Deloitte.



Viadux Phase 2

Environmental Statement: Non-Technical Summary

November 2024

Contents

Introduction	1
Description of the Site and the Proposed Development	6
Alternative Options	11
Construction Management	14
Townscape and Visual Impact	16
Heritage	20
Air Quality	23
Noise and Vibration	24
Daylight/Sunlight/Overshadowing	25
Solar Glare	26
Wind	28
Climate Change	29
Human Health	30
Socio-Economic	32
Traffic and Transport	33
Archaeology	36
Availability of Environmental Statement	38

Introduction

1. This Environmental Statement (ES) Non-Technical Summary (NTS) has been prepared in support of development proposals coming forward at Viadux Phase 2 in Manchester City Centre. A Site Location Plan is provided in Figure 1 in the following section.

2. For clarity – this ES, as submitted to MCC in November 2024, is an updated version to that submitted in April 2024, and supersedes and replaces the April 2024 ES. Within the April 2024 submission reference is made to Plot 2a – a residential tower development, Plot 2b an affordable housing building, and Plot 2c a low rise commercial building. This amended ES takes into account design changes which have taken place since the Planning Application was submitted and validated to amend elements of Plot 2a and to remove former Plot 2c. No changes to Plot 2b are proposed. Plot 2a – now includes hotel rooms alongside the residential units. As part of the updated design to accommodate the hotel, former Plot 2c is omitted and is replaced by an entrance for the residential and hotel use. The amendments to Plot 2a has resultant changes to the Grade II listed Castlefield Viaduct and Great Bridgewater Street Bridge. Further highway alterations are sought, namely a taxi drop off at Albion Street. The remainder of this Statement therefore presents the current design proposals as of November 2024.

3. Alongside the ES, all submitted stand-alone reports and plans have been updated to reflect the current proposals. The November 2024 ES, reports and plans supersede the previously submitted versions.

4. Further details are contained within the Planning Statement. The remainder of this Statement therefore presents the current design proposals as of November 2024 as detailed in Chapter 4.

5. The development proposals seek to deliver 452 residential apartments and 160 hotel bedrooms (Plot 2a), a second 23-storey building comprising 133 homes (Plot 2b), alongside alterations to listed viaduct structure including insertion of columns and circulation cores in association with the erection of Plot 2a (the "Proposed Development"). Plot 2a will replace the previously approved 15-storey office block that was approved as part of the previous consent (133998/JO/2022 as amended).

6. Full details of the Proposed Development can be found within Chapter 4 of this NTS.

7. The application is submitted to Manchester City Council ('MCC') by Salboy Central Ltd ('the Applicant').

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

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

10. 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

11. 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."

12. 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.

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

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

15. More information and greater technical details are available in the 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

16. 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.

17. 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.

18. 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

19. An EIA Scoping Report was issued to MCC for consideration on 20 December 2023. A response was received from MCC on 22 February 2024 confirming their agreement with the proposed Scope of the EIA.

Technical Topics not included in the Environmental Impact Assessment

20. It has been confirmed via the Scoping opinion that the following disciplines will not give rise to likely significant effects on the environment and therefore do not require inclusion in the Environmental Statement.

- Agricultural Circumstances;
- Aviation;
- Archaeology;
- Ground conditions;
- Water resources;
- Electronic Interference; and
- Ecology.

21. Since the Scoping Opinion has been received, further technical work has been undertaken by the consultants during the preparation of the ES. This confirms that there that the effects of the Proposed Development would not be significant in EIA terms in relation to Aviation, Ground Conditions, Water Resources and Ecology.

22. In relation to Archaeology there is potential for prehistoric pits, Roman remains, 19th century workers' houses and part of an early 19th century mill. The potential for such remains is high and remains that exist could be of medium (regional) significance and, without mitigation, the scheme could damage or destroy these remains. There is therefore potential for there to be 'likely significant effects' in EIA terms prior to mitigation. For this reason, and for completeness, Archaeology is now scoped into the ES.

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

24. It should be noted that the December 2023 Scoping Report and resultant February 2024 Scoping Opinion were based on the proposals before they were amended. The technical experts who advised on the Scoping Report have reviewed their subjects and have confirmed that the amended Proposed Development does not result in a need to amend the list of subjects to be scoped in/out of the Environmental Statement. Further,

they have advised that the changes do not result in a need to change the methodology for undertaking any of the assessments. However, all technical chapters of the Environmental Statement have been updated to reflect the amendments, and remodelling/analysis has been undertaken where required. Furthermore, the Environmental Statement has been updated in relation to the list of Committed Developments for the purposes of assessing the Cumulative Impacts, and a revised list of Committed Developments as of October 2024 has been agreed with the LPA.

Approach to Technical Studies

25. 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.

26. 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 MCC as the Local Planning Authority, as well as pre-application discussions with technical consultees.

27. 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.

28. 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.

Who has been involved in the EIA process?

29. 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	Deloitte LLP
Townscape and Visual Impact	Planit
Heritage	Stephen Levrant Heritage Architecture
Air Quality	Hydrock
Noise and Vibration	Jameson Acoustic
Daylight/Sunlight/Overshadowing	GIA
Solar Glare	GIA
Wind	Architectural Aerodynamics
Climate Change	Ridge
Human Health	Enfusion
Socio-Economic	Ekosgen
Traffic and Transport	SLR Consulting Ltd
Archaeology	CIVC

What were the results of the EIA?

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

31. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 17) and their technical appendices.

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

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

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

34. A summary of proposed mitigation measures and residual effects is also included in Chapter 18 of the ES Volume 1.

Significance of Effects

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

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

37. This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES Chapters Volume 1 (6 to 17).

Description of the Site and the Proposed Development

Where is the EIA Site?

38. The Site is bound by the Manchester Central Convention Complex (MCCC) to the north, Albion Wharf and a parking lot to the east, Beetham Tower to the west and the Deansgate-Castlefield Metrolink station and Deansgate Locks to the south. The Site extends to approximately 1.49 hectares. The Site incorporates the eastern-most end of the Grade II Listed Castlefield Viaduct. Please see Figure 1 for a Site Plan of the Site.

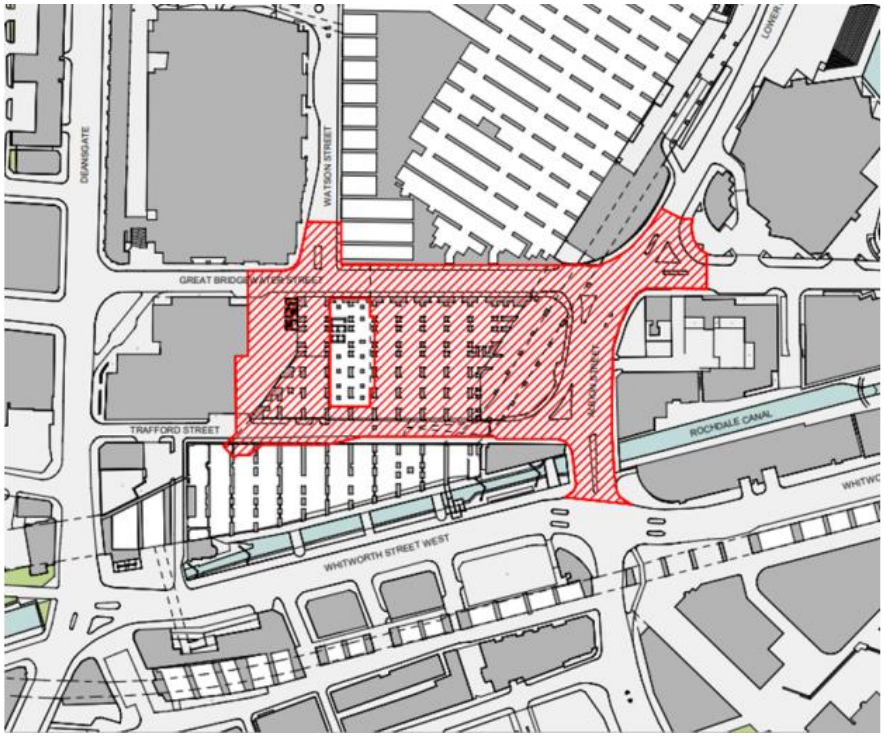


Figure 1 – Site Plan (Source SHP)

39. The Site is split into two Plots: Plots 2a and 2b. Plot 2a is located within the centre of the Site, and 2b to the west. The Viadux Phase 1 building footprint, which also sits centrally in the Site, has been excluded from the application red line boundary. The Metrolink line, running between Deansgate-Castlefield Metrolink Station and St. Peters Square, bisects the Site between Plots 2a and 2b. Great Bridgewater Street, Trafford Street, and Albion Street also intersect the Site. Please see Figure 2 for the Plot Plan.

What is located on the Site at the moment?

40. The Site is complex. Plot 2a (and Viadux Phase 1) exists across two different levels. Plot 2a at Ground / Street level comprises Great Bridgewater Street and the arches situated underneath the Castlefield viaduct. At viaduct level / Level 01 the existing service yard to MCCC sits on top of the viaduct structure. In addition, Plot 2a includes the viaduct / Level 01 to the west of Viadux Phase 1.

41. Plot 2b is located on a single level. Plot 2b is a constrained irregular shaped site, slotted between the listed viaduct and the Beetham Tower. In addition, it contains a new staircase and lift that has been delivered as part of Viadux Phase 1 to connect the viaduct level with Great Bridgewater Street.

42. The site includes the service yard for Manchester Central Convention Centre, the Metrolink line and servicing for Beetham Tower.

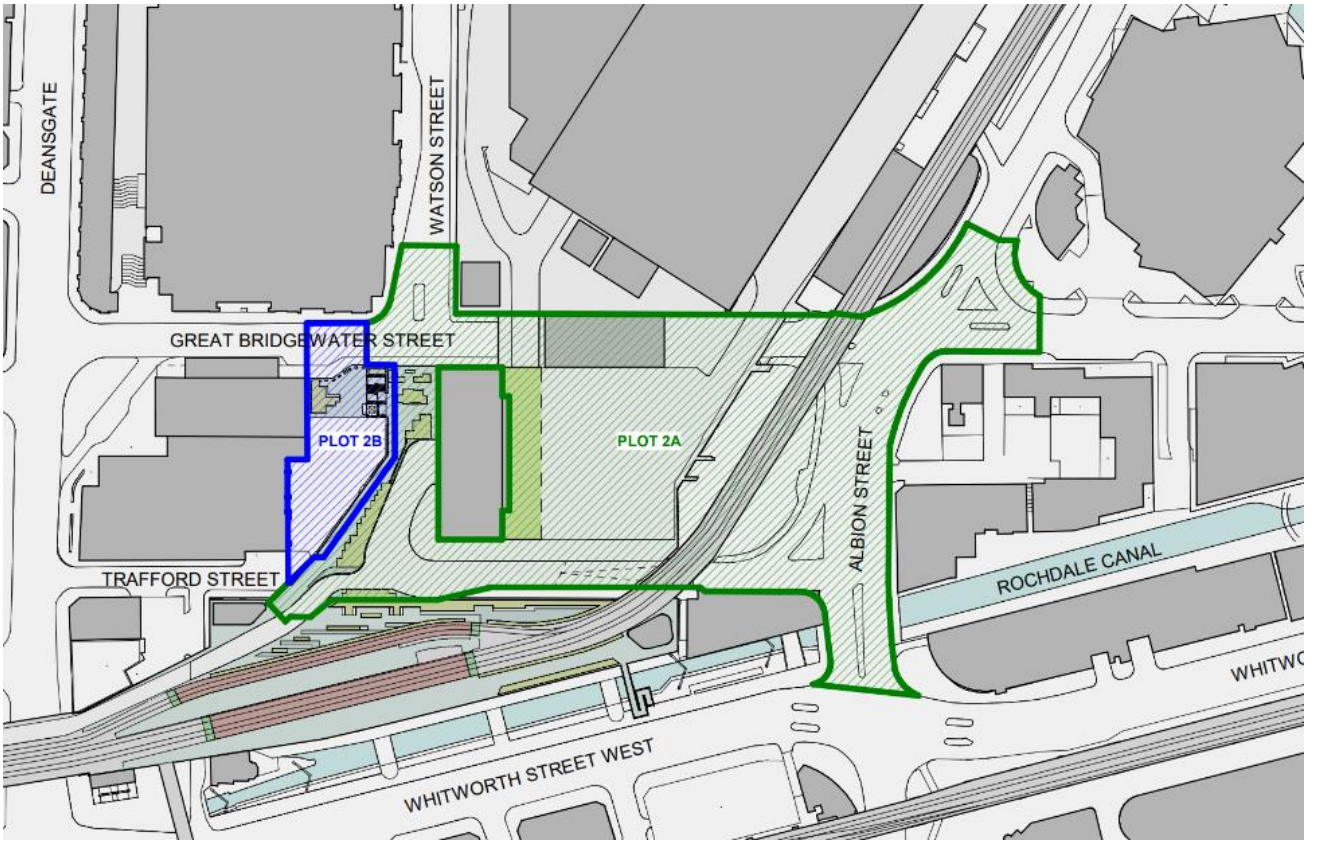


Figure 2 – Plot Plan (Source SHP)

Are there any sensitive designations in or around the Site?

43. The Site is designated in the Manchester Core Strategy as being within the City Centre and Regional Centre. It is within an Air Quality Management Area and a Critical Drainage Area. It is within Flood Zone 1, meaning it is at low risk of flooding. It is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site.

44. The Site is not in a Conservation Area. St. Peter's Square Conservation Area, Albert Square Conservation Area, Deansgate Conservation Area, St John Street Conservation Area and Castlefield Conservation Area are located in close proximity to the north and west. The Site comprises part of the Grade II Listed Castlefield Viaduct. The brick arches underneath and the Great Bridgewater Street Bridge are integral parts of the viaduct and are included under the listing. Furthermore, there are 104 Listed Buildings within a 500m radius.

45. The surrounding area is characterised by a mix of residential, commercial, retail, leisure, hotel and civic uses.

What is being proposed?

46. The Proposed Development will deliver 160 hotel bedrooms, 585 residential apartments, including 133 affordable homes, within two residential buildings, rising to 76-storeys 23-storeys respectively; commercial space within a third, two-storey building, suitable for local convenience retailers; residential amenities; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

47. Two applications are being submitted: one for planning permission for the Proposed Development; and one for listed building consent for associated works to the Grade II Listed Castlefield Viaduct.

48. The description of the Proposed Development on the applications for planning and listed building consent are set out below:

"Full Planning Permission for the phased construction of 2 buildings to include: a tall mixed use building to include residential (Use Class C3) and hotel with associated bars and restaurant (Use Class C1) (Plot 2a), a second tall building with residential accommodation (Use Class C3) with flexible commercial units (Use Class E) (Plot 2b), landscaping and public realm, drainage, servicing and access arrangements, highways alterations, and other associated works.

Listed Building Consent for alterations to Castlefield Viaduct structure including alterations and creation of openings to facilitate structural works, localised removal of masonry, creation of basement and part removal of Great Bridgewater Street Bridge in association with the erection of two buildings."

Table 2 – Development Quantum

Parameters for Development		Plot 2a	Plot 2b	
Site Area	Ha 0.661			
Gross Floorspace	Sqm	Approx. Total 83,212	Approx. Total 12,122	
Residential (homes)	Total Apartments (homes)	452	133	
Hotel Rooms	Total Rooms	160		
Maximum Height	Total Storeys (including ground)	76	23	
	Building heights (m)	245.645	70.035	
	AOD (m)	281.575	105.666	
Cycle Parking	Spaces	390 (to serve Phase 1 and Phase 2)	133	
Public Realm	TOTAL Public realm (sqm) across the Site	TBC		
Commercial Space	TOTAL (sqm) – including shops / F&B / community / Other uses		198	
Private Amenity Space	Private Amenity Space (sqm)	Internal Amenity – 2,048m2 External Amenity – 1,189m2	72	

49. Further information on the Proposed Development can be found within Section 4 of the ES and the Design and Access Statement prepared by Populous.

Why is this development coming forward?

50. The Site is currently underutilised within an existing tall building cluster and has long been a regeneration priority for MCC, being identified initially within the Civic Quarter Regeneration Framework (2010) and then the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) (2017).

51. The Proposed Development sits within the Manchester Central portion of SRF. The SRF notes that this part of the Framework area represents a high profile, key arrival point into the southern part of Manchester City Centre further enhancing its importance to the city from a regeneration perspective.

52. The Site is located within the Petersfield area of Manchester City Centre, beside the civic centre of the city. which continues to see significant levels of investment in the form of various City Council projects, including the redevelopment of the Town Hall Complex, Central Library and St. Peter's Square. Complementing this there has also been significant investment in numerous private sector projects in the surrounding areas including at St Peter's Square, Oxford Road and the City's Conference Quarter. Consequently, the Site benefits from being in close proximity to extensive commercial, cultural and leisure activities and has the potential to further contribute to the creation of a vibrant city centre environment.

Who has been consulted?

53. Pre-application engagement has been undertaken with, amongst others, the Local Planning Authority (LPA), Local Ward Councillors, Historic England, Greater Manchester Police (GMP) Secure by Design team, Greater Manchester Archaeological Advisory Service (GMAAS), MCC Highways, Transport for Greater Manchester (TfGM), MCC Environmental Health, the operators of MCCC (Manchester Central Convention Complex Ltd (MCCCL)), local residents, businesses, and the general public.

54. Pre-application public consultation was undertaken virtually and in person. A consultation website, which included information the Site and the Proposed Development and invited members of the public to make comments went live on 27 November 2023. The consultation was publicised via a leaflet drop 2,650 homes, businesses and landowners in the local area and via local press. The website was launched on 27 November 2023 and was visited 4,797 times. The comments received have been considered as part of the design development.

55. The consultation website included details of an in-person drop-in session which was held on 04 December 2023. The session provided an opportunity for local people to learn more about the proposals, raise questions for the project team to answer, and to provide written feedback. The session was attended by 25 people.

55. Following the decision being made to introduce a hotel use, a further round of engagement was undertaken with relevant stakeholders. A summary of the pre-application consultation undertaken is provided below:

- Meetings have been held with the Local Planning Authority and Local Highways Authority.
- Two follow up virtual Councillor briefings were held. The first with Cllr McCaul (Deansgate Ward Councillors) and a second with the Cllr White (Executive Member for Housing and Development).
- An updated consultation website was launched on 18 November 2024, the consultation website provides details of the updated scheme and the opportunity to leave feedback on the proposals.
- A leaflet drop to neighbouring residents and business was made making them aware of the updated proposals and website.
- Other organisations that were consulted include MCC Highways, Environmental Health, and Transport for Greater Manchester (TfGM).
- A briefing was held with Historic England to present the changes to the scheme.
- Engagement with MCCC has continued in relation to operational management and the service yard.
- An additional pre-application meeting was undertaken with Greater Manchester Police (GMP) to present the updated proposals and receive feedback on security credentials of the scheme.

55. Overall, pre-application engagement has indicated general support for the delivery of the proposals, including affordable homes, a hotel, and public realm improvements in the area.

55. The evolution of the scheme has been influenced by the findings of statuary and public consultations. Technical queries, comments and issues raised during the consultation period have been addressed within the Statement of Consultation and Addendum, the Planning Statement, Design and Access Statement, and accompanying technical documents. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

What will the redevelopment process involve?

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

- Groundworks and laying foundations and construction of a structural podium upon which the Plot 2a building will be built, which will also form a new enclosed area for the MCCC service yard;
- Work to the listed arches to allow for construction of the above structural podium, to create new residents' areas within the areas, and new openings onto the street;
- Construction of the two residential buildings and the commercial building;
- External works to the public realm along Great Bridgewater Street, Watson Street, Albion Street, and Trafford Street; to the public areas on top of the viaduct; and creation of new private gardens on top of the podium enclosing the MCCC service yard. This include a mix of hard and soft landscaping; and
- Internal fit out of the main buildings.

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

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

How long will it take?

59. The total construction programme will span a period of up to six years within which there will be elements of ground works, foundations, frame construction, façade cladding and internal fit out. Given build periods it is proposed that works in relation to Plot 2a will commence first. Plot 2b will then commence and be completed within the same timeframe as Plot 2a.

60. In terms of planned delivery programme and proposed timeline, the current plan see works commencing in Q1 of 2026, and with a target completion date of Q12032. These dates have been used for the basis of technical assessments.

61. These are indicative construction programmes. The Applicant highlights that there are multiple risks involved in the development process. The Applicant notes that this programme may ultimately be extended in the event delays caused by, for example: sustained periods of poor weather; discovery of unexpected ground conditions or other unforeseen construction challenges; volatility in economic and housing markets; political uncertainty; or the availability of development finance and funding.

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

63. Noisy working will generally not be planned on Sundays and bank holidays. 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 working day commencing with noise being kept to a minimum for the first half hour of each day.

64. 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.

Alternative Options

65. The EIA Regulations require the ES to identify the main alternatives that were considered during the design process.

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

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

68. This Chapter considers the following four options in the context of the existing Development Brief:

- The 'do nothing' alternative where the Proposed Development is not progressed;
- Alternative Locations for the Proposed Developments;
- Alternative uses for the Site; and
- Alternative Design/layout for the Proposed Development in the context of the design evolution.

The 'Do Nothing' Alternative

69. The "do nothing" scenario has been discounted due to the long-established aspirations for this key strategic site. The "do nothing" alternative option would not deliver on the long-standing development plan objectives that are further supported by other material considerations, nor will it secure the overall strategic objectives of the City Council. Maximising the highly sustainable location to support population growth and regeneration objectives, particularly where they are supported by significant levels of sustainable transport infrastructure is an inherently sustainable proposition.

70. By increasing the residential population, it will boost economic and social activity within Manchester City Centre and support the wider retention and attraction of talent to the city. Fundamentally, the Proposed Development delivers on long standing development plan objectives that are further supported by other material considerations. In the "do nothing" scenario, there would be a clear missed opportunity to build on the city's existing strengths to deliver the social and economic benefits available.

Consideration of Alternative Use

71. Alternative uses have been tested on Site, as demonstrated by the Site's planning history. Applications 115871/FO/2017 (Viadux Phase 1) and 068662/FO/2003/C3 (Beetham Tower) both included separate office buildings.

72. The Applicant purchased the Site with the benefit of the implemented planning permission for Viadux Phase 1 and the Office site (Plot 2a) in 2021 and has successfully delivered Viadux Phase 1. A significant amount of time and money has gone into developing the original office building; however, operational challenges with respect to the Metrolink tramline running through the approved office building's reception ultimately made the Phase 2 office building undeliverable. Furthermore, the reduced footprint which was now available when avoiding the tramline rendered a commercial office development unviable on the Site.

73. This has created an opportunity for the design team to re-consider the form of development for this strategic site. Given the existing and emerging residential community in the area and identified need for a hotel at this location; it is considered that a residential and hotel and commercial use be most appropriate at the Site. We highlight here that in April 2024 an application for residual use only at Plot 2a was submitted. At that time, it was considered residential was the most appropriate use for the site and in line with the SRF in terms of the residential element. However, it was noted the desire for a hotel, as stated within the SRF, was not being delivered. The SRF specifically notes the Manchester Central site is uniquely placed to deliver a hotel use as part of a mix of uses in support of the adjacent conference centre. Over the summer months the Applicant was approached by a hotel operator to run alongside the residential element of the building. This part-residential and part-hotel use is considered to be the optimal approach for this Site and is fully aligned to the SRF and the Policy CC7 which promotes mixed use development on city centre sites.

74. Furthermore, whilst under separate ownership, Plot 2b has remained vacant despite having an extant Planning Permission for an office building since October 2003. The plot is physically constrained due to its shape and location adjacent to Beetham Tower and the listed Viaduct.

75. In considering alternative proposals for Plot 2a, it quickly became clear that there was a unique opportunity to bring Plot 2b into the overall masterplanning exercise. Arguably, given the regulatory and physical constraints of that plot, this is likely to be the only opportunity to bring Plot 2b into active use.

76. The design team undertook a number of options appraisals on Plot 2b that included office development; however, it was considered that due to the complexities of dealing with the various constraints associated and given the immediate residential context, the office was deemed unviable.

77. The SRF also identified a unique opportunity for a hotel in this location; which the Proposed Development directly responds to

78. The Proposed Development is therefore a high-density residential hotel and commercial scheme for those seeking to live within, or visit, the City Centre and the social and economic benefits that provides. There is a clearly identified need for City Centre housing to meeting residential and tourism demands as identified within MCC's Core Strategy (2012), MCC's Housing Strategy (December 2023) and Greater Manchester Combined Authorities', 'Places for Everyone' (adopted March 2024), which emphasises the City Centre as providing a significant number of new homes for the region.

79. For the reasons above, alternative uses were discounted as the Proposed Development is considered the most appropriate in the context of this location and responds to both identified regeneration priorities as well as housing need in this part of the City Centre

Consideration of Alternative Location

80. The Proposed Development directly assesses the under-utilisation and strategic location of the Site. The Site is in a highly accessible City Centre location and is identified for redevelopment within the SRF (2017). These characteristics make the Site a highly suitable location for the Proposed Development.

81. The Site is clearly in need of regeneration and provides the opportunity to directly contribute towards the identified need for housing in this part of the City Centre and, alongside other development plots under construction or committed within the SRF area, will support the creation of a new neighbourhood. The Proposed Development will deliver extensive and high quality area of public realm and will improve pedestrian connections. The regeneration of the SRF area will bring vitality to the local area, diversify the local demographic and strengthen the local community by enhancing connections with existing nearby neighbourhoods.

82. Therefore, alternative sites are not considered as there is an identified need to redevelop this specific site as a key contributor to the realisation of the regeneration area and support further growth in this part of the City Centre.

Design Evolution

83. The Design and Access Statement, prepared by SHP, and the Section 5 of the Planning and Tall Building statement, prepared by Deloitte, both address the design evolution of the Proposed Development in detail.

84. The Site is complex and affected by a multitude of physical, logistical, and regulatory constraints, not least part of the Site containing the Grade II Listed Castlefield Viaduct. It sits within a very sensitive location at the gateway to Manchester's civic heart, near many nationally significant heritage assets. A wide range of specialist consultants and other stakeholders have therefore provided valuable input into the evolving scheme which has served to inform the design process and assist the team in arriving at an appropriate solution.

85. Different scales and massing options have been considered for the Proposed Development during design development. The aim has been to develop proposals in the context of the SRF that will create a viable scheme that provides a wide range of public benefits and addresses strategic policy aims whilst minimising negative impacts on adjacent land uses and the environment.

86. The design team, continuously led by SHP, has considered a multitude of different development options and has undertaken detailed analysis to design an appropriate response to the Site's context. This has been informed by expert townscape, heritage, and microclimate advice and assessments.

87. For further details please refer to the Design and Access Statement submitted alongside this ES.

Construction Management

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

89. It is important to acknowledge the Proposed Development and the potential impacts that may arise during the construction stage. A single detailed construction management plan will be produced by the contracted related to all phases of works as works are to be undertaken by a single contractor.

90. In terms of planned delivery programme and proposed timeline, the current plan is as follows:

- Planning Submission Q4 2024
- Contract Award Q3 2025
- Site Mobilisation Q4 2025
- Completion Q4 2030

91. Subject to planning, the works will be undertaken on a phased approach, detailed below;

- Plot 2a Commence – Q1 2026
- Plot 2b Commence – Q3 2028
- Overall completion of Plot 2a and 2b – Q1 2032

92. A detailed programme of construction activities and sequencing will be provided by the Contractors as part of the detailed CMP.

93. The following narrative explains this methodology and timescales envisaged at the time of the planning application. More detailed proposals will be developed once the contractors are appointed and prior to commencement on-site. This will include preparation of detailed plans to incorporate Construction Management, Construction Phase Health and Safety, Environmental Management as well as Site Waste Management, Logistics and Traffic Management.

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

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

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

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

98. Health and safety are also incorporated as a fundamental aspect of the overall project review. The Applicant will appoint a Principal Contractor that can demonstrate competency in the management and execution of Health and Safety. The Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.

99. At the earliest opportunity (prior to commencement of construction operations), the Principal Contractor will enter into dialogue with all relevant parties, including neighbours to ensure there is effective co-ordination throughout all stages of the build.

100. The Applicant also acknowledges that the Site is located in close proximity to other large-scale construction sites, some of which may be progressing at the same time as the Proposed Development. The Applicant is committed to working collaboratively with neighbouring developers and contractors to coordinate activities and mitigation measures such that any inconvenience are minimised the works collectively are well-managed. This will be considered in detail as part of the Construction Environmental Management Plan (CEMP) that will be need to be agreed with the LPA before any construction works start on-site.

Townscape and Visual Impact

What is Townscape and Visual?

101. Townscape and Visual Impact Assessment (TVIA) is a tool used to identify and assess the likely significance of the effects of change resulting from development both on the townscape in its own right and on People's views and visual amenity. The chapter also describes the methods used to assess the effects; the baseline conditions currently existing at the site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant negative effects; and the likely residual effects after these measures have been adopted.

What has been assessed?

102. The following townscape receptors have been considered in the assessment:

- Townscape character and heritage assets. The Site lies within Manchester City Centre, as defined by Manchester Core Strategy 2012-2017, within the Petersfield townscape character area. Petersfield is characterised by its blend of historic listed buildings, modern architecture and high quality cultural and leisure facilities. The Site includes part of the Grade II listed Castlefield Railway Viaduct and there are a number of other listed buildings within the vicinity of the Site and within the Site's visual envelope.
- Urban grain. Urban grain is a description of the pattern of development blocks. Although partially developed with Phase 1, the Site forms a void within the urban grain which adversely impacts on townscape character at what is a key arrival point into the city centre.
- Land Use.
- Building Heights.
- Movement and Linkages.
- Public Realm and Public Open Space.
- Site Character.

103. Visual receptors are individuals and/or defined groups of people who have the potential to be affected by a proposal. The following 28 key views represent a range of visual receptors and were considered within the assessment:

- View 1 from Deansgate/Castlefield Metrolink View from Albion St/Whitworth St
- View 2 from Great Bridgewater Street
- View 3 from Lower Mosley Street
- View 4 from Watson Street
- View 5 from Deansgate/Quay Street
- View 6 from Castlefield Viaduct
- View 7 from First Street, James Grigor Square
- View 8 from Castle Street
- View 9 from Medlock Street/A5103
- View 10 from Oxford Road/Portland Street
- View 11 from Liverpool Road
- View 12 from Princess St/Mosley St
- View 13 from Albert Square
- View 14 St. John's Gardens

- View 15 from A56/Chester Road
- View 16 from Manchester Road
- View 17 from Regent Road
- View 18 from canal at Middlewood Locks
- View 19 from St Anns Square/St Mary's Gate
- View 20 from Corporation St Metrolink
- View 21 from Corporation St Metrolink
- View 22 from Piccadilly Gardens/Market Street
- View 23 from Piccadilly Station/Fairfield Street
- View 24 from Mayfield Park
- View 25 from Hulme Park
- View 26 from Epping Walk Bridge/Hulme Arch
- View 27 from St Peter's Square -Town Hall Extension
- View 28 from Albert Square - Friends Meeting House

104. Although not fully complete and visible within the baseline views, all developments that are currently on-site have been considered as part of the future baseline for the purposes of this townscape and visual assessment. Together, they form part of the 'future baseline' for the city, which assumes that any development currently under construction will come forwards as consented.

105. As a result of the proposed phasing a number of scenarios are tested within the Townscape and Impact Assessment to ensure robustness. The TVIA scenarios to be assessed are:

Scenario 1: (Existing Baseline) = The Existing Baseline is the Site as is today i.e. Phase 1 tower as built with the various amendments. The baseline visual assessment also includes a series of views which include a 'Future Baseline'. In essence, this includes consented schemes which are currently under construction. As stated in GLVIA3 guidance, "the approach taken to consented developments may vary on a case by-case basis. Where it is likely that a consented development will be constructed before the project under consideration, it may be appropriate to include it as part of the future baseline in the main assessment so that the effects of the proposed development are reported against that baseline." For the purposes of this assessment the following schemes are considered part of the 'Future Baseline' and are illustrated with a wireline where relevant within the 'Future Baseline' images presented in Appendix 6.2.

- 70 Great Bridgewater Street 129081/FO/2021

- Plot 11 First Street 125573/FO/2019

- Plot 9a First Street 132600/FO/2021

- St Michael's/Land Bounded by Jacksons row, Bootle Street, Southmill Street and 201 Deansgate 114664/FO/2016

- 325-327 Deansgate 125804/FO/2019

- Plot 10b First Street 136170/FO/2023

- Deansgate South (Fusion) 129406/FO/2021

- Plot F Great Jackson Street (Contour) 132199/FO/2021.

Scenario 2: Existing Baseline + Viadux Plot 2a + Viadux Plot 2b.

Scenario 2a: Existing Baseline + Viadux Plot 2a + Viadux Plot 2b + cumulative.

106. The cumulative visual assessment only assesses identified developments that are visible in the viewpoints. The 10 committed developments assessed are:

Vision Tower 111003/FO/2016/C1

Bridgewater House Great Jackson Street 134694/FO/2022

One City Road 128002/FO/2020

Land Bounded by Deansgate, Great Bridgewater Street, Watson Street and Peter Street (Great Northern) 135565/FO/2022.

Land Bounded By Trumpet Street, Albion Street & Great Bridgewater Street (Apex Tower) 133172/FO/2022 & 133176/FO/2022

1 Commercial Street 128433/FO/2020

One Medlock Street (Premier Inn) 135419/FO/2022

Land Bounded by River Street to the North, Plot 10b to the East, Hulme Street to the South and Plot 9a to the West (Plot 10, First Street) 136043/FO/2023

Part Of Plot C And Plot E Great Jackson Street (Crown Street Phase 3 'The Green')137226/FO/2023

Plot D Great Jackson Street (The Lighthouse) 137227/FO/2023

What is the effect of the Proposed Development on Townscape and Views?

107. There are not predicted to be any significant adverse effects on the townscape during the construction phase.

108. There are predicted to be temporary moderate adverse (significant) construction phase effects on the following assessed views:

- 4 (Lower Mosley Street), 11, (Oxford Road/Portland Street), 13 (Princess Street / Mosley Street – St Peter's Square), 14 (Albert Square), 20 (St Ann's Square / St Mary's Gate) and
- 28 (Albert Square/Friends Meeting House). The construction works (including the emerging building structure, tower cranes and other construction activities) will either by prominent or, in the case of Albert Square dominant, in these views. Cumulative impacts remain temporary moderate adverse in all cases where present. These effects are considered to be significant

109. During the operational phase, once construction is complete, there are predicted to be significant beneficial effects on the following townscape receptors:

- Petersfield Townscape Character Area;
- Urban Grain;
- Land Use;
- Building Heights;
- Movement and Linkages, and ;
- Site Character.

110. During the operational phase, the VIA concludes that the Proposed Development will lead to:

- A moderate beneficial impact from view 4 from the Lower Mosley Street, in the baseline and cumulative scenarios. It would be in-keeping with the towers which form the backdrop to the view whilst, due to the height and closer proximity of Plot 2a, forming a prominent new addition to the view. The Proposed Development does not block views to any listed buildings within the view and contrasting materiality would allow the Midland Hotel and Manchester Central to retain their importance within the view. High quality design and architectural detailing would create a high-quality new landmark within the view. In the night-time view 4, the impact is assessed to be moderate neutral as the architectural detailing would be unlikely to be appreciable at night. A sensitive approach to lighting would allow the subtly illuminated Manchester Central to retain its importance within the night[1]time view. This effect is considered to be significant.

- A moderate adverse impact from view 11 from Oxford Road/Portland Street. The Proposed Development would form a prominent new addition to the view, which contrasts with the scale and massing of other development within the view and would detract from the visual prominence of heritage assets within the view. In the cumulative scenario, the impact remains assessed as moderate adverse. This effect is considered to be significant.
- A moderate adverse impact from view 13 on St Peter's Square. Whilst the Proposed Development would not be out of keeping with the existing character of the view, it would form a prominent new landmark in the view that would detract from the importance of built heritage assets enclosing the Square. High quality design and a sensitive approach to materiality would reduce the overall magnitude of impact. In the cumulative scenario, the impact remains assessed as moderate adverse. This effect is considered to be significant.
- A moderate adverse impact from view 20 (St Ann's Square) as it would form a tall, slender addition that is uncharacteristic within the existing view. This is true in the baseline and cumulative context. This effect is considered to be significant.
- A moderate adverse impact from view 28 (Albert Square/Friends Meeting House) the Proposed Development would form a prominent new landmark in the view that would contrast and detract from the importance of built heritage assets in the foreground of the view. High quality design and a sensitive approach to materiality would reduce the overall magnitude of impact and create a contrast with the existing materiality of the heritage assets seen within the view. This effect is considered to be significant.
- From Albert Square, view 14 results in a moderate neutral impact in the existing and cumulative context. The Proposed development would form a new landmark within the backdrop of the view, which would be in-keeping with the existing character of the backdrop of the view, which is characterised by tall, contemporary buildings. The Proposed Development will not obscure views to listed heritage assets within Albert Square. It would form a perceptible change in the view but would not materially affect the composition or appreciation of the view. This effect is considered to be significant.
- A minor beneficial impact from views 1, 2, 5, 6, 7, 8, 9, 10, 12, 15, 17, 19, 23, 24, 25 and 26. This is principally as a result of consolidating the tall building cluster around the Beetham Tower and Viadux Phase 1 and as a result of the high-quality architectural design. When considered in the cumulative scenario, the impacts from views 6 (Deansgate), 7 (Castlefield Viaduct) and 25 (Hulme Park) are assessed as being moderate beneficial, as the other committed developments help to consolidate the clusters in the view. View 10 (Medlock Street / A5103) is also assessed to provide a moderate beneficial impact by creating a positive interface at the southern gateway into Manchester, signifying the ongoing development and regeneration of the area. The cumulative effect of development on Viewpoint 9 (Castle Street) has been assessed as 'neutral' due to the degree of 'sprawl' created by tall building development, however the perceived lower height of cumulative development, comparable to the existing roofline in the foreground prevents adverse cumulative effects. These effects are not considered to be significant.
- A minor adverse impact from views 3, 21 and 22. This impact is not changed in the cumulative scenario. These effects are not considered to be significant.
- Minor neutral or negligible impacts from views 16 and 18. These effects are not considered to be significant.
- There is 'no view' from viewpoint 27.

111. In summary, whilst the Proposed Development is assessed to result in instances of temporary adverse impact during the construction phase, once completed it will predominantly result in beneficial impacts upon the townscape and visual setting of the city. These largely beneficial impacts are considered to outweigh relatively isolated instances of minor or moderate adverse impact.

Heritage

What is Built Heritage?

112. For the purposes of this Chapter, Built Heritage is defined as components of the built historic environment which have some form of identified status, comprising Listed Buildings and Conservation Areas and inclusive of their settings. The purpose of the present Environmental Chapter in relation to Built Heritage, is to review available data and identify likely significant and not significant effects that may arise from the Proposed Development.

113. The ES Chapter is supported by the Heritage Statement (Baseline Appraisal: Appendix 7.1 and Heritage Impact Assessment: Appendix 7.2), both of which have been prepared in accordance with the Planning (Listed Building and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF, 2023), and supporting National Planning Practice Guide (PPG, July 2019) and Historic England Guidance notes, with particular regard to the setting of heritage assets (2017).

What has been assessed?

114. The Built Heritage chapter assesses the effect of the Proposed Development on designated built heritage assets, both within the Site and within a 500m study area (Figure 7.1 and Figure 7.2). Designated built heritage assets include listed buildings, conservation areas, and scheduled ancient monuments. MCC does not retain a local list and did not identify non-designated heritage assets during the pre-application process.

115. The baseline heritage assessment was undertaken using a combination of a desk-based review of plans, maps, records and other documents. The Zone of Visual Impact study referenced with respect to TVIA above informed selection of important viewpoints from which the Proposed Development would be visible within the setting of heritage assets to be considered. These viewpoints were then agreed with the LPA and Historic England (HE). Desktop research was supported by on-site surveys in order to fully and robustly identify and assess the heritage significance of designated heritage assets within the study area.

116. A 500m radius around the Site has provided the study area for assessment, utilising the HE National Heritage List data and MCC's website on Conservation Areas. Within this area, there are a number of built heritage assets, including 104 Listed Buildings and ten Conservation Areas.

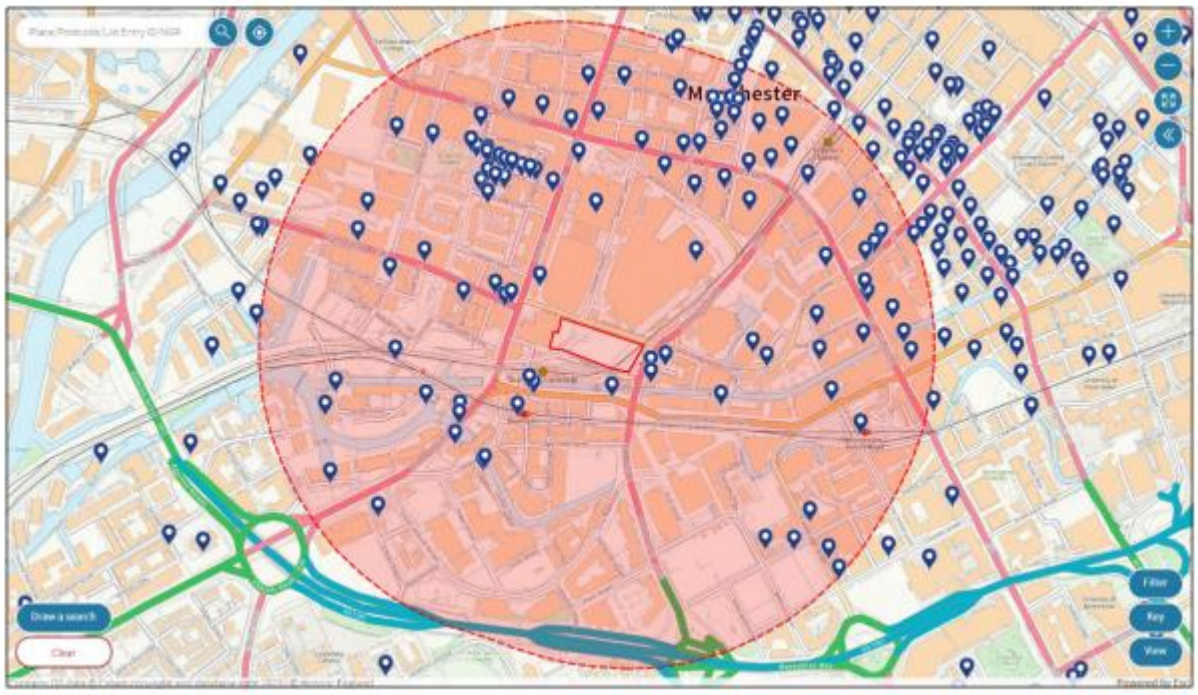


Figure 3: Listed buildings and scheduled monuments within 500m.

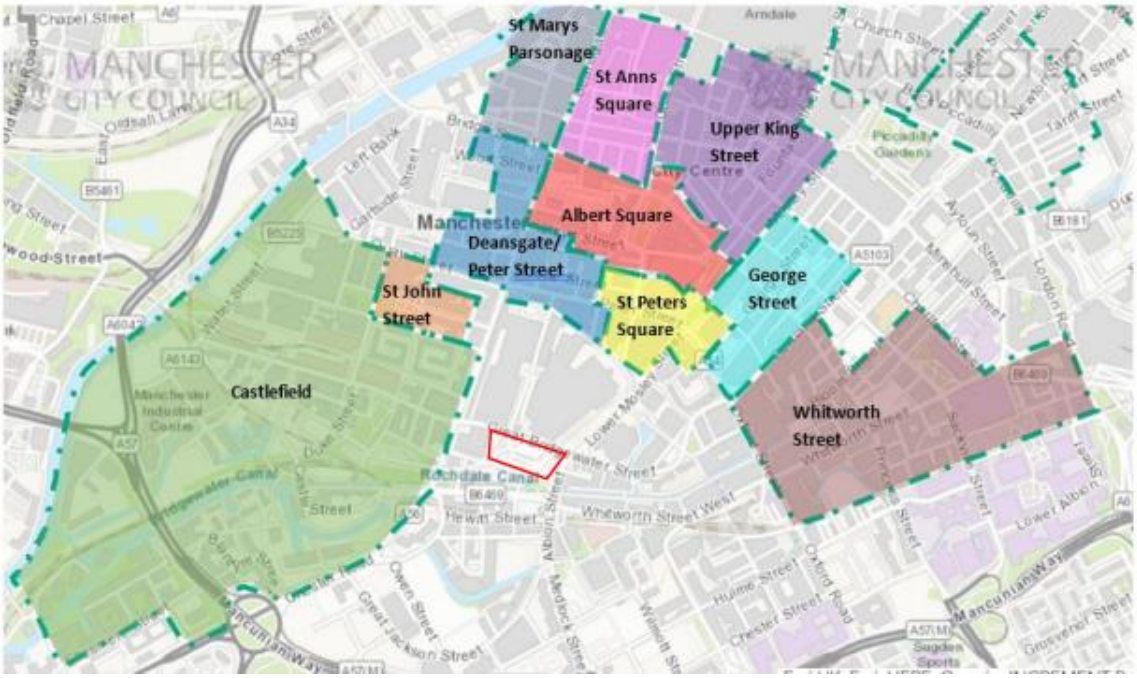


Figure 4: Conservation areas in the vicinity of the Site.

Methodology

117. This chapter adopts a methodology developed through a mix of established guidance, best practice, and professional judgement. The value of heritage attributes is assessed in relation to statutory designations, and priorities or recommendations set out in national research agendas, and ascribed values. Professional judgement is then used to determine the importance of the resource. The baseline situation of each asset which might be affected by the Proposed Development is valued and the impact on them is assessed in order to give a significance of effect. The assessment is informed by Historic England Guidance and ICOMOS Guidance on Heritage Impact Assessments.

What is the effect of the Proposed Development of Built Heritage?

118. Two types of effect on build heritage assets are considered: direct, i.e. physical, effects; and indirect, i.e. visual, effects upon their setting. Indirect effects also take account of impacts on setting such as dust, noise and light spill (as per the Step 3 Checklist contained within GPA3 – Setting of Heritage Assets 2017, Second edition).

119. With respect to the direct effects, it will be clear that Proposed Development will result in some degree of adverse direct heritage impact as it involves physical works to the Grade II listed Castlefield Viaduct. The assessment concludes that the he loss of historic fabric will result in localised instances of minor direct adverse impact upon the viaduct structure.

120. It should be noted that, when compared with the consented 2017 development and the amended and implemented 2022 development, the current scheme has successfully reduced the amount of fabric loss (refer to Renaissance Structural Engineers report).

121. The minor adverse direct effect of the physical interventions to the Castlefield Viaduct are considered to be appropriately balanced by the long term benefits the revised structural approach will provide alongside the public benefits of the wider scheme. The main mitigation for the loss of historic fabric is to enable the creation of high-quality public realm, accessibility, and permeability throughout the spaces as well as the long-term viable use of the arches. This will incur some minor beneficial indirect heritage effect.

122. With respect to indirect visual effects, the Visual Impact Assessment (VIA) assesses 15 heritage viewpoints, plus one night-time viewpoint and three kinetic views (tracking north – south through St Ann's Square, St Peter's Square, and Lower Moseley Street respectively). The VIA concludes that the Proposed Development will result in: 3 instance of minor beneficial impact, 1 instance of negligible-minor beneficial impact, 12 instances of negligible beneficial impact, 48 instances of neutral impact, 6 instances of negligible adverse

impact, 4 instances of negligible-minor adverse impact, 23 instances of minor adverse impact, 11 instances of minor-moderate adverse impact, and 6 instances of moderate adverse impact.

123. The moderate adverse (and therefore significant in EIA terms) impacts are identified upon the setting of: St Peter's Square Conservation Area; Albert Square Conservation Area; the Grade II* Midland Hotel; the Grade II* Central Library; Grade I Town Hall; Grade I Albert Memorial; Grade II* Town Hall extension; and the Grade I St Ann's Church.

124. Minor-moderate adverse (also significant in EIA terms) impacts are identified upon: St Ann's Conservation Area; St Johns Gardens Conservation Area; Grade II St John Street numbers 11-17, 15 19, 21-25, and 25-31 and attached former chapel; Grade II* Deansgate Goods Station and attached carriage ramp (i.e. the "Great Northern Warehouse"); Grade II Chepstow House; and Grade II Peveril on the Peak.

125. The impact on the setting of Grade II* Manchester Central is identified as being minor adverse and not significant in EIA terms.

126. When considered on a collective basis, the level of harm is identified as 'less than substantial', albeit on the higher end of this scale. This harm would be both individually to the designated heritage assets as well as their collective significance as a coherent group, in the case of the assets contained in St. Peters square.

Air Quality

What is Air Quality?

127. 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?

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

129. 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 (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$) at the Site and surrounding locale are all below the relevant Air Quality Assessment Levels (AQALs). Local air quality monitoring has shown exceedances of the annual mean AQAL for NO_2 in recent years, along major roads.

130. 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.

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

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

132. 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.

133. 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.

Noise and Vibration

'What is Noise and Vibration'

134. Noise can be defined as 'unwanted sound', while vibration is the oscillation of a solid such as the ground, floor slabs or any solid material. In the context of this chapter, a good example of a source that produces both would be a tram travelling on its tracks. The tram produces noise from the interaction between the wheels and the tracks, but also causes vibration due to the rail-wheel interaction and rolling stock out-of-balance forces which are transmitted via the track support system into the ground. The amplitude of both noise and vibration sources dissipates with increased distance. For a simple point source, noise levels reduce at a rate of 6dB per doubling of distance. The attenuation rate for vibration in the ground is, however, more complicated; it depends entirely on the underlying ground composition and varies from site to site.

'What has been assessed and what are the effects?

135. Noise and vibration surveys have been undertaken to establish the existing conditions at and around the Site and to set site-related noise and vibration criteria for the project.

136. Noise and vibration levels as a result of demolition and construction works have been assessed in line with BS 5228 and Advisory Leaflet 72. Noise and vibration impacts are to be minimised by adopting 'best practical methods' of mitigation. Low noise and vibration construction methods will be used, wherever practicable, and appropriate acoustic screening will be implemented, where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be negligible to minor adverse.

137. The minimum required sound insulation performance of the façade elements of the Proposed Development has been defined. Compliance with these performance criteria should ensure that the impact of existing environmental and entertainment noise levels at the Site on the future occupants of the Proposed Development is Negligible.

138. Tram-induced vibration and structure-borne noise has been assessed to the hotel and residential accommodation. The assessment finds that resultant vibration and structure-borne noise levels are expected to align with relevant design standards and guidelines, indicating that the impact on future residents of the Proposed Development is Negligible.

139. The ventilation strategy assumes that residential windows will be closed throughout the night, in line with Building Regulations Approved Document O. Restrictions on the maximum number of hours windows can be open during the day will also be incorporated into the ventilation strategy, in accordance with the relevant national guidance (Institute of Acoustics /Acoustic and Noise Consultants Acoustics, Ventilation & Overheating Design Guide).

140. The principal long-term potential environmental noise source associated with the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, a negligible impact is expected.

141. An assessment of noise associated with the operation of the commercial retail unit has shown a negligible impact at noise sensitive receptors at and around the Site on the basis of potential uses applied for within the planning application and anticipated operational noise levels.

Daylight/Sunlight/Overshadowing

What is Daylight, Sunlight and Overshadowing?

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

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

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

What has been assessed?

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

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

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

149. Overshadowing has been qualitatively assessed using experience and professional judgement.

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

150. Whilst the construction of the Proposed Development will result in some changes in the levels of daylight and sunlight amenity within some of the surrounding properties that will be beyond the levels discussed within the BRE Guidelines, the levels of change and retained levels of amenity are considered to be reasonable in context of the Site's city centre location, which is characterized by high-density development and tall buildings.

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

152. The overall effect of the Proposed Development upon the amount of shadow upon the surrounding areas of amenity space is qualitatively considered to be negligible (not significant)

Solar Glare

What is Solar Glare?

153. Solar glare assessments are considered necessary when a proposed development has sections of glazed façade or reflective cladding that may reflect sunlight and obstruct the vision of road users and train / tram drivers.

What has been assessed?

154. The assessments are conducted using a 3D computer model of the area created using photogrammetry and architectural models as a reference.

155. Viewpoints are chosen surrounding the development in order to give a realistic representation of potential instances of solar reflections. Viewpoints are located at a focal point such as traffic signal, pedestrian crossing or incoming traffic for major road locations within 500 metres of the Site.

156. The assessment results show the time period and months in which potential solar reflections can occur. The assessment shows a worst-case scenario, as a clear sky is necessary for solar reflections to occur, which in the UK is often not the case.

157. Whilst the assessment details the effects at various viewpoints of a junction, the receptor is a driver of a car at the road junctions or on train / tram lines, as such, the junctions, road or rail locations are assessed as a whole, considering all potential viewpoints of a driver.

158. Solar glare is not a comparative assessment and instead assesses any occurrences from the Proposed Development in absolute terms. Solar glare from surrounding buildings is not assessed.

159. Even if solar glare does occur from the existing site buildings, this does not necessarily justify its occurrence from the Proposed Development. However, it should be noted that the Proposed Development will be located on a Site where its existing state is split-level car parking, thus there is limited opportunity for instances of solar glare from the Site to be experienced. Solar glare from surrounding buildings is not assessed.

What is the effect of the Proposed Development of Solar Glare?

160. Overall, 15 locations sensitive for road users and five train / tram lines sensitive for drivers have been identified and assessed. Significant effects have been identified at the following six locations:

- WS1 – Watson Street junction with Great Bridgewater Street (Minor to Moderate Adverse);
- TRAM_Eastbound – From Cornbrook to Deansgate-Castlefield (Minor to Moderate Adverse);
- CS1 – Castle Street junction with Bridgewater Viaduct (Moderate Adverse);
- PS1 – Portland Street junction with Oxford Street (Moderate Adverse);
- LMS2 – Lower Mosley Street pedestrian crossing (Moderate Adverse);
- GBS1 – Great Bridgewater Street junction with Lower Mosely Street (Major Adverse).

161. Owing to the proximity of the Site to several sensitive road and rail locations, as well as the highly glazed nature of the Plot 2a and 2b buildings, mitigation strategies have been incorporated within the façade design. The following strategies have been embedded within the façade design:

- the use of anodised aluminium panels, purge ventilation panels and dummy purge ventilation panels all with a non-specular finish to break up reflections;
- vertical angling of glazed panels for the eastern and western elevations of Plot A to avoid large areas of flat glazing of the same plane;
- vertical fins have been applied to the lower portion of the southern elevation of Plot A and all downward facing panels of the eastern and western elevations of Plot A; and

- use of low reflectance glazing where necessary.
- Given the location of the site and scale of the development, potential for reflections from the Proposed Development are unavoidable. It should be noted that the assessment considers a scenario whereby the sun shines on every day of the year to consider all potential circumstances in which reflections will occur (i.e. 'worst case'). According to the sunlight availability protractor, based on UK weather data, the sunshine probability will be significantly reduced and therefore the likelihood of the instances of reflections are considerably reduced. The probability of the sun shining during the times of the year when significant potential reflections are expected to occur ranges from 10% in the early mornings from the mid-seasons through summer months, up to 50% in the mid-morning in the winter months and mid-seasons. The assessment does not include the sun itself within any viewpoints which would also cause very intense glare to drivers at all of the affected viewpoints. For the majority of affected viewpoints, the sun would be directly visible at other times of the day if the Proposed Development were not present as seen in the solar glare assessment. In comparison, the reflections from the Proposed Development would appear less intense and would not cause significantly worse effects when compared with a direct view of the sun.
- To reduce the significant effects identified, low reflectance glazing is required to reduce the intensity of any reflections that occur. It is recommended that a glazing specification with a maximum Visible Light Reflectance (VLR) of 8% of less is used for the most sensitive areas of the proposed facades, a maximum VLR of 12% or 14% for some other slightly less sensitive areas and all other glazing has a VLR of 16% or less. Non-reflective panels are required to replace 2 glazed panels at podium level and additional mitigation is required to three glazed strips of the eastern elevation at levels 06-09, which will be subject to further detailed testing and secured by a planning condition. With the incorporation of these mitigation strategies, the post-mitigation residual effects would reduce at two one locations. Moderate Adverse and significant effects would remain at the four five locations listed below, however the solar glare effects at four of these have been mitigated to the greatest extent feasible and the final one is subject to further testing to also ensure it has been mitigated to the greatest extent feasible. and the intensity of any reflections occurring has been minimised as much a practicable:
- WS1 – Watson Street junction with Great Bridgewater Street (Minor to Moderate Adverse);
- CS1 – Castle Street junction with Bridgewater Viaduct (Moderate Adverse);
- PS1 – Portland Street junction with Oxford Street (Moderate Adverse);
- LMS2 – Lower Mosley Street pedestrian crossing (Moderate Adverse); and
- GBS1 – Great Bridgewater Street junction with Lower Mosely Street (Moderate Adverse).

Wind

What is Wind Microclimate?

162. A study has been carried out by Architectural Aerodynamics Ltd. (ArcAero) to assess the wind microclimate in and around the Site resulting from the Proposed Development.

163. A combined wind tunnel and CFD based approach has been employed to predict the strength of wind speeds that will occur following the introduction of the completed development.

164. This suitability of wind conditions is determined using the widely accepted industry standard Lawson criteria to determine the suitability of wind conditions on site and the impact of the proposed development on the surrounding area.

What has been assessed?

165. The assessment considers a series of configurations as follows:

Scenario 1 – Existing Baseline.

Scenario 1a – Future Baseline.

Scenario 2 – Existing Baseline plus the Proposed Development.

Scenario 2a – Future Baseline plus the Proposed Development.

Scenario 2b – Existing Baseline plus the Proposed Development plus additional mitigation measures.

Scenario 2c – Future Baseline plus the Proposed Development plus additional mitigation measures.

What is the effect of the Proposed Development on wind microclimate?

Construction

166. The conditions for the Site during the existing Site (Baseline) and demolition and construction have not been directly assessed by the wind tunnel tests. During construction, conditions are expected to transition gradually from those experienced in the existing condition to those for the completed Development. As a result, it is unlikely that significant impacts that relate to wind microclimate will occur during construction.

Proposed Development

167. Following the introduction of the Proposed Development with wind mitigation measures, wind conditions in / around the immediate vicinity of the proposed development meet the criteria for pedestrian safety and are largely suitable for use in terms of comfort.

168. An exception occurs on Great Bridgewater Street (location 96) where the wind conditions exceed the wind safety criteria following the introduction of Plot 2a and Plot 2b of the Proposed Development. Initial solutions were examined in the wind tunnel, before being further development and explored in greater detail via CFD. CFD results show that these mitigation concepts are effective in reducing wind speeds in both of these locations, indicating that while these are not yet finalised components of the design, they do represent concepts that are likely to form part of an eventual solution.

Climate Change

What is Climate Change?

170. 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 standarise the climate impact of different greenhouse gases.

171. 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?

172. This chapter looks at greenhouse gas emissions which are likely to be emitted because of the development. This includes:

- 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); and
- operational transport emissions from transport of people who live and work in the Proposed Development once it is operational.

173. This chapter also looks at the impact that the future effects of climate change could have on the Proposed Development.

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

174. 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.

175. Initial modelling of embodied carbon emissions has been undertaken which shows a likely moderate adverse effect on climate change.

176. Initial calculations of operational energy emissions also show a moderate adverse effect on climate change.

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

178. 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. It is anticipated that this will be further tested through detailed design and measures adopted where feasible.

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

179. A number of possible effects of climate change have been identified which may have an effect on the Proposed Development. Measures have been and will be incorporated into the design of the Proposed Development to minimise these effects. The residual effects are either minor adverse or moderate Adverse.

Human Health

What is Human Health?

180. 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?

181. 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, heritage, noise and vibration, air quality, 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 on Human Health of the Proposed Development?

182. 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 an additional residential including affordable apartments for around 3000 people will have moderate beneficial effects since access to good quality housing is known to have positive effects for human health and wellbeing. There will also be some minor beneficial effects for employment and the local economy during both the construction and operational phases. Overall, this will also contribute to the vibrancy of local neighbourhoods. 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.

183. The viaduct runs along the southern edge of the city on an east-west axis and functions as a primary public transport route for people travelling into and out of the city centre. The Proposed Development would have positive impacts on townscape character at what is a key arrival point into the city centre. For potential townscape, visual and heritage effects, mitigation measures have been embedded into the location and design of the proposed development such that impacts on townscape character and viewpoints were found to be negligible or beneficial. Air quality is mostly associated with road traffic. The interaction with heritage or the historic environment can be a positive factor in supporting individual and community wellbeing. Whilst there is still some minor adverse effects on the historic environment, this has to be considered against the public benefits of the scheme, and overall, there are unlikely to be any significant adverse effects on human wellbeing.

184. During construction, there is a potential for nuisance noise and dust but this is temporary and will be controlled through a Construction Environmental Management Plan (CEMP). The potential for environmental noise associated with the building services plant will be controlled through careful design and specification to reduce noise emissions to negligible effects.

185. 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.

186. There is the potential for risk of solar glare for drivers at certain sensitive road junctions and for certain train/tram line areas. This has been reduced through the embedded design of the Proposed Development and the use of low reflectance glazing. 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.

187. The buildings are proposed with high sustainability design and consistent with a city centre location such that overall effects contribute towards need, and are compatible with, the wider societal infrastructure. Potential environmental impacts associated with townscape, heritage assets, air quality, noise, and wind, have been mitigated such that they are not significant. Mitigation measures have been suggested for detailed building and landscape designs that may reduce the adverse effects from climate change No other significant adverse residual effects were identified and therefore, no further mitigation measures are required.

Socio-Economic

What is Socio-Economics?

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

What has been assessed?

189. The Socio-Economic assessment considers the effects to be generated through both the construction and operational phases of the Proposed Development. The assessment has included:

- Review of the national and local policy context in which the Proposed Development will be delivered.
- Establishing the baseline position for the local and regional economy and community using a range of nationally recognised research and survey information.
- Assessing the potential scale and significance of socio-economic effects to be generated through the construction and operational phases of the Proposed Development using standard industry ratios, data, assumptions and professional judgement.
- Assessing the potential scale and significance of socio-economic effects of the Proposed Development in combination with those of other, committed development proposals within the local area.
- Determining the need for mitigation measures and the resulting effects after any mitigation measures have taken into account (the residual effects) of the Proposed Development.
- Assessing the cumulative or in-combination effects of the Proposed Development given a number other development proposals within the local area that have the potential to come forward alongside the Proposed Development.

What is the effect of the Proposed Development of Socio-Economics?

190. The Proposed Development will generate, on average, 245 FTE (full-time equivalent) construction jobs per year during the construction phase. This is assessed as being a temporary effect and of minor beneficial significance at the Greater Manchester level. This effect is not significant in EIA terms.

191. During the operational phase the Proposed Development will generate beneficial effects in relation to revenue that will accrue to MCC through the generation of additional Council Tax from new homes and business rates from new commercial premises. This is assessed as being a permanent effect and of minor beneficial significance at the District (Manchester) level. This effect is not significant in EIA terms.

192. Whilst it is estimated that the Proposed Development will generate just under 200 FTE jobs through the operation of a luxury hotel and small scale retail and food and beverage uses, the effect of this in not considered to be significant with reference to existing levels of employment within relevant sectors at the district (Manchester) level.

193. It is assessed that the estimated rise in population as a result of the Proposed Development – and the resulting additional demand for local services – will not lead to any significant effects in relation to the provision of early years, primary and secondary education, primary healthcare and open/amenity space and children's playspace provision.

Traffic and Transport

194. The development of Viadux Phase 2 will attract additional traffic movements to the area. This will arise during the construction phase and also during the operational phase when the site is occupied. This ES has assessed the environmental implications of traffic during both the construction and operational phases.

195. The site is located in a very accessible location and has no parking on site and therefore the number of vehicles expected is minimised.

196. The updated guidance from the Institute of Environmental Management and Assessment on the Environmental Assessment of Traffic and Movement (2023) has formed the basis of this assessment. In scoping out the Study Area, the IEMA guidance offers a Rule of Thumb to identify an area where a potential environmental impact. This area is not considered sensitive environment as it is already characterised as a city centre location with reasonable levels of traffic flows including the movement of heavy goods vehicles. Therefore, the IEMA 'Rule of Thumb' that applies is to include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).

197. Based on an initial trip forecast, the study area has been defined quite tightly as the local road network around the site (Trafford Street, Albion Street, Gt Bridgewater St, Deansgate (south of Great Bridgewater Street).

198. Sensitive Receptors are considered to be non-motorised road users, local residents with properties fronting onto those roads, and other drivers/passengers that may be affected by delays.

199. The potential environmental impacts are:

- Severance of communities;
- Road vehicle driver and passenger delay;
- Non-motorised user delay;
- Non-motorised amenity;
- Fear and intimidation on and by road users;
- Road user and pedestrian safety; and
- Hazardous/large loads.

200. The potential sensitive environmental receptors considered are:

Residents living close to the highway in the area, namely in the Axis Tower fronting onto Trafford Street. in the Hacienda Tower fronting onto Albion Street, and in the Beetham Tower.

Pedestrians and Cyclists on the roads local to the site,

Drivers and passengers.

201. Traffic surveys were conducted in 2022 and traffic forecasts with development are presented in the Transport Assessment that accompanies this ES. Traffic flows in the area are falling over time so the surveyed year represents the peak in traffic for assessment.

Construction Assessment

202. During the Construction Phase the vehicle flows are regulated to arrive over the course of the day, and this spreads the potential impact. This assessment considers whether construction activity will result in a significant increase in traffic or HGVs on the network and then have a consequent environmental impact on sensitive receptors.

203. The increases in traffic during construction which can be quite variable depending on the nature of construction activity occurring. In this case, we have taken a typically robust view of the likely increases in HGVs on the network during a busier period of construction activity. The number LGVs arriving on site are more limited as there is no parking on site for contractors.

204. This assessment has shown that during some of the busier periods of construction, the increase in vehicles numbers is very low at 1%-3%, a figure which will be barely perceptible by the road users. Of that the figure if HGV traffic movements represents a higher percentage increase on current traffic levels with up to a 12% increase in HGVs on Great Bridgewater Street and 12% on Deansgate south of the Liverpool Road Junction. Other links in the area have much lower increases of no more than 4%.

205. This level of change is well below the IEMA thresholds for causing material adverse impact on the environment. Given this we assess the increases of construction traffic HGVs as giving rise to a Negligible (Not Significant) impact on sensitive receptors on the local area of which this effect is for just a temporary period during construction.

206. We have considered the potential cumulative impacts arising from of other construction sites. This assessed has less traffic data from other sites but regardless the volumes of construction traffic are low, and they are regulated over the course of a day, so they do not tend to coincide at the same time. Manchester City Council also plays a role in coordinating construction activity so that any cumulative effects are limited.

207. Construction activity is also managed under a Construction Environmental Management Plan which sets out the routeing and the safe and efficient arrival of construction traffic. The CEMP also describes the associated environmental management measures of dust suppression, wheel washing and road sweeping to limit implication on the highway.

208. Considering the relatively low traffic flows over the course of a day and the mitigation measures that will be employed, the post mitigation impact on the environment arising from construction traffic is assessed at a Negligible (Not Significant) level of Impact for that period of activity.

Operational Assessment

209. Considering the Operational Phase of Development the key factor is that the development has no parking, so the only traffic activity arises due to Service Vehicles and Vehicle/Taxi drop-offs/pickups and ad-hoc vehicle movements such as to use a car club vehicle in the area.

210. The vehicle traffic arising with development have been described in the TA and this shows a relatively modest increase in vehicle flows. When compared to the existing traffic flows on the highway, the increase in traffic flows on most highway links is modest with a figure of less than 2% for Vehicle flows and HGVs movements. The greatest increase in traffic is on Trafford Street, primarily due to the service vehicles accessing the service yard located there. However here the flows are modest at 40 light goods vehicles (+18%) a day and 9 larger HGVs (+2%).

211. This level of change is well below the threshold as indicated by IEMA for assessing a potential impact and in effect this would be barely perceptible but the road user.

212. When these increases in traffic are assessed for environmental impact on the potentially sensitive receptors in the area and this is evaluated to give rise to a Negligible (Not Significant) Impact on the Environment over the life of the development.

213. The potential cumulative impacts of other committed development sites have been considered. Viadux Phase 1 traffic flows have been included in the baseline flows, but it is noted that there is no other committed development that forecasts traffic to pass through the local study area. Therefore, there is no additional cumulative traffic to add to Operational traffic forecast.

214. To help mitigate any adverse implications and to enhance the environmental conditions in the area, the development will fund significant improvements to the pedestrian environment. On Great Bridgewater Street with surfacing and lighting improvements including the removal of part of the overbridge. On Albion Street the signal junction with Great Bridgwater Street will be transformed for pedestrians so that it is easier to cross with formalised shorter crossings, cycle improvements. The public realm on Albion Street will be significantly improved with landscaping treatment so that overall pedestrian amenity is significantly improved.

215. A Travel Plan will also be employed which will provide quality information to residents to use sustainable transport modes, it will monitor travel patterns and the use of cycle parking and look to resolve and travel issues faced by residents.

216. Post mitigation, the implications of operational traffic on the environment are considered to remain at a Negligible (Not Significant) level of Impact and this will be in place for the lifetime of the development.

Archaeology

What is Archaeology?

217. Civic Heritage has been commissioned to carry out an ES chapter for Archaeology for the Site. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource in order to enable informed recommendations to be made for the designs of the proposed schemes and the future treatment of any surviving remains.What has been assessed?

218. The production of the ES chapter followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (Standard and Guidance for Historic Environment Desk-based Assessment, 2017). The ES Chapter accords with National, Regional and Local Planning Policies which relate to the historic environment.

219. An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979' (DCMS, 2013). The significance assessment also uses the approach to assessing heritage value contained within 'Guidance on Heritage Impact Assessments for Cultural World Heritage Properties' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011 (ICOMOS, 2011). This document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown.

220. The Site lies within the Castlefield area of Manchester, which is believed to have been conducive for prehistoric activity based on a number of finds that have been excavated in the area. During an excavation that took place in 2020 associated with Phase 1, two potential prehistoric pits were excavated within the Site.

221. The Site lies within the Area of Castlefield Roman Vicus. Previous investigations revealed Roman remains within the north-west part of the Site, comprising a Romano-British pit or linear feature. Further remains were discovered within broadly the centre of the Site, including revealed evidence of two possible prehistoric pits and a series of Roman pits and ditches that likely relate to the extent of the Roman civilian settlement located outside of the fort wall. In addition, previous Roman findspots lie within the Site, together with a section of Roman road associated with either the Manchester to Oldham, or the Manchester to Buxton road and the Roman road from Manchester to Buxton.

222. The Site was most likely arable land associated with farming and divided by field boundaries in the post-medieval period. In addition, three cottages had been established within the Site by the late 18th century, together with a row of single-depth dwellings on the south side of Strand Court.

223. By 1801 the Great Bridgewater Street Wesleyan Chapel had been erected, and by 1809 a rectory, Sunday School, and the chapel's burial ground had been established. In addition, two double-depth properties had been established on the south side of Trumpet Street, and a narrow rectangular commercial building. An iron foundry had been established in c.1806, at the junction of Great Bridgewater Street and Albion Street, and Commercial Mill (Marsden's Mill), had been erected by 1809, between Trumpet Street and Trafford Street.

224. By 1824/1831, the remainder of the Site had been developed including Union Iron Foundry, and various types of workers' housing, including double-depths, blind-backs and back-to-backs. Open yards occupied the south side of Trumpet Street.

225. The Site was subject to significant reorganisation in the late 1880s, when a new railway viaduct was built linking Central Station to the existing network (Castlefield Viaduct; List Entry 1292315), which is currently extant and is designated as a Grade II Listed Building. The construction of the viaduct led to the clearance of all the houses, Union Iron Foundry, the open yards and some of the buildings associated with the chapel. The burial ground was reported to have been 'swept away' prior to the construction of the Great Northern Railway Company's viaduct, however, the burial ground is still marked on maps following the construction of the railway viaduct. Several businesses occupied the brick arches beneath the viaduct.

226. An automobile engineering works had replaced the buildings formerly associated with the Great Bridgewater Street Methodist Chapel in the west of the Site by 1922. By the 1940-60s, the former foundry on the eastern edge of the Site was utilised as an engineering works.

227. An excavation associated with Phase 1 was undertaken in 2020. The excavation correlates with much of Plot 2a, and revealed potential prehistoric pits, Roman remains, 19th-century workers' houses, and part of an early 19th-century mill. A small portion of the north-west corner of the Site was also excavated (covering the north-east edge of Plot 2b) and indicates that the remainder of the Site has high potential to contain archaeological remains.

What is the effect of the Proposed Development of Archaeology?

228. The potential for the Site to contain buried archaeological remains is considered to be high. Remains may include prehistoric remains, Roman activity, late medieval to post-medieval relict soils and field boundaries, a burial ground and associated religious buildings, an early 19th-century cotton mill and early 19th-century foundries. Any remains that do exist within the Site are likely to be of low to medium significance (based on ICOMOS criteria) and, without a programmed of mitigation, the scheme could damage or destroy these remains.

229. The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to MCC. However, following consultation with GMAAS, it is anticipated that, in the first instance, a programme of archaeological evaluation (either consisting of a strip, map and record or trial trenches) should take place within the Site with to establish the presence or absence of buried archaeological remains, and if present, their extent and significance. In addition, archaeological monitoring in the form of a watching brief should take place during any ground-breaking works, particularly beneath the main roads and the road junction in the north-eastern corner of the Site.

230. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to MCC.

Availability of Environmental Statement

231. 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

232. 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

233. For copies of any of the above please contact the Viadux Planning and EIA team at Deloitte:

Viadux Phase 2 – Planning and EIA Team
Deloitte LLP,
100 Embankment
Cathedral Approach
Manchester
M3 7FB

Deloitte.

This report has been prepared for Salboy Central Ltd and on the understanding that it will be made publicly available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP, SimpsonHaugh & Partners, CIVC, Pager Power, Greater Manchester Police, Penny Anderson Associates, Ridge, Design Fire Consultants, Renaissance, Stephen Levrant Heritage Architects, Planit-IE, Salboy, Brownfield Solutions, SLR, Tim Claxton Property Solutions and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than Salboy Central Limited is entitled to rely on the report for any purpose whatsoever and thus Deloitte and the consultants accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist Salboy Central Limited with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP and the Consultants cannot guarantee its accuracy.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 2 New Street Square, London EC4A 3BZ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NWE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NWE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms.

© 2024 Deloitte LLP. All rights reserved