AtkinsRéalis

Volume 2, Chapter 20 – Cumulative Effects

Manchester City Council

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FORMER CENTRAL RETAIL PARK – THE PARK

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20. Cumulative Effects

20.1 Executive summary

This Cumulative Effects Assessment (cumulative effects assessment) considers the two types of effects the Proposed Development could result in:

- Intra-project effects which are defined as those arising within the Proposed Development and affecting specific receptors and/or biophysical resources. This requires consideration of the interaction between impacts identified by each of the specialist topics undertaking assessment of the Proposed Development on a specific receptor; and
- Inter-project effects which are those arising between the Proposed Development and other developments expected to come forward within similar timeframes.

No significant intra-project effects are anticipated on the two common receptors identified:

- Cotton Field Park; and
- New Islington Marina.

This is due to the negligible and minor effects felt by the topics on these receptors and in-combination they will not produce significant effects.

Due to the timescales of the construction of the Proposed Development, all developments identified within a review of the Manchester City Council (MCC) planning portal are anticipated to be complete by the time construction commences and therefore these form the baseline of the Proposed Development. Where this application has sight of the Phase 2 development as part of the Strategic Regeneration Framework (SRF) (2023), this is anticipated to be constructed after the Proposed Development. However, the Proposed Development is expected to be construction prior to the phase 2 development and therefore will be no overlap in construction phases and therefore no anticipated significant cumulative effects. Text is provided within each assessment chapter (Volume 2, Chapters 7-19) to provide clarity on the position of each discipline in relation to the scope of the inter-project cumulative effects assessment.

20.2 Introduction

The Scoping Report identified that the Proposed Development has the potential to give rise to the following potentially significant environmental effects:

- Intra-project in-combination effects - the combination of individual environmental topic effects from the Proposed Development on a particular receptor; and
- Inter-project cumulative effects - effects due to interactions between the Proposed Development and other reasonably foreseeable, nearby future developments of an appropriate scale outside the Site.

This chapter assesses the potential for both of these types of effects as a result of the Proposed Development during both construction and operation. It includes details of the methods of assessment used, the anticipated effects, recommended mitigation measures and monitoring requirements. All potential cumulative effects are assessed against the future anticipated baseline which comprises the constructed Phase 1 Development adjacent to the west of the Site, partial earthworks completed within the central corridor of the Site and minor areas of hardstanding remaining in the dog-leg of the Site combined with the existing environment within Cotton Field Park.

20.3 Competent expert evidence

This Cumulative Effects assessment has been undertaken and reviewed by:

- An Assistant Environmental Consultant who holds full professional post-graduate degree in Environmental Engineering and have over three years of knowledge and experience in undertaking environmental assessments.
- An Environmental Consultant who is a Practitioner member of IEMA and has approximately three years of experience in undertaking and coordinating environmental assessments.
- An Associate Director in environment with over 16 years of experience in environmental assessment, who is a chartered member of IEMA.

20.4 Relevant legislation and guidance

The requirement for a cumulative effects assessment is set out in Article 4(3) and Article 5(1) of the EIA Directive 2014/52/EU which is implemented into UK law through the Environmental Impact Assessment (EIA) Regulations.

Part 1 Paragraph 4 (2) of the EIA Regulations 'Environmental impact assessment process' requires an EIA to identify, describe and assess the interaction between the environmental factors assessed within the EIA.

Schedule 4 of the EIA Regulations identifies the information that is required to be submitted within an ES. Part 5 of Schedule 4 requires a description of likely significant effects of a development, including those effects which occur in combination with other approved projects. To date there is no single agreed methodological approach for the completion of cumulative effects assessment; however, transferable guidance commonly used is contained within the DMRB standard (LA 104)[1] and PINS Advice Note 17[2].

20.5 Assessment method

20.5.1 Intra-project cumulative effects

The assessment method for Intra-project cumulative effects requires the identification of receptors that would be affected by one or more element of the Proposed Development during construction and operation. This was achieved by filtering all the environmental assessments undertaken by common receptors.

[1] Standard for Highways. 2020. LA 104 Environmental assessment and monitoring. Available at: LA 104 - Environmental assessment and monitoring (standardsforhighways.co.uk). Accessed 26.03.2024.

[2] National Infrastructure Planning. 2019. Advice Note Seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects. Version 2. Available at: Advice Note Seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects | National Infrastructure Planning (planninginspectorate.gov.uk). Accessed 26.03.2024.

The assessment considered the residual effects, after mitigation has been considered. These residual effects are set out within section 8 of each individual environmental topic of the ES (Chapters 7 to 19). Where there is more than one effect on a particular receptor, there is a requirement to determine whether there is the potential for an interaction between the impacts that would result in greater overall effect to the receptor than reported individually within the respective assessment chapters. If there is potential for interaction, it has been determined through professional judgement and with input provided by the competent experts responsible for the environmental topic chapters.

Effects that are considered moderate and above are considered significant. However, intra-project cumulative effects have considered all residual effects over and including minor or slight. This approach has been undertaken because it is considered that multiple minor effects could result in a significant intra-project cumulative effect.

Where only neutral or negligible residual adverse effects are identified from technical assessments it is considered that there is no potential for significant intra-project cumulative effect. Residual effects of negligible significance are considered to be imperceptible. Where a receptor has been identified as only experiencing one effect or where only one topic has identified effects on that receptor, there is no potential for intra-project cumulative effects to occur.

The intra-project cumulative effect is equivalent to the 'worst case' effect already identified for a single environmental topic. Where a combination of significant effects may increase or decrease the single project effect on a single receptor, the resulting cumulative effect has been assigned based upon the professional judgement of the relevant topic specialists and in accordance with the significance criteria.

No common receptors were identified during the operational phase of the Proposed Development across all environmental assessments and therefore this is not considered further within this assessment.

20.5.2 Inter-projects cumulative effects

Inter-project cumulative effects are those that occur as a result of the combined action of multiple sources cumulatively affecting one single receptor. These sources refer to the Proposed Development and other developments that are expected to come forward with similar time frames.

The PINs Advice Note 17 presents a four-stage approach for assessment of cumulative effects with 'other existing development and / or approved development'. that can be used for the assessment of inter-project cumulative effects. The four stages are:

- Stage 1: Establishing the long-list;
- Stage 2: Establishing the short-list;
- Stage 3: Information gathering; and
- Stage 4: Assessment.

The following process has been undertaken to identify the 'other existing development and/or approved development to be included in the assessment:

- Establish the study area;
- Establish a list of projects which have the potential to result in cumulative impacts; and
- Obtain further information on the list of identified projects to support further assessment.

Study area

A study area of 250 m from the Site boundary of the Proposed Development was proposed within the Scoping Report and agreed upon with MCC. This distance was considered suitable due to the built up and urban setting of the surrounding environment in combination with the scale and nature of the Proposed Development.

Development of a list of projects

A long-list of potential other developments was produced by reviewing the Manchester City Council Planning Application website. To enable a reasonable and proportionate cumulative effects assessment, the following criteria were used to sift the potential 'other developments' to develop a proportionate long-list.

- Minor developments i.e., less than 10 dwellings or less than 1000 metres squared for industrial commercial premises are not included in the assessment unless they are within the Proposed Development boundary or directly adjacent to the Proposed Development boundary, as they are considered too small to have any significant interaction with the Proposed Development;
- All planning applications within the study area, including major planning applications, planning applications of more than 10 dwellings, and planning applications for commercial/industrial units over 1000 square metres;
- Strategic schemes allocated within the adopted Local Plans were included, using the same ZOI;
- None of the allocations within the Manchester Local Plan have been included due to the early stage of the plan and that they currently carry very limited material planning weight;
- Projects under construction;
- Permitted applications not yet implemented;
- Submitted applications not yet determined; and
- Rejected planning applications that are not subject to appeal are not considered as their implementation is not considered to be reasonably foreseeable.

An exercise was undertaken in May 2024 to identify the timeframes of each project within the long-list and determine their status's come the time of the construction of the Proposed Development. This exercise included a site visit to assess those projects that were already under construction and conclude on their prospective timeframes. Based on this exercise, it was concluded that none of the projects qualified as Reasonably Foreseeable Future Projects (RFFPs) as they would already be constructed prior to the Proposed Development and therefore form part of the baseline of the environmental assessments. Table 20-1 below provides a list of the projects along with a justification as to why they do not qualify as RFFPs and therefore are scoped out of this cumulative effects assessment. Their respective locations are shown in Figure 20-1.

It is acknowledged in Advice Note 17 that as the availability of and/or certainty of information decreases, the assessment will move from a quantitative to a mor qualitative assessment. In the context of this assessment, this applies to the assessment of the Phase 2 development.

Table 20-1 Scope of Inter-project cumulative effects assessment

Application Number	Application Description	Approximate distance from the Site	Scoped in/out of cumulative effects assessment
124646/FO/2019 Related Applications: CDN/19/0927, CHR/0005	Creation of a contractor's compound and associated parking together with the installation of a 2.4 m site hoarding for a temporary period until 31 April 2022 CHR0005 Temporary extension to construction activity working hours	Within	SCOPED OUT: Due to the temporary nature of the project, with it aiming to finish by 31st April 2022, this can be scoped out of this cumulative effects assessment. During the Site visit, it was confirmed that the compound was not present in this location and therefore this does not form the baseline, nor does it qualify as an RFFP.
Phase 2 development	Creation of a commercial development with opportunities for ancillary ground floor to provide active frontages. Building heights will be between 6 and 16 storeys and vehicular access will be obtained from Old Mill Street.	Adjacent	SCOPED IN: This planning application has sight of this development as it forms part of the wider regeneration of the FCRP site, within which sits the Proposed Development also. It is understood that this development will likely be constructed after the Proposed Development and therefore forms part of this cumulative effects assessment. However due to the uncertainty around details of this project, a high-level assessment has been undertaken and included within each assessment chapter of this ES.
126669/FO/2020 Related Applications: 128850/JO/2020	Erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping, and associated works	30 m	SCOPED OUT: During the Site visit, it was confirmed that all works are complete, including both buildings built and carpark. Therefore this project forms part of the baseline instead.
135662/FO/2022	Erection of a 20-storey building to create a 154-bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym and other associated works including highway improvements, cycle parking and creation of accessible parking bay following removal of on-site structures.	31 m	SCOPED OUT: During the site visit no construction works were present but the site was fenced off and a car was parked there demonstrating some activity and presence. Due to the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.
Lomax Apartments (Ducie St)3	28 x 2 bed, 13 1-bed apartments, rooftop garden	90 m	SCOPED OUT: During the site visit, it was concluded that construction would be complete in Q3 of 2024 and therefore this forms part of the baseline instead.
122598/FO/2019 Related Applications: CDN/20/0224, CDN/20/0273, CDN/21/0190, CDN/21/0487, CDN/22/0532	Proposed erection of a residential development comprising 34 no. 3 storey dwellinghouses, 2 no. 6 storey apartment blocks comprising 60 no. apartments with commercial space at the ground floor (Use Classes A1, A2, A3, A4, B1 and D1) with outdoor seating, all with associated car parking, landscaping, public realm works and boundary treatments	93 m	SCOPED OUT: During the site visit it was identified that the 34 no. 3-storey Townhouses were already built. Due to the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.
128191/FO/2020 Related Applications: 133841/JO/2022	Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi-use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works	140 m	SCOPED OUT: Due to the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.

[3] https://www.urbanoproperty.com/lomaxmanchester/

Application Number	Application Description	Approximate distance from the Site	Scoped in/out of cumulative effects assessment
126608/FO/2020 Related Applications: CDN/20/0851, CDN/21/0064, CDN/21/0072, CDN/21/0083, 29395/JO/2021	Erection of part 4, part 11 storey residential (Class C3) development (with roof top plant room) comprising 66 (Class C3) residential units (3 x 2 bed town houses, 46 x two bed apartments and 17 x one bed apartments) together with associated car parking (10 spaces including 5 EVC spaces), cycle parking (66 spaces) communal roof terrace (level 6), landscaping and ancillary infrastructure including rooftop PV panels, alterations to access onto Store Street	170 m	SCOPED OUT: During the site visit it was identified that construction was in the early stages with vegetation clearance complete and site cabins and toilet set up. Due to the progress of this construction and the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.
132489/FO/2021 Related Applications: CDN/22/0865, 135938/NMC/2023, CDN/23/0056, CDN/23/0481, CDN/23/0566, 138008/NMC/2023	Erection of a part-33, part-11, part 9 part-7 storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 481 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (481 spaces) landscaping, and other associated works	213 m	SCOPED OUT: During the site visit it was identified that construction was underway with both buildings started and half finished. Construction is therefore anticipated to be complete prior to that of the Proposed Development.
132574/FO/2021 Related Applications: CDN/23/0784	Erection of 4 no. part-4, part 5 storey, three-bedroom townhouses (Use Class C3) with associated car / cycle parking, recessed balconies and rooftop terraces.	214 m	SCOPED OUT: Due to the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.
135675/FO/2022 Related Applications: CDN/23/0497, 137807/JO/2023, CDN/24/0282	Erection of two residential apartment buildings (Use Class C3) comprising Block 1 -part 9, part 10 (plus roof level amenity block) and Block 2- 12 storey building (comprising of 261 dwellings in total) above basement levels with ground floor commercial units (Use Class E (excluding E (b)), associated residents amenity space, cycle parking, landscaping, access, street loading and other associated works following demolition of the existing building and structures on site	238 m	SCOPED OUT: During the site visit it was identified that construction had recently started. The existing buildings had been demolished and there were construction vehicles onsite. Due to this, in combination with the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.
137346/FO/2023	Erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents' amenity space (Use Class C3a) (265 new dwellings), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works following demolition of existing structures	250 m	SCOPED OUT: Due to the distant nature of the Proposed Development, it is anticipated that this project will have been constructed by the time construction commences and therefore this forms part of the baseline instead.

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122598_FO_2019

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124646_FO_2019

135675_FO_2022

135662_FO_2022

Lomax Apartments

126669_FO_2020

128191_FO_2020

132574_FO_2021

126608_FO_2020

New Union St
Chippenham Rd
Play Space
Manchester Christian College
New Islington Free School
Oldham Road
Great Ancoats Street
Ancoats
Ducie St
Millbank St
Chapeltown St
Manchester Piccadilly
Sheffield St
Aytoun Street
Advent Way
Ancoats Grove
Pollard Street
Redhill St
Jersey St
Naval St
George Leigh St
Silk St
Poland St
Woodward St
Butler St
Ridgeway St
Bollington Rd
Piercy St
Carruthers St
Pollard St
Snell St
Every St
Tutbury St
Palmerston St
Old Mill St
Tariff St
Baird St
Heyrod St
Adair St
Great St
Longacre St
Sparkle St
Boad St
Hood St
Loom St
Blossom St
Murray St
Gun St
Henry St
Pickford St
Lever Street
Little Lever St
Port St
Faraday St
Spear St
Hilton St
Foundry La
Cornell St
Sherratt St
Bengal St
Chadderton St
Bendix St
Mason St
Cable St
Thompson St
Boulden St
Lockyard La
Hybridge Rd
St Vincent St
Stephenson St
Brad
Be
Roby St
Chatham St
Paton St
Lena St
China La
Lizard St
Back Piccadilly
Brewer St
Rutland St
Stowe St
Derby St
Dean St
Ashton Old Rd
Great Ancoats Street
A665
A62
A6
B6181

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- Site Boundary
- Phase 2
- 250m Buffer
- Considered Cumulative Developments
- Lomax Apartments

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Metres
0 50 100 150 200

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Client
Manchester City Council

Project
Former Central Retail Park: The Park

Title
Location of Considered Cumulative Developments

Sheet Size	Original Scale	Designed / Drawn	Checked	Authorised
A3	1:4,000	BT Date 31/07/24	RS Date 31/07/24	LR Date 31/07/24

Drawing Number: Figure 20-1
Rev: 02

Determining significance of effects

Where potential synergistic effects have been identified, the significance is determined by considering the following factors:

- Which receptors are affected?
- How will the projects affect the receptor?
- What is the likelihood of effects occurring?
- Consideration of the significance of effects will use the relevant method reported in the environmental topic chapters.
- Any cumulative effects consider permanent, temporary, direct, indirect and secondary effects, beneficial or adverse for both construction and operation.

Table 20.2 sets out the criteria for determining significance.

Table 20-2 Cumulative assessment significance definitions

Significance criteria	Typical descriptors of effect
Very large (adverse or beneficial)	Where different and single project cumulative effects of the Proposed Development would be very highly significant (positive or negative). Effects would be: ▪ Permanent and far reaching for receptors of very high value ▪ Key factor in decision making proves ▪ Damaging impact for site or feature of international, national or regional importance ▪ May include major change in a site or feature of local importance
Large (adverse or beneficial)	Where different and single project cumulative effects of the Proposed Development would be highly significant (positive or negative). Effects would be: ▪ Widespread/large-scale for a receptor of high value ▪ Permanent for a receptor or receptors of high value ▪ Localised for a receptor or receptors of very high value; or ▪ Temporary for a receptor or receptors of very high value.
Moderate (adverse or beneficial)	Where different and single project cumulative effects of the Proposed Development would be significant (positive or negative). Effects would be: ▪ Permanent and far reaching for receptors of medium value ▪ Permanent for a receptor or receptors of medium value ▪ Localised for a receptor or receptors of high value ▪ Temporary for a receptor or receptors of high value.
Slight (adverse or beneficial)	Where different and single project cumulative effects of the Proposed Development would be noteworthy but not significant (positive or negative). Effects would be: ▪ Permanent and far reaching for receptors of low value ▪ Permanent for receptors of low value ▪ Localised for a receptor or receptors of medium value ▪ Temporary for a receptor or receptors of medium value
Neutral	Where different and single project cumulative effects of the Scheme would be negligible and not significant (positive or negative).
Table Source: Adapted from DMRB LA 104 Table 3.7 Significance categories and typical descriptions	

In the case of this cumulative effects assessment, only the Phase 2 development has been assessed (see Table 20-1) and professional judgement has been applied to conclude whether significant effects are anticipated in light of the above factors.

20.5.3 Assumptions and limitations

Regarding the intra-project cumulative effects, all assumptions and limitations of each environmental topic are included within the corresponding chapters of this ES (Volume 2, Chapters 7-19).

In relation to the inter-projects cumulative effects, it is understood that the Phase 2 development will likely be constructed after the Proposed Development and therefore forms part of this cumulative effects assessment as the only RFFP;

20.6 Assessment of effects

20.6.1 Inter-project cumulative effects assessment during construction

Table 20-3 below identifies the common receptors impacted by the Proposed Development during the construction phase across the environmental assessments; Cotton Field Park and New Islington Marina.

Table 20-3 Construction phase inter-project cumulative effects

Receptor	Noise	Biodiversity	Water Environment	Potential effects and significance of intra-project cumulative residual effect after mitigation?
Cotton Field Park	Noise impacts from construction activities including construction plant noise and HGV traffic movement would result in negligible adverse effects and is not considered significant.	Impacts on biodiversity from construction activities including accidental spillage and release of hydrocarbons and oils from construction vehicles, plant, and fugitive dust emissions equipment would result in neutral or slight adverse effects that are easily mitigated through standard best practice measures so that no significant effects will arise.	N/A	Residual effects of negligible significance are considered to be imperceptible and therefore the noise impacts from construction activities are not anticipated to contribute towards a significant effect on Cotton Field Park. Therefore, despite the slight adverse effects expected from potential accidental spillages from construction activities and their effects on biodiversity, no significant cumulative effects are anticipated on Cotton Field Park.
New Islington Marina	N/A	Impacts on biodiversity from construction activities including accidental spillage and release of hydrocarbons and oils from construction vehicles, plant, and fugitive dust emissions equipment would result in neutral or slight adverse effects that are easily mitigated through standard best practice measures so that no significant effects will arise.	Impacts on water due to mobilisation of fine sediments and soils compaction would result in neutral or slight adverse effects that are easily mitigated through standard best practice measures so that no significant effects will arise.	Residual effects on local priority habitat are considered to be negligible. The impacts on biodiversity and water from construction activities and mobilisation of fine sediments are not anticipated to contribute towards a significant effect on New Islington Marina. Therefore, despite the slight adverse effects expected from potential accidental spillages from construction activities and mobilisation of fine sediments and soils compaction and the associated effects on biodiversity and water, no significant cumulative effects are anticipated on the local priority habitat; New Islington Marina.

20.7 Additional mitigation and enhancement measures

No additional mitigation measures have been identified beyond what is already proposed in the individual environmental assessments (Volume 2, Chapters 7-19).

20.8 Monitoring

No further monitoring is proposed as no significant cumulative effects are anticipated during the construction and operation of the Proposed Development.

20.9 Summary and conclusions

20.9.1 Inter-projects cumulative effects

This planning application has sight of the Phase 2 development as it forms part of the wider regeneration of the FCRP site, within which sits the Proposed Development also. It is understood that this development will likely be constructed after the Proposed Development and therefore forms part of this cumulative effects assessment. However due to the uncertainty around details of this project, a high-level assessment has been undertaken and included within each assessment chapter of this ES which has concluded no significant cumulative effects are anticipated.

There are no other anticipated future developments to consider within this assessment of inter-cumulative effects as all applications within the MCC planning portal as the time of assessment are expected to already be constructed prior to the Proposed Development. However, it is advised that should concurrent construction projects occur that regular liaison is carried out between the environment manager/engineer or the site manager to coordinate and ensure mitigation measures remain appropriate.

20.9.2 Intra-project in-combination effects

Negligible in-combination effects are predicted for users of Cotton Field Park and New Islington Marina during construction. The negligible magnitudes of impact are considered to be imperceptible and therefore the noise impacts from construction activities, potential impacts on biodiversity and water are not anticipated to contribute towards any significant individual effects on Cotton Field Park and New Islington Marina. Therefore, cumulatively no significant effects are anticipated on Cotton Field Park and New Islington Marina.

20.10 Glossary and acronyms

Term	Definition
CEW	Cumulative Effects Assessment
RFFP	Reasonably Foreseeable Future Projects is a list that will be defined for the Proposed Development, building on the list of planning application.
IEMA	Institute of Environmental Management and Assessment
PINs	National Infrastructure Planning
EIA	Environment Impact Assessment
ES	Environment Statement
MCC	Manchester City Council
ZOI	Zone of Influence
HGV	Heavy Goods Vehicle
BPM	Best Practice Mitigation measures
FCRP	Former Central Retail Park. The Site for the Proposed Development will form one part of a wider development of the FCRP site.

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