adjacent to Site	Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid Canopy, 2 metres wide, placed 4 metres above ground, 75% solid Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Negligible, permanent
Exceedance of safety criteria	South of Plot 9A	Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind	Negligible, permanent

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
		Canopy, 2 metres wide, placed 4 metres above ground, 75% solid Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide	mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	
Exceedance of safety criteria	Medlock Street central reservation	Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid Canopy, 2 metres wide, placed 4 metres above ground, 75% solid Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Negligible, permanent
Exceedance of comfort criteria	Main entrance to Proposed Development	Recessed main entrance	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Negligible, permanent

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Exceedance of comfort criteria	Secondary entrances to the southwest and northwest of the Proposed Development	Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid Canopy, 2 metres wide, placed 4 metres above ground, 75% solid Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Minor adverse, permanent
Exceedance of comfort criteria	Thoroughfares along Medlock Street	Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid Canopy, 2 metres wide, placed 4 metres above ground, 75% solid Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Minor adverse, permanent
Exceedance of comfort criteria	Thoroughfares / cycleways within Newcastle Street & Hulme Street	Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Fins, 0.5 metres wide, 1.8 metres tall	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to	Minor adverse, permanent

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
		Hedges, 2 metres wide, up to 1.2 metres tall Hedges, 0.5 metres wide, up to 1.2 metres tall 4 × 4-metre-tall evergreen trees	development commencing and implemented prior to occupation of the Proposed Development.	
Exceedance of comfort criteria	Secondary entrances to Plot 9A	Canopy, 2.5 metres wide, placed 4 metres above ground, 75% solid Canopy, 2 metres wide, placed 4 metres above ground, 75% solid Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Hedges, 0.5 metres tall, 1 metre wide, placed on a planter, 0.5 metres tall, 1 metre wide	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Minor adverse, permanent
Exceedance of comfort criteria	Waiting area nearby to Plot 11	Wind baffles, 1.8 metres wide, 3 metres tall, 50% solid Fins, 0.5 metres wide, 1.8 metres tall Hedges, 0.5 metres wide, up to 1.2 metres tall	Secured via mitigations built into the approved plans and via Planning Condition requiring that final wind mitigation measures to be submitted and approved prior to development commencing and implemented prior to occupation of the Proposed Development.	Moderate adverse, permanent

Climate Change

Table 11: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of	Post Mitigation Residual Effect – Significance and

			Mitigation	Duration (Temporary/Permanent)
Operational energy related CO2eq emissions	Global Climate	Implementation of Energy Strategy to achieve the target. Completion of a TM54 Operational Energy Performance Assessment.	Building Design As Built energy modelling	Moderate Adverse Significant Permanent

Human Health

Table 12: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the construction phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e., Temporary/Permanent)
Socioeconomics: Employment	Workers & local economy	N/A	N/A	Minor Beneficial Not Significant
TVIA	Local residents	Screening	CEMP	Slight – Moderate
Air Quality	Dust Soiling & Workers' Health	Dust and emissions control	CEMP	Negligible
Noise	Local Residents	Solid screening, noise control	CEMP	Negligible
Wind	Passers by & workers	See wind mitigation measures, above.	See wind mitigation measures, above.	Negligible

Table 13: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e., Temporary/Permanent)
Socioeconomics: Employment	Workers & local economy	N/A	N/A	Minor Beneficial Not Significant
Socioeconomics: Healthcare	Residents	N/A	N/A	Negligible
Open Space & Amenity	Residents & visitors	N/A	N/A	Negligible
Housing – student accommodation	Residents	N/A	N/A	Major Beneficial
Townscape Character	Residents & visitors	N/A	N/A	Slight Beneficial Not Significant
Townscape Heritage	Residents & Visitors	N/A	N/A	Neutral
Views (15 viewpoints)	Residents & visitors	N/A	N/A	Neutral for 10 views Slight/Moderate-Moderate/Major beneficial for 4 views, and Minor-Moderate Adverse – Not Significant

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (i.e., Temporary/Permanent)
Noise – building services plant & road traffic	Residents & visitors	N/A	N/A	Negligible
Climate Change				
Daylight & Sunlight Amenity	Residents Plot 10B	N/A	N/A	Not Significant
Daylight & Sunlight Amenity	Residents Plot 11	N/A	N/A	Not Significant
Wind – safety & comfort	Residents, visitors	Canopes, fins, baffles, hedges, recessed main entrance	Submitted as part of Proposed Development	Negligible – Minor Adverse Not Significant (1 location at waiting area near Plot 11 Moderate Adverse)

Socio-Economic

Table 14: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the construction phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Temporary construction employment	Individuals seeking employment	N/A	N/A	Minor Beneficial (Not Significant), D, T, ST
Short-term increase in economic output	The local economy	N/A	N/A	Minor Beneficial (Not Significant), D, T, ST
Training and apprenticeship opportunities	Individuals seeking employment	N/A	N/A	Minor Beneficial (Not Significant), D, T, ST
Effect on local services and facilities	Primary healthcare facilities	N/A	N/A	Negligible (Not Significant), D, T, ST

Table 14: Summary of Receptors, Likely Significant Effects, Mitigation Measures, and Residual Effects during the operational phase

Likely Significant Effect	Receptor(s)	Mitigation Measure	Means of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Employment generation during the operational phase (direct, indirect, and induced effects)	Individuals seeking employment The local economy	N/A	N/A	Minor Beneficial (Not Significant) at the district level over the long term.
Additional Local Spend	Individuals seeking employment The local economy	N/A	N/A	Minor Beneficial (Not Significant) at the district level over the long term.
Demand for Primary Healthcare	Primary healthcare facilities	N/A	N/A	Negligible (Not Significant) at the district level over the long term.

Demand for Student Accommodation	Local Student Population	N/A	N/A	Major Beneficial (Significant) at the district level over the long term.

14. Type 1 Cumulative Effects

14.1. This section gives consideration to 'Type 1' cumulative effects. Type 1 cumulative effects are also known as 'inter-project' effects, which are the combined effects arising from the Proposed Development upon a set of defined sensitive receptors.

Identification of Likely Significant Type 1 Cumulative Effects

Construction Phase

14.2. Table 15 outlines the potential for interactions of individual effects during the construction phase of development.

Table 15: Type 1 Cumulative Effects (Construction)

Sensitive Receptor Group	Construction Phase Residual Effects	Likely Significant Cumulative Effects
Humans	Noise and Vibration: Construction noise for existing local residents and proposed future local residents. Construction traffic noise on local roads for existing local residents and proposed future local residents. Construction vibration to existing local residents. Air Quality: Construction Phase - Dust Soiling and other air quality effects associated with the construction phase. Socio-economic: positive change in employment during the construction stage to increase expendable income.	Minor adverse (Not significant) Temporary and Short-Term
Neighbouring Residential Properties	Noise and Vibration: Potential damage to neighbouring buildings as a result of vibration. Potential noise intrusion during construction works.	Negligible
The Economy	Socio-Economic: Job creation and supply chain leading to increase in tax revenues and GVA	Minor beneficial
Views, Visual Setting Townscape	TVIA: Temporary adverse effects on visual setting during the construction period from identified viewpoints.	Minor-moderate adverse on selected views
The Climate	Climate Change: Embodied CO2eq emissions affecting contributions to the carbon budgets	Minor adverse

14.3. Table 15 shows that there are limited be in-combination construction phase Type 1 cumulative effects to arise. This is due to the extensive technical assessments throughout the design process and the identified mitigation in-built into the design. Where impacts are identified, these are negligible – minor adverse.

Operational Phase

14.4. Table 16 presents the results of the review of the potential for interactions of individual effects during the operational phase of development.

Sensitive Receptor Group	Operational Phase Residual Effects	Likely Significant Cumulative Effects
Humans	Wind: Exceedance of safety criteria on central reservation of Medlock Street in area which is neither a thoroughfare or crossing point for pedestrians or cyclists; minor exceedance of comfort criteria at one location on Hulme Street. Townscape and Built Heritage: well-being through the enjoyment of townscape and heritage assets.	Minor - moderate effects some adverse some, some neutral, some beneficial.
The Economy	Socio-economic: addressing demand for PBSA in Manchester city centre, reducing pressure on residential accommodation in the city.	Moderate beneficial.
Views, Visual Setting, Heritage and Townscape	TVIA: Visual impact on identified viewpoints following the construction of the development. Built Heritage: Visual impact on heritage assets identified	Neutral for 9 views Slight/Moderate-Moderate/Major beneficial for 3 views, and Minor-Moderate Adverse – Not Significant.

14.5. Table 16 shows that there is unlikely to be in-combination operational phase Type 1 cumulative effects to arise. This is due to the extensive technical assessments throughout the design process and the identified mitigation in-built into the design.

15. Availability of Environmental Statement

1. 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

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

   Non-Technical Summary - £15
   Volume 1: ES Main Text & Figures - £150
   Volume 2: ES Appendices - £150

3. For copies of any of the above please contact the North Stand, Etihad Stadium Team at Deloitte:

   Block 9, Plot c, First Street Team – Planning and EIA
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   Manchester,
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