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Environmental Impact Assessment – Scoping Report

At Former Particular Baptist Church,
35 Rochdale Road, Manchester

On behalf of [City Point Residences Ltd](#)

October 2024

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1. INTRODUCTION

- 1.1 This report presents a request to Manchester City Council to adopt an Environmental Impact Assessment (EIA) Scoping Opinion for a residential-led development proposed at land known as the Former Particular Baptist Church at 35 Rochdale Road, Manchester, hereafter referred to as the 'site'.
- 1.2 This EIA Scoping Report has been prepared in order to obtain an Environmental Impact Assessment Scoping Opinion from the Council in accordance with Part 4 of the Town and Country Planning (EIA) Regulations 2017 (as amended) hereafter referred to as 'the EIA Regulations'.
- 1.3 The applicant intends to submit a full planning application in late autumn 2024. A full description of the proposed development, including the anticipated quantum, is provided in Section 3 of this report.
- 1.4 A number of environmental baseline studies, assessments and reports have commenced and are at various stages of production. These studies have informed this report where appropriate and support the conclusions of this Scoping report with technical input. The final environmental reports will be submitted as part of the full planning application to be made available in due course. A proposed list of documents to support the planning application is provided at Appendix B.
- 1.5 Under Part 4 Regulation 15(2), the applicant making the scoping request must provide the following information:
- A plan sufficient to identify the land;
 - A brief description of the nature and purpose of the development, including its location and technical capacity;
 - An explanation of the likely significant effects of the development on the environment; and
 - Such other information or representation as the person making the request may wish to provide or make.
- 1.6 Regulation 15(5) requires the planning authority to adopt a Scoping Opinion within 5 weeks of receiving the request for a Scoping Opinion from the applicant.

Regulation 15(6) requires the authority to take into account the following information:

- a. any information provided by the applicant about the proposed development;
- b. the specific characteristics of the particular development;
- c. the specific characteristics of development of the type concerned;
and
- d. the environmental features likely to be significantly affected by the development.

REQUIREMENT FOR ENVIRONMENTAL IMPACT ASSESSMENT

- 1.7 The EIA Regulations set out projects that require an EIA in Schedule 1, and projects that may require an EIA are set out in Schedule 2. The proposed development is not Schedule 1 development.
- 1.8 Schedule 2 relates to development, other than exempt development, of a description mentioned in column 1 of the table in Schedule 2 of the EIA Regulations, where *“Any part of the development is to be carried out in a sensitive area; or any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively met or exceeded”*.
- 1.9 With regards to the first criteria for a Schedule 2 development, according to the EIA Regulations, a “sensitive area” relates to any of the following:
 - “Land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;
 - A National Park within the meaning of the National Parks and Access to the Countryside Act 1949;
 - The Broads;
 - A property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage;

- A scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979;
- an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000 as confirmed by the Secretary of State; or
- A European site"

1.10 The site itself does not contain any of the designations outlined above, therefore it does not constitute a sensitive area.

1.11 The proposed development falls under Category 10b (infrastructure projects) of the table set out in Schedule 2. The following criteria set out in Column 2 of Schedule 2 apply:

- "The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares."

1.12 The proposed development does not exceed any of these thresholds.

1.13 Planning Practice Guidance (PPG) (2016, as amended) clarifies that it should not be presumed that developments below the relevant thresholds could never give rise to significant effects. Each development must be considered on its merits.

1.14 Following pre-application discussions with senior officers at the Council, it is accepted that an Environmental Statement is required.

CONSULTATION TO DATE

1.15 The project team have engaged in pre-application discussions with the Council and these continue to progress. A detailed planning application will be submitted to the Council in late autumn 2024.

- 1.16 Public consultation has begun prior to submitting this scoping report, well in advance of any planning application. Feedback received as a result of the consultation exercise will be compiled and reported on within the final Environmental Statement.

STRUCTURE OF THE SCREENING REPORT

- 1.17 The remaining sections of this Screening Report are set out as follows:
- **Section 2** describes the site, surrounding area and the proposed development;
 - **Section 3** sets out the planning policy framework;
 - **Section 4** describes the overall approach and methodology for the EIA at a high level;
 - **Section 5** sets out which environmental topics will not require detailed assessment and are therefore scoped out of the EIA;
 - **Section 6** provides a description of the environmental topics that are to be addressed by the EIA; and
 - **Section 7** provides the conclusions of this report that constitutes the formal scoping request made to the Council for a Scoping Opinion.

2. SITE AND SURROUNDINGS

THE EXISTING SITE

- 2.1 The proposed development site is c. 800sqm and is located within North Manchester, approximately 188m from the city centre boundary. The site comprises the former Particular Baptist Church and its curtilage which includes a car park to the north-eastern side. The plot is also known as 35 Rochdale Road. It is edged by Rochdale Road to the south-east; Sharp Street to the north-east; and Dyche Street to the north-west. The adjacent plot to the south-west is vacant and has consent for the development of a Travelodge.

THE SURROUNDING AREA

- 2.2 The area surrounding the site accommodates a range of uses including residential, hotel and commercial. Scales vary from the six storey residential apartments on Dyche Street to the 19 storey residential apartments opposite the site to the southern side of Rochdale Road.
- 2.3 There is a Co-op convenience foodstore 160m from the site. The site is less than 200m from the closest part of the city centre which offers a range of employment, leisure, retail and services.
- 2.4 Bus stops on Rochdale Road are adjacent to the site, with services into the city centre, to Manchester Royal Infirmary, Bury Interchange, Middleton Bus Station and North Manchester General Hospital. The site is 400m from Shudehill bus station and 800m from Manchester Victoria Railway station.

DESIGNATIONS

- 2.5 There are no ecology or environmental designations covering the site and it predominantly consists of built form and hardstanding. There are no trees on the site or on adjacent sites that could be affected by the development.
- 2.6 The site is located within the Air Quality Management Area which covers Manchester city centre. There is potential for the exposure of future occupants to poor air quality and for emissions generated by the site during operation to increase pollution levels in this sensitive area.

- 2.7 The site is located in Flood Risk Zone 1.
- 2.8 The site is not protected by any built heritage designations; it does not contain any statutorily listed buildings, nor does it lie within a Conservation Area. At the time of writing, the Council do not have a local list of heritage assets, however the existing building is considered to be a non-designated heritage asset due to its local historic and architectural interest.

PLANNING HISTORY

- 2.9 The planning history of the site is limited. Consent was granted in August 2024 for the temporary change of use of the premises from place of worship to storage and distribution (ref 139072/FO/2024).

THE PROPOSED DEVELOPMENT

- 2.10 At present, the proposed development described here should be considered to be indicative only and will develop further during the design process and whilst the EIA is progressed.
- 2.11 The Scoping Report provides a mechanism for consulting on and agreeing the content and methodology of the ES at an early stage in the process. Definition of the scope is dependent upon the current state of knowledge about the design of the proposed development and how it is proposed to be implemented.

PROPOSALS FOR THE SITE

- 2.12 It is proposed that full planning permission is sought for a residential-led development of 23 storeys, providing up to 135 dwellings (Use Class C3) and with a separate commercial unit forming part of the ground floor. Amenity areas are to be incorporated. The proposals involve the partial retention of the church including its front elevation and partial returns. The intention is to retain and/or rebuild the barrel vaulting and ideally the roof structure also.

2.13 The draft description of development is:

“Partial demolition of rear of existing building and erection of residential tower of 23 storeys comprising up to 135 dwellings with ground floor commercial unit (Use Class E) with associated works”.

2.14 Appendix A provides the Site Location Plan.

2.15 Detailed development plans and a Design and Access Statement submitted in support of the detailed planning application will establish detailed information about the design of the proposed development.

DEMOLITION AND CONSTRUCTION

2.16 The construction phase is to include demolition and site enabling works.

2.17 It is anticipated that the development could commence during Q3 2025 following the grant of planning permission and the construction programme would take 18 months.

QUANTUM OF DEVELOPMENT

2.18 The proposed development includes up to 135 residential apartments (Use Class C3); a ground floor commercial unit of approx. 90 sqm.; and indoor and outdoor residents' amenity spaces.

2.19 The proposed development will take the form of single building of 23 storeys in height.

2.20 The proposed development will be car-free, reflecting its sustainable location, proximity to the City Centre and accessibility by public transport.

3. PLANNING POLICY FRAMEWORK

- 3.1 A planning policy context chapter will be included within the ES to assess the proposals against relevant planning policy. Each of the technical chapters contained within the ES will include references to relevant national, regional and local planning policy and guidance document as relevant.

NATIONAL PLANNING POLICY

- 3.2 The ES will have regard to the National Planning Policy Framework (NPPF) (December 2023), which sets out the Government's planning policies for England and how these should be applied.
- 3.3 The ES will also have regard to the Planning Practice Guidance (PPG) where relevant. The PPG is a web-based resource which brings together planning guidance on various topics into one place.

LOCAL AND REGIONAL PLANNING POLICY AND GUIDANCE

- 3.4 The ES will have regard to the planning policies set out in the Council's Local Development Framework Core Strategy Development Plan (July 2012) that are relevant to the proposed development and the saved policies of the Unitary Development Plan for the City of Manchester (1995).
- 3.5 The ES will also have regard to the Places for Everyone Plan (2024) which is a joint document forming part of the statutory development plan for the nine PfE authorities including Manchester.
- 3.6 Other supplementary planning documents that may be relevant to the proposed development include the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance adopted April 2007; and Providing for Housing Choice – Supplementary Planning Document and Planning Guidance adopted September 2008.

SITE ALLOCATIONS AND DESIGNATIONS

- 3.7 The site is not allocated nor is it located within an area covered by a Strategic Regeneration Framework. It is adjacent to Zone A of the New Cross area, which is

located on the opposite side of Rochdale Road, and benefits from a Neighbourhood Development Framework document.

4. PROPOSED APPROACH TO EIA

PURPOSE

- 4.1 The purpose of an EIA is to predict the effect of a proposed development on its surrounding environment and, where appropriate, to identify, evaluate and develop methods to mitigate significant effects.
- 4.2 An EIA is conducted by establishing baseline conditions for a number of topic areas and comparing these with the conditions that are predicted to occur were the scheme to be constructed and operated, to identify likely changes in environmental conditions. Environmental effects on sensitive and valued receptors (e.g. people, built resources and natural resources) as a result of the changes are then predicted and their significance determined.
- 4.3 The output of the EIA is an ES that is submitted with the planning application. A robust ES will allow the planning authority to make an informed decision on the scheme in terms of its environmental effects.

SCOPE OF THE ASSESSMENT

Technical Scope

- 4.4 The range of environmental topics to be addressed in the ES is referred to as the technical scope. Schedule 4 of the EIA Regulations notes that an ES should describe the *"factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing) water (for example hydro-morphological changes, quantity, and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape"*.
- 4.5 The following topics are those considered for inclusion in the Environmental Impact Assessment. The proposed scope and methodology of each chapter is set out in Section 5.

- Daylight and Sunlight

- Greenhouse Gas Emissions
- Heritage
- Socio-Economics
- Townscape and Visual Impact Assessment
- Wind Microclimate
- Air Quality

4.6 A number of topic areas are proposed to be scoped out of the ES. These are set out in Section 5.

Geographic Scope

4.7 The EIA covers the physical extent of the site as shown in Appendix A. The influence of predicted impacts can extend beyond the immediate site boundary. Where relevant, the geographic scope of each proposed topic area is set out within the scope of each topic area.

Temporal Scope

4.8 The temporal scope for the proposed development is considered to include enabling works including demolition, construction works and the operation of the proposed development.

4.9 As set out in Section 2, it is anticipated that the development could commence during 2025, and be complete in 2027. The programme for the construction works will be confirmed within the ES and will be assessed appropriately as part of the technical assessments.

Baseline and Future Baseline Scenario

4.10 The existing baseline conditions will be reviewed, including the identification of existing receptors (2024).

4.11 The future baseline is the year of completion (without the proposed development in place). This baseline will describe how environmental conditions may change if

no development on the site came forward by the time the proposed development is anticipated to be fully operational. Consideration of such a baseline will allow for an appreciation of how environmental conditions could change over time without the proposed development in place, and whether any receptor sensitivities could change (for example, become more sensitive). There will also be a review of any future receptors approved in the way of a separate planning consent.

CUMULATIVE SCOPE

4.12 The potential cumulative impacts of the development in association with other development, both during construction and on completion, will be included where relevant as required by Schedule 4, Part 5, Paragraph 4(e) of the EIA Regulations.

4.13 As a threshold, the developments that will be considered within the assessment of inter-project cumulative effects are:

- Those submitted for planning via a planning application, permitted/with a resolution to grant permission or under construction;
- Schemes within c. 300m of the site, roughly within the bounds of Oldham Road to the south, the railway line to the north, Hinton Street to the east and Dantzie Street to the west; and
- Those schemes with 100 or more residential units or 10,000 square metres or greater Gross External Area (GEA).

4.14 Table 4.1 provides the list of proposed cumulative developments.

Table 4.1: Proposed Cumulative Developments

Site Name	App ref.	Description	Status and programme
Approved			
Land Bound By Gould Street, Williamson Street, Bromley Street And Bilbrook Street Manchester M4 4DD	139811/ NMC/ 2024	Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm,	Application approved December 2023

		landscaping and other associated works following demolition of existing structures and buildings Subsequent NMA ref 128248/FO/2020 approved April 2024	
87 Rochdale Road Manchester M4 4HY	136574/ NMC/ 2023	Original application consented February 2022 for the erection of a part 11, part 13 storey building to form residential apartments (Use Class C3a) together with the erection of two blocks of 3 storey duplexes (Use Class C3a) to form 237 residential homes in total with associated commercial floor (Use Class E) (132 sqm), basement car parking, landscaping and public realm, and associated engineering and infrastructure works following demolition of existing buildings and structures Subsequent NMA ref 131708/FO/2021 approved March 2023	Application approved February 2022
25 Rochdale Road Manchester M4 4HT	127537/ FO/ 2020	Erection of a 11 storey 229 bedroom hotel (Use Class C1) with ancillary ground floor bar / restaurant together associated public realm and other associated works, approved October 2020 Subsequent NMA ref 138248/NMC/2023, approved October 2023	Confirmation of lawful start ref 138365/LE/2023, dated December 2023

4.15 The status of each of the schemes will be reviewed again prior to the preparation of the ES. If any of these developments are deemed to be fully constructed, occupied and operational at the time of the ES, they will instead be considered as part of the baseline assessment, as opposed to a cumulative scheme.

4.16 As a matter of good practice, an EIA should ordinarily consider those schemes that have been submitted for planning ahead of the scheme being assessed. In doing so, each ES submitted to the local authority will present a cumulative effects assessment which evolves as each application comes forward. However, it is acknowledged that in some instances certain schemes are submitted at a very similar time and we would therefore welcome feedback in this regard from the Council i.e. on any other schemes anticipated for planning submission in Q4 2024 that should be considered in the inter-project cumulative effects assessment.

- 4.17 As part of the scoping opinion, we request that the Council agree the cumulative developments to ensure the assessment meets expectations.

DEFINING SIGNIFICANCE

- 4.18 The ES will report on those environmental effects arising from the proposed development that are considered likely to be significant. There is no statutory definition for what is significant, but in many cases, there are accepted methods for quantifying effects and determining the threshold of significance.
- 4.19 Where a more qualitative approach is needed, a significant effect can be defined for the purposes of the assessment as an effect which, either in isolation or combination with others, should be taken into account in the decision-making process. Where there are professional institute-specific guidelines for assessment methodologies, these will be followed and are briefly set out under the relevant disciplines in Section 6 of this report. Where there is no specific guidance, there will be a consistent approach to determination and in terminology, as set out below.
- 4.20 Receptor sensitivity will be defined as high, moderate, low or negligible and magnitude of change will be defined as large, medium, small or negligible. Significance of effect will then be determined using the following matrix. The classification of the effect will also consider the permanence, duration, frequency, direct, adverse, neutral or beneficial effect.
- 4.21 A significant effect is one which is judged as moderate or major. Where there is a level of subjectivity, professional opinion will be used by the assessment author.

Table 4.2: Matrix for determining effect significance

	Receptor Sensitivity/Importance			
Magnitude of change/impact	High	Medium	Low	Negligible
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Minor	Negligible
Negligible	Minor	Negligible	Negligible	Negligible

MITIGATION AND RESIDUAL EFFECTS

- 4.22 During the EIA, there will be an ongoing design process to ensure that mitigation of any likely environmental effects is designed in to the proposed development.
- 4.23 Proposals for mitigation will consider the following hierarchy:
1. Avoidance of significant effect;
 2. Reduction of the impact;
 3. Finding a way to reverse/repair the effect; and
 4. As a last resort, compensation.
- 4.24 The residual effects will then be assessed using the same matrix as above, taking account of any mitigation proposed. Assuming mitigation applied, effects will then be classified as not significant (generally effects considered minor or negligible) or still significant (generally effects considered to be moderate or major). The residual effects will be presented within each individual topic chapter and summarised in a chapter entitled residual effects and conclusions.

CUMULATIVE EFFECTS

- 4.25 Cumulative effects are the combined effects of several development schemes in conjunction with the proposed development, which may on an individual basis be non-significant but may cumulatively have a significant effect.
- 4.26 Cumulative effects can occur either as interactions between multiple effects of the proposed development on one receptor (intra-project effects) or through the effect of multiple development schemes on a receptor (inter-project effects).
- 4.27 The effects presented within each technical chapter will be reviewed to identify the potential for interactive effects and therefore cumulative effects. Where there is more than one effect on a particular receptor, the cumulative effect will be determined and if found to be significant, further mitigation will be proposed if necessary. This review of intra-project cumulative effects will be set out in the Cumulative Effects ES chapter.
- 4.28 Only residual impacts classified as being of minor, moderate or major significance will be considered in relation to the potential for the combined effects of individual

impacts. Residual impacts of negligible significance will be excluded from the assessment of their combined effects by virtue of their definition.

DEVELOPMENT ALTERNATIVES

- 4.29 The EIA process provides an opportunity to influence the design evolution of a development taking potential environmental constraints and opportunities into consideration before a final decision is taken on design. The ES will include a chapter considering the main alternatives in the design process.
- 4.30 Planning policy at all levels recognises the need for housing of a range of types particularly on brownfield sites within the urban area. This is reflected in the NPPF, Places for Everyone and the Manchester Core Strategy. As such, a detailed assessment of the need for the housing use and consideration of alternative sites is not considered necessary for the scope of this EIA.
- 4.31 It is proposed that the alternatives and design evolution section of the ES will consider the 'do nothing' option, which assumes the continuation of the site as a vacant building. Secondly, an 'alternative designs' scenario will summarise the evolution of the submitted design proposal.

PROPOSED STRUCTURE OF THE ES

- 4.32 The ES for the proposed development will comprise the following documents:
- Environmental Statement Volume 1: Main Document
 - Environmental Statement Volume 2: Appendices
 - Environmental Statement Volume 3: Non-Technical Summary
- 4.33 Volume 1 will be structured into the following chapters.
- **Chapter 1:** Introduction, prepared by Zerum
 - **Chapter 2:** The Site, prepared by Zerum
 - **Chapter 3:** Alternatives and Design Evolution, prepared by Zerum
 - **Chapter 4:** The Proposed Development, prepared by Zerum

- **Chapter 5:** Planning Policy, prepared by Zerum
- **Chapter 6:** Methodology, prepared by Zerum
- **Chapter 7:** Daylight/Sunlight, prepared by WSP
- **Chapter 8:** Greenhouse Gas Emissions, prepared by Buro Happold
- **Chapter 9:** Heritage, prepared by Stephen Levrant Heritage Architecture
- **Chapter 10:** Townscape and Visual Impact Assessment, prepared by RBMP
- **Chapter 11:** Socio-Economics, prepared by Buro Happold
- **Chapter 12:** Wind, prepared by WSP
- **Chapter 13:** Air Quality, prepared by Redmore Environmental
- **Chapter 14:** Cumulative and Interactive Effects, prepared by Zerum
- **Chapter 15:** Residual Effects and Conclusions, prepared by Zerum

5. NON-SIGNIFICANT ISSUES TO BE SCOPED OUT

- 5.1 This section of the EIA Scoping Report describes the topics that do not have the potential for significant environmental effects to arise from impacts associated with the proposed development, and consequently are proposed to be scoped out of the EIA. These topics may be supported by standalone reports to support the planning application. A full list of proposed reports is provided at Appendix B.

AVIATION

- 5.2 The site is within an urban area in the fringe of Manchester City Centre, where there are many other existing buildings of a similar or taller height. The proposed development is 23 storeys, and is therefore unlikely to be an aviation safeguarding challenge.

ARCHAEOLOGY

- 5.3 Based on the information within the Greater Manchester Historic Environment Record, supplemented by historic mapping and documentary research carried out by Orion Heritage, the study site is considered to have a low potential for archaeological remains dating to all periods. It is likely that any archaeological deposits would be of local importance only.
- 5.4 It is therefore considered that this topic can be scoped out of the ES. An Archaeological Desk-Based Assessment prepared by Orion Heritage will support the planning application.

ECOLOGY

- 5.5 Due to the site's characteristics and location, it has limited potential to support protected species and there are no protected or sensitive habitats on the site or within its immediate vicinity. There are no statutory or non-statutory nature conservation designations on the site. There are unlikely to be any direct or indirect impacts from the proposed development on any statutory designated sites during construction and operational phases. The proposed development will therefore not have significant environmental impacts.
- 5.6 A bat survey has been undertaken to support the planning application.

FLOOD RISK AND DRAINAGE

- 5.7 The site is located entirely within Flood Risk Zone 1 as defined by the Environment Agency Flood Risk Map for Planning. The site is below 1 hectare and therefore a Flood Risk Assessment is not required to support the planning application.
- 5.8 Due to the size of the site and given that the proposals do not exceed Schedule 2 thresholds, it is expected that the project would not have significant effects on the environment. A drainage strategy will be submitted to support the planning application as a standalone report.

GROUND CONDITIONS

- 5.9 The ground conditions of this project are considered unlikely to lead to significant environmental effects due to the size of the site. This topic can be excluded from the ES and evidence provided in a standalone report to support the planning application.

HIGHWAYS

- 5.10 SK Transport have been instructed to advise on the transport implications of the proposal, and have prepared the following inputs which comprise the Transport Assessment Scoping Report.
- 5.11 This Transport Assessment (TA) Scoping Report has been prepared to set out the method that will be used to assess the development for the planning application. The TA Scoping Report has been prepared in line with the guidance/policy set out in the following documents:
- Chartered Institution of Highways & Transportation (2019), Better planning, Better transport, Better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
 - Manchester City Council (2007), The Guide to Development in Manchester SPD

- Manchester City Council (2012), Core Strategy
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- TRICS (2023), TRICS Good Practice Guidance 2024

5.12 Consideration is also given to the environmental effects of the proposed development as part of the EIA Scoping submission. The assessment has been undertaken in line with the following guidance:

- Institution of Environmental Management and Assessment (2023), Environmental Assessment of Traffic and Movement (Rev07).

Development Proposal

5.13 The development comprises of a residential block with up to 135 apartments and circa 90sqm of commercial space.

5.14 The principal entrances to the building are provided from Rochdale Road with secondary access points to the cycle and bin stores provided from Dyche Street.

5.15 The applicant will fund the reinstatement of any redundant access points and the re-surfacing of footways bounding the site.

5.16 The building line is set back and footways widened on the frontages providing access to the site to provide the following minimum widths:

- Rochdale Road: 4.5m
- Dyche Street: 2.5m

5.17 The Sharp Street footway is retained at its existing width (1.5m) which is the absolute minimum width permitted by the Department for Transport's (DfT) guidance as it allows a wheelchair and walker to pass each other (Department for Transport (2021), Inclusive Mobility). As noted above, the footway will be resurfaced and the redundant access point reinstated, so the development will provide a material betterment on the pedestrian route.

- 5.18 The development will provide cycle parking spaces at a rate of 50% in a store at the ground floor of the building. Visitor cycle parking will be provided externally (two sheffield stands). In line with Department for Transport (DfT) guidance the short-stay, visitor cycle parking will be uncovered (Department for Transport (2020), Cycle Infrastructure Design LTN 01/20).
- 5.19 The site is car free and no car parking will be provided on site for residents. The appropriateness of the site for car free living is considered later in the report.
- 5.20 The Council's parking policy allows Blue Badge holders to park for free and unlimited duration in street parking bays across the city. There are parking spaces on Sharp Street and on Dyche Street that could be used by Blue Badge holders. It is also understood that the consented hotel development (ref: 127537/FO/2020) to the west of the site will modify the street parking bays on Dyche Street to provide two disabled parking bays and a loading bay.
- 5.21 The refuse store is located on the Dyche Street frontage. Refuse and service activity will be focused on this frontage and will be able to utilise the changes to the TRO proposed by the hotel development, which includes the provision of a white lined loading bay. If the hotel development does not come forward then the applicant will fund the required changes to the TRO to replicate the loading bay proposal.
- 5.22 A Travel Plan will be included with the TA for the planning application. The Travel Plan will outline measures that will be used to support and provide for active and sustainable trip making. The Travel Plan will also set out delivery and servicing strategy measures.

Baseline Context

Site Location

- 5.23 The site location is shown on Figure 5.1.
- 5.24 The site sits within the city centre boundary. The site is bounded to the north-west by Dyche Street, to the north-east by Sharp Street, to south-east by the A664 (Rochdale Road) and by a consented hotel development (ref: 127537/FO/2020).

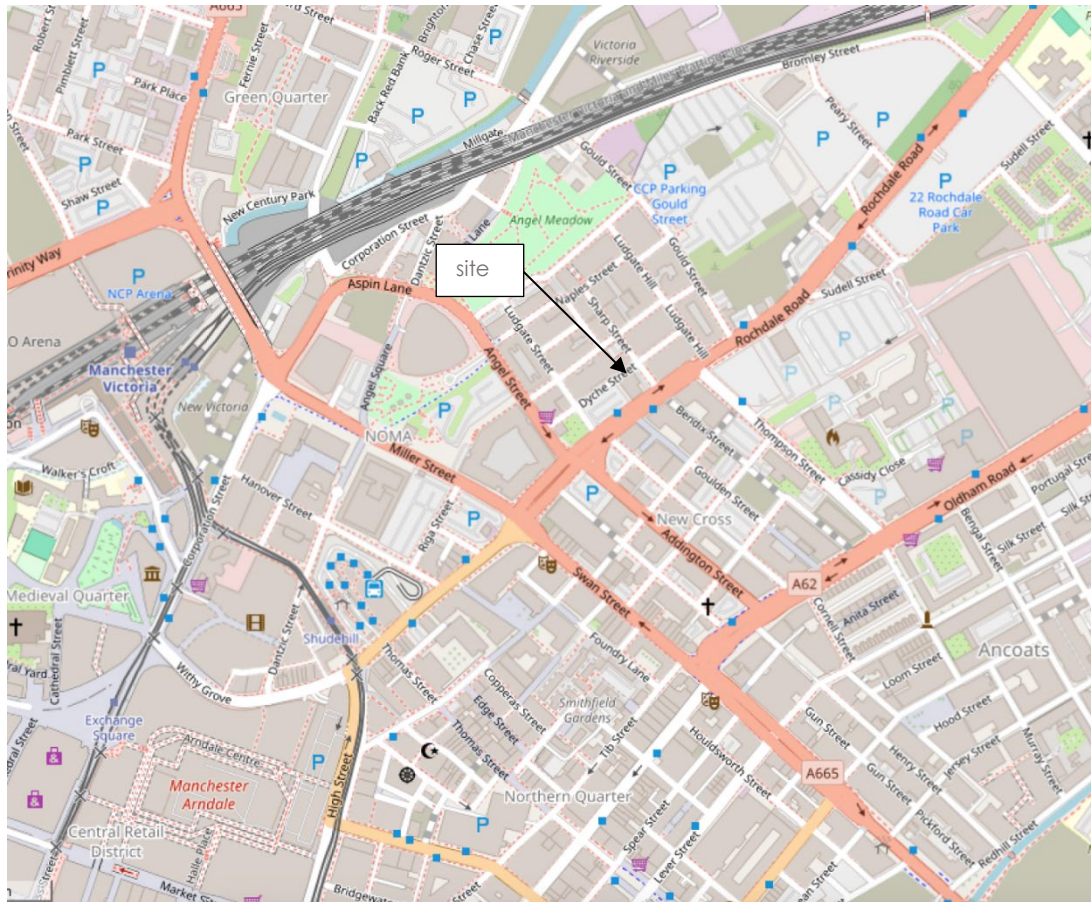


Figure 5.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Baseline Site use

- 5.25 The site is currently occupied by a former Baptist Church building (Use Class: F.1 Place of Worship) and the building has a floor area of circa 400sqm. The building is currently vacant.
- 5.26 There are two vehicle accesses to the site, with primary access taken from Sharp Street and secondary access taken from Dyche Street.
- 5.27 A planning application was lodged in 2024 for the temporary use of the site for industrial uses (Use Class: B2 and B8) under planning reference 139072/FO/2024. Vehicle access to the temporary use is retained from Sharp Street. The planning application was granted consent in August 2024.

Transport Network Audit

- 5.28 Dyche Street is located on the northwestern boundary of the site and provides a one-way route from Sharp Street to Ludgate Street. Dyche Street has a 5.5m wide carriageway and 1.7m footway on the site boundary. Build-out features are in place on the route outside the site to calm traffic. The road is street lit and is subject to a 20mph speed limit.
- 5.29 Sharp Street is located on the northeastern boundary of the site and provides a two-way link from Rochdale Road. In the vicinity of the site, Sharp Street is 5.5m wide carriageway and a 1.5m footway on the site side of the road. The road is street lit and is subject to a 20mph speed limit. Sharp Street meets Dyche Street at a priority junction with tactile paving and dropped kerbs.
- 5.30 Rochdale Road (A664) is located on the southeastern boundary of the site and is one of the Key Route Network routes into Manchester city centre. Close to the site, Rochdale Road provides two lanes of traffic in each direction and has 2.6m and 3m wide footway on the site side of the road. The road is street lit and is subject to a 30mph speed limit. Access to Sharp Street is provided from a priority junction from Rochdale Road. Tactile paving and dropped kerbs are provided at the junction.
- 5.31 65m to the northeast of the site a signalised crossing is provided at the Rochdale Road/Thompson Street junction. 75m to the southwest of the site signalised crossing facilities are in place at the junction of Rochdale Road/Addington Street.

Traffic Regulation Order Review

- 5.32 TRO controls are in place on Dyche Street and Sharp Street in the form of double yellow line controls and street parking bays. The street parking bays are restricted to two hours stay between 8am and 6pm (Monday – Friday) and 8am to 12.30pm (Saturday). There are no loading restrictions on Sharp Street and Dyche Street.
- 5.33 As noted earlier, the consented hotel to the southwest of the site will modify the TRO on Dyche Street to provide two disabled parking bays and a loading bay.

Road Safety Data

- 5.34 The TfGM database has been used to establish collision patterns over the most recent five-year period available (<https://www.gmtu.gov.uk/gmaccidents/>). The

TfGM database states that the current data is five years to 31st December 2023 and that the next update is due in June 2024. At the time of writing this Note the database had not been updated.

- 5.35 The database shows that there have been no collisions on Dyche Street or Sharp Street. A single collision was recorded at the junction of Sharp Street/Rochdale Road. The collision was classified as slight.

Accessibility Assessment

Active Travel Routes

- 5.36 Figure 3.1 shows the active travel network serving the site from the TfGM website (<https://tfgm.pindarcreative.co.uk>).
- 5.37 The principal building entrance is provided from Rochdale Road, with secondary access points to the cycle store and bin store provided from Dyche Street. The bounding footways providing access to the building will be widened as part of the development. Tactile paving and dropped kerbs are provided at side road junctions and signalised crossing facilities are in place on Rochdale Road 65m to the northeast of the site and 75m to the southwest of the site. Tactile paving and dropped kerbs are in place at the Dyche Street/Sharp Street and Sharp Street/Rochdale Road junctions.
- 5.38 Figure 3.1 shows that the streets to the north of the site are all 20mph zones and therefore create a suitable environment for active travel modes. Access from the site can be gained to formal cycle routes on Angel Street, Rochdale Road (N), Dantzic Street, Aspin Street and the Ring Road.

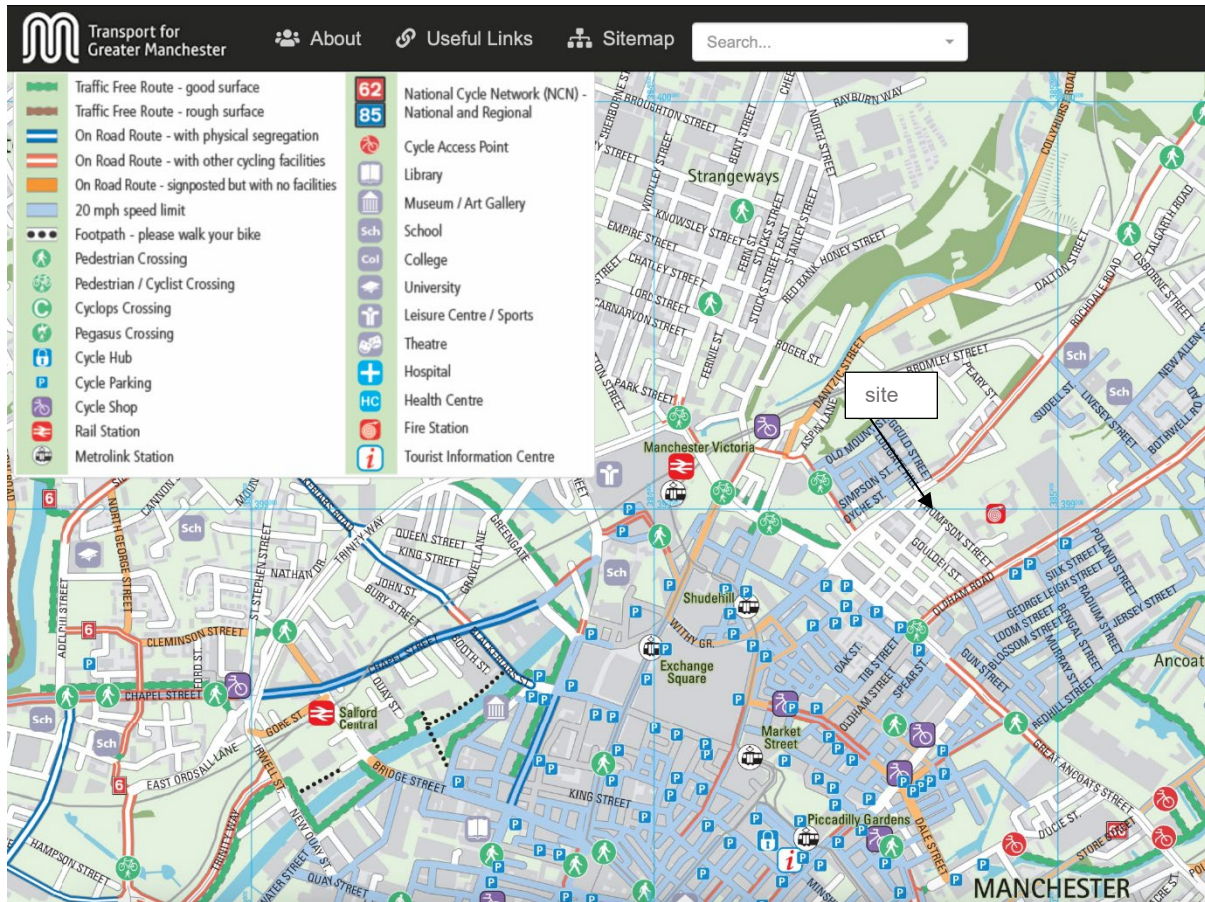


Figure 5.2: Cycle Network

[source: Transport for Greater Manchester]

5.39 Figure 5.3 shows an extract from the Mapping GM website of Bee Network proposals in the area (<https://mappinggm.org.uk/bee-network/>). This shows that a new route will be provided from the Cheetham Hill Road to New Islington via Gould Street just northeast of the site.

5.40 The site is also located within the Cycle Hire Scheme Zone (<https://beryl.cc/scheme/greater-manchester>). Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.

5.41 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

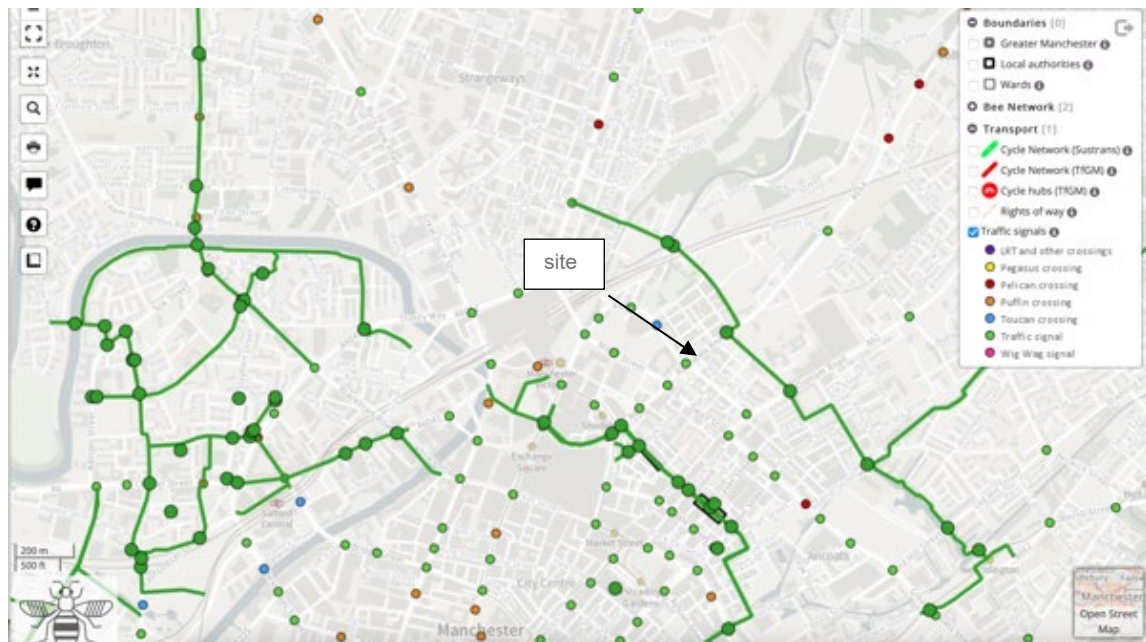


Figure 5.3: Bee Network Proposals

[source: Mapping GM]

Public Transport Routes

- 5.42 Figure 5.4 shows TfGM's public transport network map for the local area (<https://tfgm.com/maps>).
- 5.43 The nearest bus stops to the site are located on Rochdale Road. The stops benefit from shelters, seating, timetable information and boarding facilities.
- 5.44 More bus services can be accessed at Shudehill Interchange which is 350m from the site (just under a five-minute walk).



Figure 5.4: Public Transport Network

[source: Transport for Greater Manchester]

5.45 Details of the bus services stopping at the nearest bus stops are provided in Table 5.1. The service details have been replicated from timetables available from the TfGM website at the time of writing this Note (<https://tfgm.com/bus/timetables>).

No.	Route	Monday – Saturday Frequency (minutes)		Sunday Frequency (minutes)	
		Daytime	Evening	Daytime	Evening
17/A	Rochdale – Middleton – Manchester Shudehill	10	10	15	30
18	Middleton – Manchester Infirmary	10	10	15	30
56	Middleton – Manchester Shudehill	30	30	-	-
81	Oldham – Moston – Manchester Piccadilly	10	15	15	30
112	Middleton – Moston – Manchester Piccadilly	15	20	30	30
117	New Moston – Collyhurst – Manchester Piccadilly	60	-	60	60
118	N Manchester Hospital – Moston – Manchester Piccadilly	10	30	15	30
119	Bury – Heaton Park – Manchester Piccadilly	10	20	10	20
156	Middleton – Manchester Shudehill	30	60	60	60
163	Bury – Heywood – Manchester Piccadilly	10	30	30	30

Table 5.1: Bus Services

[source: Transport for Greater Manchester]

5.46 Tram services can be accessed at Shudehill Interchange, 350m from the site (just under a five-minute walk). Metrolink tram services connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre (<https://tfgm.com/public-transport/tram>).

5.47 Train services can be accessed at Manchester Victoria, 800m from the site (10-minute walk). Mainline train services at Victoria station offer coverage of Greater Manchester and beyond (<https://tfgm.com/public-transport/train>).

- 5.48 The assessment confirms that the site is well served by existing public transport services.

Car Club Vehicles

- 5.49 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car.
- 5.50 Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 5.51 Enterprise Car Club has vehicles parked across the city (<https://www.enterprisecarclub.co.uk/gb/en/home.html>). The nearest car club vehicles to the site are located on New Mount Street and High Street, 170m/two-minute walk and 500m/six-minute walk respectively.

Accessibility Assessment

- 5.52 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot and cycle. Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as health care, leisure destinations and open space, and 25-minute walk times for commuting or education trips. Figure 5.5 shows walking time catchments from the site.

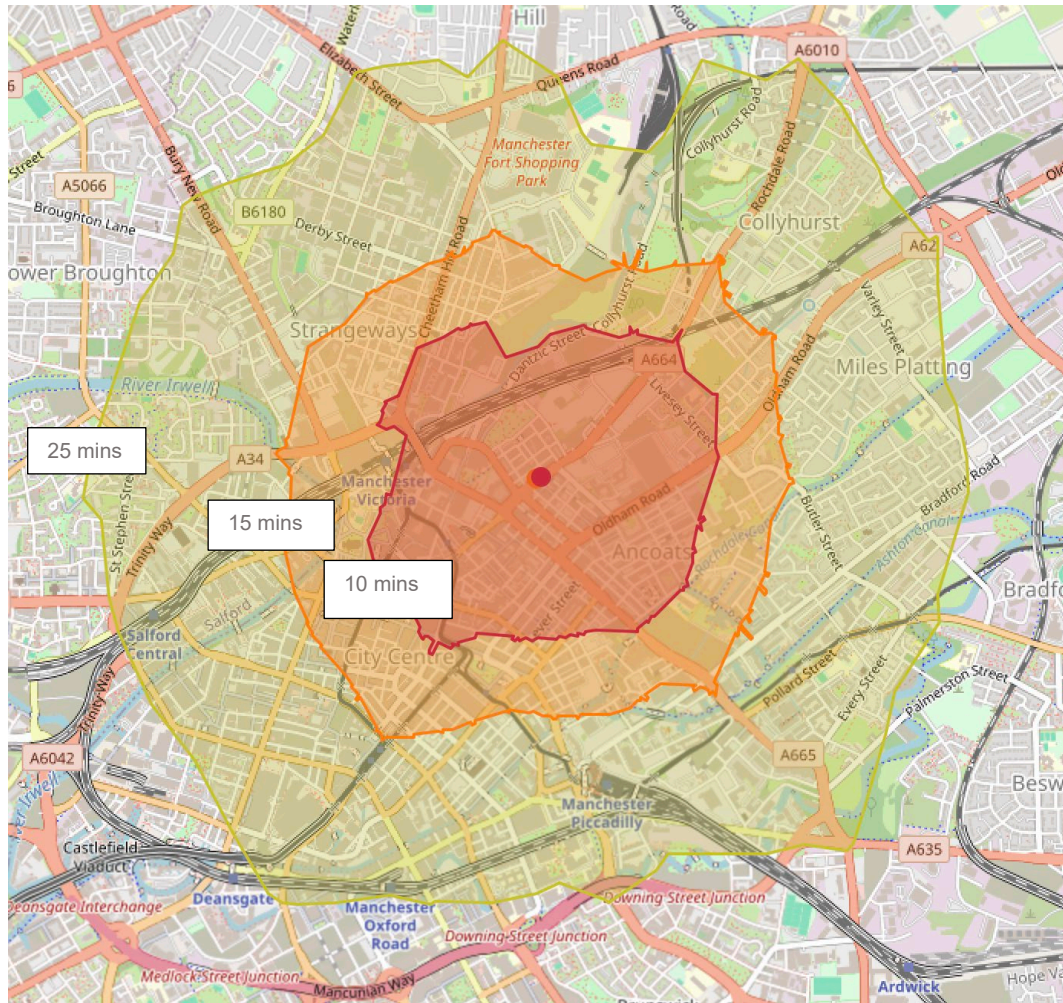


Figure 5.5: Walking Isochrones

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 5.53 Figure 5.5 shows that the site is within a 10-minute walk of Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of the core retail district (Market Street) and Piccadilly Gardens. The site is within a 25-minute walk of all of the city centre, Central Salford, Collyhurst and Cheetham Hill.
- 5.54 The Department for Transport states that cycle trips of 8km have the potential to replace car trips (Department for Transport (2020), Cycle Infrastructure Design LTN 01/20). Figure 5.6 shows an 8km cycle catchment from the site.



Figure 5.6: Cycling Catchment

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 5.55 Based on the assessment, the site is well located for access to a host of services and amenities by active travel modes. Given this it can be expected that active travel will be a dominant mode of travel for future residents at the site.
- 5.56 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM (<https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>). This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

- 5.57 The site has a GMAL of 8 (68.55), which is an exceptional level of accessibility by public transport.

Preliminary Impact Assessment

Assessment Method

- 5.58 TRICS guidance sets out the method that should be used when deriving a suitable sample set for a development proposal (TRICS (2023) TRICS Good Practice Guidance 2024). At section 4 of the guidance (replicated below) it specifically states that the forecast should be based on adjustments to locational and accessibility qualities, rather than regions.
- 5.59 *"Bearing in mind the results of our research, with hard data now being available, it is not considered good practice to exclude survey sites within the TRICS database on the sole basis of such sites being located in a specific region."*
- 5.60 In line with this and as agreed during scoping discussions, no adjustment has been made to the regions in the sample. Instead, the locational parameters have been set to reflect the site's location characteristics (city/town centre).
- 5.61 The site has a GMAL rate of 8 and a score of 68.55. A score of above 40 equates to a PTAL rate of 6b. None of the TRICS sample sites have a PTAL higher than the proposal site.

Trip Generation

- 5.62 The site provides no car parking and in terms of vehicle trips will generate traffic associated with delivery/refuse collection and taxi movements. TRICS now enables users to select sites that have specific service movement surveys, and these survey sites have been selected for the trip generation.
- 5.63 The TRICS output is attached as Appendix A with a summary of peak hour and daily trips provided below.

	Person Trip Rates			LGV Trip Rates			OGV Trip Rates			Taxi Trip Rates		
	(per dwelling)			(per dwelling)			(per dwelling)			(per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.086	0.502	0.588	0.009	0.008	0.017	0	0	0	0.008	0.007	0.015
PM Peak Hour	0.397	0.187	0.584	0.007	0.003	0.01	0	0	0	0.005	0.005	0.01
Daily	2.802	2.759	5.561	0.114	0.111	0.225	0.011	0.011	0.022	0.073	0.073	0.146
	Person Trips			LGV Trips			OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	9	55	65	1	1	2	0	0	0	1	1	2
PM Peak Hour	44	21	64	1	0	1	0	0	0	1	1	1
Daily	308	303	612	13	12	25	1	1	2	8	8	16

Table 5.2: TRICS Trip Rates & Development Trip Generation

5.64 Table 4.2 shows the residual vehicle trips generated by the development.

	Vehicle Trips		
	In	Out	Total
AM Peak Hour	2	2	4
PM Peak Hour	1	1	2
Daily	22	21	43

Table 5.3: Development Vehicle Trip Generation

Impact Assessment

5.65 The site is a brownfield site that will have historically generated traffic onto the highway network. The proposal will extinguish the existing uses on site.

5.66 The trip generation shows that the site will be associated with a minimal level of vehicles in the peak hours. The vehicle trips will be associated with servicing and taxi

movements. Based on the above assessment the development is not anticipated to have an impact on highway operation. Therefore, no traffic surveys will be undertaken, and no junction modelling will be included in the TA.

Parking Effects

- 5.67 The location of the site and type of development is such that residents are less likely to own a car and can readily access key destinations. Given this the development is car free.
- 5.68 Residents with Blue Badges can park in the existing parking bays surrounding the site or can use the disabled bays that are to be delivered on Dyche Street.
- 5.69 The parking assessment reviews the suitability of the site to operate as car free development with no on-site car parking.
- 5.70 The Council does not maintain any parking standards for residential developments and each site is taken on its own merits. However, Policy T2 of the Core Strategy states that developments in the city centre should:
 - 5.71 *"... provide a level of car parking which reflects the highly accessible nature of the location."* (Manchester City Council (2012), Core Strategy)
- 5.72 The accessibility assessment confirms that the site occupies a highly accessible location, with a GMAL of 8, the highest level in Greater Manchester.
- 5.73 To test whether the accessibility level is suitable for car free living, a review has been made of the accessibility of other car free developments consented by the Council in similar locations in the outer areas of the city.

Site	Area	No. of Units	Site Parking Rate	GMAL
One Park Place	Great Ducie Street SRF	273	0%	8
Boddingtons	Great Ducie Street SRF	461	0%	8
Talbot Mill	St Georges	208	0%	7
Port Street	Ancoats	135	0%	8
Crusader Works	Piccadilly	201	0%	8
Bendix Street	New Cross	161	0%	8
Oldham Street	New Cross	144	0%	8
Goulden Street	New Cross	73	0%	8
Proposal Scheme	Rochdale Road	110	0%	8

Table 5.4: Consented Car Free Schemes

5.74 Table 5.4 confirms that the site has the same level of accessibility as other consented car free developments in the outer areas of the city.

5.75 Parking is controlled by existing TRO on the streets adjacent to the site. These controls will remove the practicability of a resident storing a car on-street.

5.76 Based on the above, it is concluded that the site is suitable for car-free living.

Transport Assessment Scope

5.77 Based on the assessment set out above the TA will include the following.

- 1) Baseline Situation
 - Characteristics and location of the site
 - Local transport network review
 - TRO review and plan
 - Road safety analysis
- 2) Proposed Development
 - Pedestrian access arrangements
 - Bounding footway works
 - Cycle parking provision
 - Disabled parking strategy

- Servicing/refuse collection strategy
- Travel Plan summary

3) Accessibility Assessment

- Active travel audit
- Local amenities review
- Public transport accessibility
- Greater Manchester Accessibility Level
- Development strategy
- Policy compliance

4) Impact Assessment

- Person and vehicle trip generation
- Residual traffic impact
- Car free development assessment
- Policy compliance

5.78 A Framework Travel Plan will be prepared for the planning application, and this will be included as an appendix in the TA.

5.79 The TA will include general arrangement layouts of the site access proposals and other localised modifications, Swept Path Analysis, and full details of the development proposal.

EIA Scoping Assessment

Assessment Method

5.80 A preliminary impact forecast and scoping assessment has been undertaken to inform the EIA Scoping Submission.

5.81 The method for assessing the environmental effects of a development is based on the Institute of Environmental Management and Assessment (IEMA) 'Environmental Assessment of Traffic and Movement' guidance published in 2023.

5.82 IEMA recommends that two broad rules of thumb as criteria to assist in delimiting the scale and extent of the environmental assessment.

- Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of HGV will increase by more than 30%).
- Rule 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more.

5.83 IEMA recommends that as a starting point, a 30% change in traffic flow represents a reasonable threshold upon which to base a decision on whether to assess environmental effects in an EIA.

Operational Effects

5.84 Table 5.5 examines the daily development traffic flows in the context of the daily traffic flows on Rochdale Road to allow the IEMA assessment to be undertaken. The existing Rochdale Road traffic flows have been extracted from DfT's Count Database (Count Point: 27447) (<https://roadtraffic.dft.gov.uk/>).

2023 Base AADT Flows	Development Flows	Daily	Percentage Impact
12878	43		0.33%

Table 5.5: Percentage Impact – Development Impact: Operational Phase

5.85 Table 5.5 shows that the proposed development will result in an 0.33% increase in traffic flows on Rochdale Road during the operational phase, well below the IEMA screening thresholds of 30% (Rule 1) and 10% (Rule 2/sensitive locations).

5.86 The assessment set out earlier in this Note shows that the site occupies a highly accessible location that is served by suitable infrastructure to support active and sustainable resident trips.

Construction Effects

5.87 Construction movements are usually limited to regular but low-level traffic volumes over a course of a working day and are comprised of contractor cars, light goods vans, and larger vehicle movements. Construction activity typically occurs prior to the morning peak period and is complete prior to the evening peak period.

5.88 A forecast has been made of the construction traffic that will be generated by the development reference has been made to an agreed method prepared by SK for a site nearby on Park Place (planning ref: 138302/FO/2023). The Park Place development will construct 154 apartments. Table 5.6 shows the daily construction traffic flows associated with the Park Place development.

5.89 The Park Place construction traffic flows have been used to calculate the proposed development construction traffic flows on a pro-rata basis.

Park Place	Proposed Development
Construction Daily Flows	Construction Daily Flows
84	60

Table 5.6: Construction Traffic Flow Generation

5.90 Table 5.7 shows the impact during the construction phase.

2023 Base AADT Flows	Development Flows	Daily	Percentage Impact
12878	60		0.47%

Table 5.7: Percentage Impact – Development Impact: Construction Phase

5.91 Table 5.7 shows that the proposed development will result in an 0.47% increase in traffic flows on Rochdale Road during the construction phase, well below the IEMA screening thresholds of 30% (Rule 1) and 10% (Rule 2/sensitive locations).

Mitigation Measures

5.92 While the development will not generate a level of traffic during construction or the operational phases that exceeds the IEMA screening thresholds, mitigation measures will still be introduced during both phases to assist in enhancing the environmental benefits of the proposal. Examples of these measures are provided below.

- 5.93 A Construction Management Plan will be prepared at an appropriate time in the development process to set out consideration of the measures that will be used to ensure safe, efficient, and environmentally considerate construction practices.
- 5.94 Complementary measures will be provided with the operational phase of the development to support active and sustainable trip making and to reduce the reliance on the private car. These will include:
- Appropriate levels of cycle parking
 - Improvements to bounding footways
 - Resident Travel Plan

Conclusion

- 5.95 The preliminary assessment confirms that the development will not result in environmental effects when considered in the context of the IEMA significance/scoping thresholds. Therefore, a separate ES Transport Chapter is not required for the planning application, and transport can be scoped out of the EIA.
- 5.96 Notwithstanding, a TA will be submitted with an Interim Travel Plan. The TA will include consideration of the environmental effects of the development from a transport and movement perspective in line with best practice guidance.

HUMAN HEALTH

- 5.97 Schedule 3 requires the risk to human health relevant to the proposed development to be considered. Potentially significant effects on human health will be directly or indirectly considered across the technical chapters of the ES, rather than in a dedicated ES chapter.

NOISE & VIBRATION

- 5.98 A Noise Impact Assessment Report is being prepared by Andrew Jameson, BSc(Hons) Acoustics, MIOA, MIET; Director at Jameson Acoustics Limited.
- 5.99 It is noted that the site is surrounded by existing large scale residential properties, some at an equivalent distance from the principal noise source; road traffic on

Rochdale Road. There are no notably noise-generating commercial or industrial premises in the area, and thus noise impacts are solely environmental.

- 5.100 It is considered that adverse environmental noise impacts can be completely removed within proposed dwellings with the inclusion of appropriately specified double glazed windows and suitable ventilation systems, in the context of the area. High performance double glazed windows with mechanical ventilation is likely to be required to apartments overlooking Rochdale Road. The mechanical ventilation solutions will need to be appropriately sized to assist with the overheating strategy, reducing reliance on openable windows in line with the IOA/ANC's 'Acoustics, Ventilation & Overheating' guide and Building Regulations Part O.
- 5.101 The existing chapel will be converted to create amenity spaces, potentially including a co-working space and gym. A gym would have the potential to generate airborne and structure-borne noise (and vibration) from its operation. However, the new building frame forming the apartments will be structurally decoupled from the chapel, mitigating any risks of structure-borne acoustic transfer. Airborne noise emissions will be considered in the noise report, including noise breakout to external receptors, but it is envisaged any risks can be comfortably mitigated through diligent building design.
- 5.102 The ground floor commercial unit shall be designed as a shell only unit (satisfying Building Regulations standards of sound insulation to neighbouring apartments), with prospective tenants made responsible for acoustic upgrades required to mitigate operational noise impacts.
- 5.103 It is considered that noise and vibration associated with the construction of the proposed development can be managed and mitigated effectively via a suitably worded Construction Environmental Management Plan (CEMP), using relatively standard prescriptive methods of noise/vibration control, in the context of the site location. This can be secured via planning condition.
- 5.104 As a result it is considered unlikely that potential significant adverse effects would occur and any potential noise impacts can be fully considered through the planning process through the submission of the Noise Assessment.

- 5.105 The Proposed Development is therefore not considered to have any significant effects in respect of Noise and consequently it is proposed that this topic is scoped out of the ES.

TELECOMMUNICATIONS

- 5.106 The proposed development has the potential to adversely impact the reception of TV transmissions (both digital terrestrial television (DTT - Freeview) and digital satellite television services, such as FreeSat and Sky) in certain areas surrounding the site, in particular the area 'behind' the site with respect to the serving transmitter or serving satellite. These areas are known as 'signal shadow zones'. The main regional DTT transmitter serving the area surrounding the site is the Winter Hill transmitter, located towards the northwest and approximately 24km from the site. This is a main UK DTT transmitter, broadcasting local and national television services in the northwest region.
- 5.107 A TV baseline reception survey will be completed within the various shadow zones created by the built form of the proposed development, using professional reception equipment, connected to calibrated antenna systems. This process will confirm the transmitter serving the surrounding area, as well as the baseline signal strength and quality. The data recorded will allow for a 'before and after' comparison should interference be reported either during the demolition and construction phase or the operational phase of the proposed development.
- 5.108 Any reported TV interference once construction of the proposed development has begun will be investigated. It is not standard practice to apply mitigation in advance because specific instances of interference cannot be easily predicted in such a densely cluttered urban environment. It is also not standard practice to alter plans of a proposed development solely for possible TV interference matters. Any TV interference confirmed to be caused by the proposed development will be mitigated by the developer.
- 5.109 Whilst the proposed development may have the potential to impact TV reception in certain areas around the site, it is not anticipated that there will be significant EIA impacts on telecommunications in the area as a result of the proposed development; therefore, it is proportionate that Telecommunications / Electronic Interference is scoped out of the ES.

- 5.110 No other interference effects to any other wireless technology have been identified. A TV and radio impact reception assessment will be prepared and submitted as part of the planning application, which is a standard document required by the Council to support a planning application submission.

LIGHTING

- 5.111 The proposed development is unlikely to give rise to any lighting impacts which would have a significant impact on the environment due to the size of the site and the characteristics of the surrounding area. Therefore, this is scoped out of the ES.

RISK OF MAJOR ACCIDENTS AND DISASTERS

- 5.112 Given the proposed development's location in the UK, seismic events are rare. Considering the nature of the proposed development, the commitment to building regulations and statutory requirements, a chapter assessing major accidents and or natural disasters is scoped out of the ES.

SUSTAINABILITY

- 5.113 Standalone reports including the Circular Economy and Environmental Standards reports are proposed to be submitted with the planning application. A Greenhouse Gas Emissions ES Chapter is also proposed which will assess the greenhouse gas emissions associated with the construction and operation phases of the proposed development.

UTILITIES

- 5.114 Due to the size of the site and the fact that the proposal falls below the relevant thresholds, it is not expected that the proposed development would have significant environmental effects.

WASTE

- 5.115 Waste during the construction phase will be covered in a standalone Construction and Environmental Management Plan to be submitted with the planning application or secured via condition, and by a Waste Management Strategy and Proforma during the operational phase. Due to the size of the site and the fact that

the scheme does not exceed the relevant thresholds, it is not expected that waste would have significant effects on the environment.

6. TOPICS TO BE SCOPED IN TO THE ES

6.1 This section confirms the proposed assessment methodology and scope for each of the topics to be included within the ES. The section is structured as followed:

- Daylight & Sunlight, prepared by WSP
- Greenhouse Gas Emissions, prepared by Buro Happold
- Heritage, prepared by Stephen Levrant Heritage Architecture
- Townscape and Visual Impact, prepared by RBMP
- Socio-Economics, prepared by Buro Happold
- Wind Microclimate, prepared by WSP
- Air Quality, prepared by Redmore.

DAYLIGHT AND SUNLIGHT

INTRODUCTION

- 6.2 The Daylight Sunlight and Overshadowing (DSO) chapter outlines the assessment methodology to evaluate the potential impacts of the Proposed Development (Baptist Church) on daylight, sunlight, and overshadowing within the surrounding area.
- 6.3 The DSO assessment will determine the likely loss of light to adjacent buildings and open amenity areas resulting from the Proposed Development. To this end, the study will quantify the daylight and sunlight availability to the receptors identified and will derive the resulting ratio between the baseline and the proposed conditions to define the impact.
- 6.4 The study will identify sensitive receptors such as the adjacent residential properties, but also schools, and any other building that relies on natural light for its operation. These areas are where occupants reasonably expect to receive daylight and sunlight, including the proposed amenity areas within and off Site. Surrounding open amenity spaces such as gardens and playgrounds that may be affected by the Application Site will also be part of the assessment.

PLANNING POLICY CONTEXT

Legislative Framework

- 6.5 There is no specific national legislation dealing with daylight, sunlight and overshadowing. However, most Local Authorities in the UK recognise the guidelines set out in the BRE Guide 'Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice' as the most appropriate method for Daylight, Sunlight and Overshadowing Assessments.

Policy

- **National: National Planning Policy Framework NPPF (2023)**
- **Regional: Places For Everyone (2024):** Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford And Wigan; and

- **Local:** Core Strategy 2012-2027 (2012);
- And the Addendum to Manchester Core Strategy (2024).

Guidance

6.6 The following guidance documents have been used during the preparation of this Chapter:

- Manchester Residential Quality Guidance (2017); and
- BRE 209 Site layout planning for daylight and sunlight (2022).

BASELINE CONDITIONS

6.7 The Baseline assessment will be undertaken based on the current Proposed Development Site to set out of the existing condition. This will be assumed to be the Site with the existing Baptist Church buildings within the existing surroundings shown in Figure DS6-1.

6.8 The Baseline assessment will be used as a reference from which the magnitude of change will be measured for the Proposed Development which will be assessed under equal conditions.

6.9 The information to define the Baseline model will be collected from available sources including existing drawings, topographical surveys, information from mapping data, aerial photographic data for the area, and drawings within the planning portal.

Figure DS6-1 – Existing Site for Baseline Assessment



ASSESSMENT METHODOLOGY

Potential Impacts

- 6.10 Potential impacts are those where the daylight and sunlight conditions of a receptor deteriorate or improve as a result of the Proposed Development such that it either falls short or satisfies the recommended criteria of usage as defined in the recommended guidelines.

Impact on Neighbouring Properties

- 6.11 The assessment of effects on the receptors surrounding the Site will be based on an assessment of the change from the 'Baseline Scenario' assumed to be the existing Application Site and the existing properties surrounding the Application Site (including properties under construction at the time of the assessment assessed in their final form, if applicable).
- 6.12 In the 'Proposed Scenario' the Proposed Development will be introduced on the Site replacing the existing buildings for a direct comparison. This approach allows determining the impact that the Proposed Development will have on the surrounding properties in terms of daylight, sunlight and overshadowing of open spaces.

- 6.13 As mentioned in the Potential Impacts section above, the assessment will consider the magnitude of change between the Baseline and Proposed Scenarios. An additional scenario will evaluate the cumulative effects, which include adjacent consented schemes along with the Proposed Development. The magnitude of impact for this scenario will also be measured against the Baseline Scenario.
- 6.14 The assessment of the daylight and sunlight impacts will comprise 3 scenarios:
- Baseline Scenario: Assessment of the existing buildings on the Site with the existing surrounding context.
 - Proposed Scenario: Assessment of the Proposed Development on the Site with the existing surrounding context.
 - Cumulative Effects: This scenario includes the effects of the Proposed Development in combination with other future (consented) schemes.
- 6.15 The assessment criteria to be used for the study will be based on the guidelines within the BRE Guide: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice which is recognised as the most appropriate method for daylight, sunlight and overshadowing assessments.
- 6.16 Whilst the BRE Guide provides numerical guidelines for daylight, sunlight and overshadowing, the Guide is not an instrument of planning policy, therefore some level of flexibility should be applied where appropriate.
- 6.17 The sensitive receptors to be considered in the assessment include:
- Existing properties in the surrounding area; and
 - Existing Open amenity areas in the surrounding area.

Receptors

- 6.18 The receptors for this daylight and sunlight assessment include habitable rooms within adjacent properties that require natural light, as well as open amenity spaces. Habitable rooms will be assessed for daylight levels, while open amenity spaces will be evaluated for overshadowing.

- 6.19 In order to undertake the assessment, the key sensitive receptors around the Application Site need to be identified. According to the BRE Guide, sensitive receptors are described as rooms and windows to habitable rooms facing the Site where the occupants have a reasonable expectation of natural light.
- 6.20 The guidelines for sunlight will be applied to the existing properties for the windows facing within 90° of due south.
- 6.21 Sensitive receptors for overshadowing of open spaces include gardens and open amenity spaces on adjacent properties, excluding public footpaths, front gardens and car parks.

Sensitivity of Receptors

- 6.22 A sensitivity rating has been developed using professional judgement based on the BRE Guide, which is described below and categorised into high, medium and low based on the function or use of the space being assessed. This rating is indicative and there will be occasions where the sensitivity may be interpreted differently:

Daylight

- Habitable rooms such as living rooms, kitchens and bedrooms within residential developments generally require good levels of daylight to render them more enjoyable and adequate to their function. Windows to such spaces are classified as having high sensitivity to daylight.
- Non-domestic buildings where the occupants have a reasonable expectation of daylight but where artificial light is common and do not solely rely on natural light, such as offices, hotels, hostels, and schools, have been classified as having a medium sensitivity to daylight.
- Retail developments usually rely on mechanical control and are not considered spaces where there would be an expectation of daylight by the user. Thus, windows to such spaces can be classified as having low sensitivity to daylight.

Sunlight

- Windows of residential dwellings have been classified as having high sensitivity to sunlight, particularly for living rooms and conservatories. In the absence of internal layout information of the surrounding residential developments, all windows on the southern façades will be classified as having a high sensitivity to sunlight as a worst-case scenario.
- Windows of non-domestic buildings where people spend a considerable amount of their time, such as offices, hotels, hostels, and schools, are classified as having a medium sensitivity to sunlight particularly for the windows on the southern facades.
- Retail developments usually rely on mechanical climate control to achieve comfort and reduce the effect of outside air and noise pollution, particularly in urban areas. Receptors to these spaces are classified as having a low sensitivity to sunlight.

Overshadowing of Open Amenity Spaces

- For the purpose of the overshadowing assessments, gardens and open amenity spaces on adjacent properties are classified as having a high sensitivity.
- Open areas which are not designated to be used by the general public as an amenity area, such as street landscape, and roundabouts, are classified as having a low sensitivity.

6.23 For the purpose of this assessment and given the nature of the locality, only receptors with high and medium sensitivity will be assessed.

Metrics and Criteria - Existing Receptors

6.24 The assessment will be carried out to determine the level of adherence to the recommended BRE Guide on the existing adjacent properties.

6.25 The BRE Guide uses a set of metrics to quantify the potential effect on daylight and sunlight levels including:

- Obstruction Angle (25°);

- Vertical Sky Component (VSC);
- No-Sky Line (NSL); and,
- Probable Sunlight Hours (PSH: Annual Probable Sunlight Hours - APSH and Winter Probable Sunlight Hours - WPSH).

Obstruction Angle

- 6.26 This is an initial check to identify any potential impacts. If any part of a new building or extension, measured in a vertical section perpendicular to a main window wall of an existing building, from the centre of the lowest window, subtends an angle of more than 25° to the horizontal, then the diffuse daylighting of the existing building may be adversely affected, and further detailed studies should be carried out.

Vertical Sky Component (VSC)

- 6.27 When the obstruction angle and the visible sky angle (θ) vary significantly when multiple windows are involved, then the Vertical Sky Component (VSC) should be used instead. The calculation of VSC usually requires specialist computer software. The VSC, in simple terms, measures the amount of sky that can be viewed from the centre of a window accounting for all external obstructions, (with 40% being the maximum value for an unobstructed window). The recommended value for VSC is 27% or greater to maintain good levels of daylight. For existing surrounding windows, if the VSC is below 27%, then a comparison of the existing and proposed VSC levels with the new development in place is calculated and a ratio of impact is derived. The BRE guidance recommends that the maximum reduction of the VSC to existing windows should be 0.8 times their former value.

No-Sky Line (NSL)

- 6.28 No-Sky Line (NSL) is used to assess the daylight distribution within rooms of the surrounding properties where the internal layout of the property is known. The No-Sky Line divides the areas of the working plane that can receive direct skylight from those which cannot. If a significant area of the working plane (normally more than 20%) lies beyond the No-Sky Line (i.e., receives no direct skylight) then distribution of daylight in the room will look poor and supplementary electric lighting will be required. The BRE guidance recommends that the maximum reduction of the NSL to existing rooms should be 0.8 times their former value.

- 6.29 The calculation of daylight distribution (No-Sky Line -NSL) in neighbouring properties will only be carried out where room layouts are known. Using estimated room layouts is likely to give inaccurate results and is not recommended.

Probable Sunlight Hours (PSH)

- 6.30 Access to sunlight is measured from the windows of habitable rooms facing within 90° of due south. The Probable Sunlight Hours (PSH) calculation method measures the proportion of the window assessed that is sunlit for a period of time. The BRE Guide and BS EN 17037 recommend that the PSH is calculated for the annum (APSH) and for the winter months (WPSH) (21st September to 21st March). The recommended sunlight criteria for existing buildings potentially affected by a new development, are as follows:

- The window reference point should receive more than 25% of APSH, including at least 5% of WPSH.
- If the available sunlight hours are both less than the amount given above and less than 0.8 times their former value, either over the whole year or during the winter, then the occupants of the existing building will notice some loss of sunlight.
- The overall loss of sunlight should be maintained below 4%.

Overshadowing of Open Amenity Areas

- 6.31 For gardens or amenity areas, the BRE Guide suggests that at least half the area (50%) should receive at least two hours of sunlight on 21st March (sunlight at an altitude of 10° or less is excluded). If, as a result of a new development, an existing garden (usually the main back garden of a house) or amenity area does not meet the above criteria and the area which can receive two hours of sunlight on 21st March is less than 0.8 times its former value, then the loss of sunlight is likely to be significant.

Determining Magnitude of Change

- 6.32 The BRE criteria will be used to assess the likely levels of daylight and sunlight to habitable rooms in the surrounding properties. Compliance with the BRE Guidelines is achieved if the levels of daylight/sunlight within the identified receptors of the

surrounding properties are equal to or greater than the recommended values given in the Guide.

- 6.33 Compliance with the BRE Guide is also achieved for the identified receptors of the surrounding properties if the ratio of impact between the 'Baseline Scenario' and the 'Proposed Scenario' is 0.80 or higher, i.e., the reduction in daylight or sunlight hours is 20% or less. An additional criterion of overall annual loss for APSH values also needs to be satisfied to comply with the recommended BRE guidelines.
- 6.34 A negligible magnitude of change is defined if compliance with the BRE criteria is met.
- 6.35 When the criteria are not met, the BRE document does not provide guidelines for determining the magnitude of the impact. Therefore, a scale to measure the magnitude of change has been provided using professional judgement, which is discussed below.
- 6.36 For the affected receptors that lie below the recommended BRE guidelines, the magnitude of change will be rated depending on the ratio of impact between the 'Baseline Scenario' and the 'Proposed Scenario'. The criteria to be used for determining the magnitude of change for the VSC, NSL, APSH and WPSH results is detailed in the tables below.

Table DS6-1: Magnitude of Change for Vertical Sky Component (VSC) Results

VSC Values	Ratio of Impact	Magnitude of Change
VSC $\geq$ 27%	$\geq$ 0.8	Negligible
VSC $\geq$ 27%	$<$ 0.8	Negligible
VSC $<$ 27%	$>$ 0.8	Negligible
VSC $<$ 27%	0.7 – 0.8	Low
VSC $<$ 27%	0.6 – 0.7	Medium
VSC $<$ 27%	$<$ 0.6	High

Table DS6-2: Magnitude of Change for No-Sky Line (NSL) Results

NSL Values	Ratio of Impact	Magnitude of Change
NSL $\geq$ 80%	≥ 0.8	Negligible
NSL $\geq$ 80%	< 0.8	Negligible
NSL $< 80\%$	> 0.8	Negligible
NSL $< 80\%$	0.7 – 0.8	Low
NSL $< 80\%$	0.6 – 0.7	Medium
NSL $< 80\%$	< 0.6	High

Table DS6-3: Magnitude of Change for Annual Probable Sunlight Hours (APSH) Results

APSH Values	Ratio of Impact	Absolute reduction	Magnitude of Change
APSH $\geq$ 25%	>0.8	$\leq 4\%$	Negligible
APSH $\geq$ 25%	>0.8	$> 4\%$	Negligible
APSH $\geq$ 25%	<0.8	$> 4\%$	Negligible
APSH $< 25\%$	>0.8	$\leq 4\%$	Negligible
APSH $< 25\%$	>0.7	$>4\%$	Low
APSH $< 25\%$	0.6 – 0.7	$>4\%$	Medium
APSH $< 25\%$	< 0.6	$>4\%$	High

Table DS6-4: Magnitude of Change for Winter Probable Sunlight Hours (WPSH) Results

WPSH Values	Ratio of Impact	Magnitude of Change
WPSH $\geq 5\%$	>0.8	Negligible
WPSH $\geq 5\%$	<0.8	Negligible
WPSH $< 5\%$	>0.8	Negligible
WPSH $< 5\%$	0.7 – 0.8	Low
WPSH $< 5\%$	0.6 – 0.7	Medium
WPSH $< 5\%$	< 0.6	High

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

- 6.37 The level of daylight and sunlight will fluctuate throughout the construction process and cannot be accurately quantified. Therefore, the construction phase is excluded from this assessment. The completed development scenario represents the most significant impact on daylight and sunlight, which will be thoroughly assessed.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

Significance of Effects for Daylight and Sunlight Assessment

- 6.38 In the absence of published guidance, a matrix for determining the significance of effects has been developed taking into account the sensitivity of the receptor and the magnitude of change (Table 1-5).

Table DS6-5: Significance of Effect for VSC, NSL and PSH Results

Magnitude of Change	Sensitivity of Receptor	
	High	Medium
High	Major effect	Moderate effect
Medium	Moderate to Major effect	Moderate to Minor effect
Low	Minor to Moderate effect	Minor effect

Significance of Effects for Overshadowing of Open Amenity Areas

- 6.39 The BRE Guide recommends that for a garden or amenity area to appear adequately sunlit throughout the year, at least half of an amenity area should receive at least two hours of sunlight on 21st March. The BRE Guide also indicates that if, as a result of a new development, an existing garden or amenity area does not meet these guidelines, and the area which can receive some sun on the 21st March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.
- 6.40 The following overshadowing significance of effects will be used in this assessment:

- Negligible - Where the assessment results fall within the BRE criteria either because $\geq 50\%$ of amenity area achieves ≥ 2 hours of sunlight on 21st March; or by retaining ≥ 0.8 of its former value;
- Minor Adverse – Where the assessment results fall below the BRE criteria (< 0.8 of its former value) but not by a significant margin (40-50% of the area assessed receives ≥ 2 hours of sunlight on 21st March);
- Moderate Adverse – Where the assessment results fall below the BRE criteria (< 0.8 of its former value) by a moderate margin (30-40% of the area assessed receives ≥ 2 hours of sunlight on 21st March); and,
- Major Adverse – Where the assessment results fall below the BRE criteria (< 0.8 of its former value) by a significant margin ($< 30\%$ of the area assessed receives ≥ 2 hours of sunlight on 21st March).

MITIGATION

- 6.41 All receptors both within and off-Site will need to satisfy the requirements for daylight and sunlight.
- 6.42 Where the results of the assessments identify areas where the recommended guidelines are not met, mitigation measures will be identified to limit the adverse effect of the Proposed Development and/or achieve the required daylight and sunlight levels.
- 6.43 Within the site, typically, mitigation measures to improve the daylight and sunlight environment in addition to optimising the massing and orientation of the buildings can include adjustments to glazing types and size, rooms orientation and dimensions and material finishes.

SUMMARY OF ASSESSMENT SCOPE

- 6.44 This report will be used as a consultation document to ensure that the Local Planning Authority is aware of the approach to address environmental concerns regarding daylight and sunlight impacts on the proposed development site and the immediate surrounding area. This report will also provide an opportunity for feedback on any aspect of the proposed assessment methodology.

6.45 Table DS6-6 below summarises the elements scoped into this assessment, as well as the ones scoped out:

Table DS6-6: Elements Scoped in or out of Further Assessment

Element	Phase	Scop ed In	Scop ed Out	Justification
Potential effects to existing sensitive receptors such as residential properties	Operation	✓		Required to assess the effects from the Proposed Development both within and off site and identify mitigation measures where required.
Potential effects within the site as part of the Proposed Development i.e., new open amenity spaces.	Operation	✓		Required to assess the level of daylight and sunlight within the Proposed Development site and identify mitigation measures where required.
Cumulative effects considering future schemes	Operation	✓		Required to assess the cumulative impact of the Proposed Development.
Mitigation Studies	Operation	✓		Where the results of the assessments identify areas where the recommended guidelines are not met, mitigation measures will be introduced and tested to limit potential adverse impacts of the Proposed Development.
Assessment of daylight and sunlight within the proposed development.	Operation		✓	This is a design issue and daylight studies internally will be carried out as part of the design process.
Potential effects of daylight and sunlight from the Proposed Development	Construction		✓	The level of daylight and sunlight will continuously vary as construction progresses and it is not practical to quantitatively assess. However, the completed development scenario represents the worst case, and this will be fully quantified.

Cumulative effects with future schemes (consented or under consideration).	Construction		✓	The level of daylight and sunlight will continuously vary as construction progresses and it is not practical to quantitatively assess. However, the completed development scenario represents the worst case, and this will be fully quantified.
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LIMITATIONS AND ASSUMPTIONS

6.46 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- All calculations will be based on best practice guidance and on drawing or models of the Proposed Development provided. Where required, estimations have been made with regards to the height and massing of surrounding properties, based on available satellite photographs and mapping.
- The daylight and sunlight impact assessment described above are based on current UK British Standards and conforms to UK planning requirements but does not constitute a Right of Light survey.
- Upon completion of the assessment as described within the proposed scope, any additional assessment and/or mitigation testing required will be subject to a separate fee and timescale agreement.

GREENHOUSE GAS EMISSIONS

ASSESSMENT CONTEXT

- 6.47 Buildings and construction account for 39% of the world's greenhouse gas (GHG) emissions. Of this, operational emissions (i.e., GHG emissions from energy used to heat, cool and light buildings) account for 28%, while 11% comes from embodied emissions (i.e., GHG emissions associated with the materials and construction processes throughout the building lifecycle) (World Green Building Council, 2019). Therefore, it is of paramount importance that future buildings are designed in a way that minimises their GHG emissions.
- 6.48 The EIA regulations state that the ES should include 'a description of the likely significant effects of the development on the environment resulting from, inter alia... (f) the impact of the project on climate (for example the nature and magnitude of GHG emissions) and the vulnerability of the project to climate change'.
- 6.49 Given the nature and scale of the proposed development, it is considered to have the potential to result in significant adverse effects regarding GHG emissions during the construction and operational stages. The IEMA EIA Guide to Assessing Greenhouse Gas Emissions and Evaluating their Significance Second Edition (2022) (hereafter referred to as the IEMA 2022 Guidance) sets out three overarching principles as to why emissions from development are potentially significant:
- 'The GHG Emissions from all projects will contribute to climate change, the largest interrelated cumulative environmental effect';
 - 'The consequences of a changing climate have the potential to lead to significant environmental effects on all topics in the EIA Directive (e.g human health, biodiversity, water, land use, air quality)'; and
 - 'GHG emissions have a combined environmental effect that is approaching a scientifically defined environmental limit; as such any GHG emissions or reductions from a project might be considered to be significant.'
- 6.50 The IEMA 2022 Guidance goes on to advise that 'GHG emissions should be assessed and reported as part of a good practice approach to EIA.'

- 6.51 On this basis, it is proposed that a GHG emissions chapter will be included within the ES.

ASSESSMENT METHODOLOGY

- 6.52 There is currently no standard methodology for quantifying GHG emissions within the EIA process. The assessment reported in the ES chapter will be undertaken in line with the IEMA 2022 Guidance, as well as relevant legislation, planning policy, and good practice guidance including:

- Royal Institute of Chartered Surveyors (RICS) Whole Life Carbon Assessment for the Built Environment (2023) (hereafter referred to as the RICS 2023 guidance); and
- BS EN 15978:2011 Sustainability of construction works. Assessment of environmental performance of buildings. Calculation method. (hereafter referred to as BS EN 15978)

- 6.53 A reference study period (RSP) of 60 years is proposed, as per the principles outlined in BS EN 15978. This is based on the typical expected service life of a building. The total estimated GHG emissions will be estimated from the start of construction to 60 years after completion of the proposed development.

- 6.54 For the purposes of the assessment, the proposed development has been split up into lifecycle stages (or 'modules'), as set out within BS EN 15978, with building elements included in line within the RICS 2023 guidance as shown in Figure GG6-1.

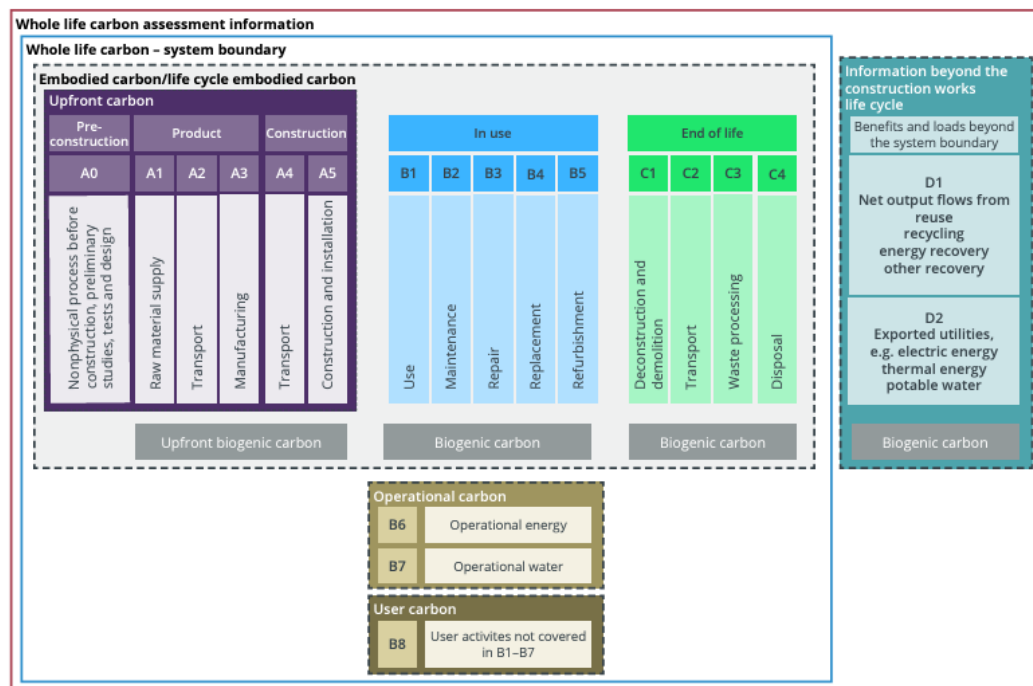


Figure GG6-1 Diagram showing the stages of a lifecycle GHG emissions assessment, taken from RICS 2023 Guidance, based on lifecycle stages set out in EN 15643:2021, EN 15978 and more.

- 6.55 It is proposed that GHG emissions associated with the construction stage will be based on appropriate published benchmarks. It is also proposed that the GHG emissions associated with operational embodied carbon within the in-use stage and end-of-life stage will be estimated based on appropriate published benchmarks, where information on operational energy and water usage is not available from the project utilities engineer and sustainability and energy consultants. Where this information is available, carbon factors will be applied to determine the GHG emissions associated with these sources.
- 6.56 Where information on operational transport trip generation is available from the project's transport consultants, carbon factors shall be applied and assumptions on journey distances shall be made.
- 6.57 Where emissions cannot be quantified due to a lack of available benchmarks, a qualitative assessment on their likely contribution to significance will be made based on professional judgement.
- 6.58 The ES chapter will provide a summary of the GHG emissions from each stage across the 60-year RSP. Total estimated GHG emissions shall be compared to both

appropriate national and regional carbon budgets to illustrate the scale of GHG emissions associated with the proposed development.

6.59 GHG emissions caused by an activity are often categorised into 'scope 1', 'scope 2', or 'scope 3', following the guidance of the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD) Greenhouse Gas Protocol suite of guidance documents (WRI and WBCSD, 2014).

6.60 The ES chapter will not refer to scope 1, 2 and 3 emissions throughout, instead referring to emissions by lifecycle stage. However, the following section provides an overview of which scope the assessed emissions fall within.

6.61 Scope 1 emissions include direct emissions from owner or controlled sources. With respect to the proposed development this may include:

- Emissions from fleet vehicles e.g heavy goods vehicles (HGVs).

6.62 Scope 2 emissions include indirect emissions from purchased energy. With respect to the proposed development, this may include:

- Electricity, steam, heat, or cooling generated offsite, purchased and consumed by the proposed development.

6.63 Scope 3 emissions include indirect value chain emissions, resulting from the activities of assets not controlled or owned by the proposed development occurring before or after they have control of an asset. With respect to the proposed development this may include:

- Upstream emissions related to the purchase of required goods and services; and
- Downstream emissions related to any goods leaving the proposed development.

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

6.64 Sources of GHG emissions during the demolition and construction stage are as follows:

- Demolition and construction waste removal;
- Extraction and manufacturing of building materials (i.e. the product stage); and
- Transport of materials to the site and construction and installation of products on site (i.e. the construction process stage).

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

6.65 Sources of GHG emissions during the operational stage are as follows:

- Maintenance, repair, replacement and refurbishment within the proposed building (i.e. the embodied carbon);
- Operational energy requirements for the day to day running of the building (i.e. heating, cooling, lighting etc.);
- Operational water consumption;
- Operational transport (i.e. deliveries and servicing), where appropriate transport figures are available for the proposed development; and
- End-of-life demolition.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

6.66 Specific criteria for assessing the significance of GHG emissions effects are provided in the IEMA 2022 guidance (Table GG6-1). The assessment of significance will be undertaken in line with these criteria. The guidance also recommends that the context of the project's carbon footprint is determined to establish whether the project supports or undermines a trajectory towards net zero. This can help decision makers in their evaluation of the effects of the proposals. The estimated net GHG emissions will be considered in the context of the both the UK National Carbon Budgets and carbon budgets for Manchester City Council area. If formal Council carbon budgets are not available, the Tyndall Centre recommended energy only carbon budgets for the Council will be used.

Table GG6-1 Criteria for determining effect significance

Significance	Descriptor
Major adverse	The proposed development's GHG impacts are not mitigated or are only compliant with do-minimum standards set through regulation, and do not provide further reductions required by existing local and national policy for projects of this type. A project with major adverse effects is locking in emissions and does not make a meaningful contribution to the UK's trajectory towards net zero.
Moderate adverse	The proposed development's GHG impacts are partially mitigated and may partially meet the applicable existing and emerging policy requirements but would not fully contribute to decarbonisation in line with local and national policy goals for projects of this type. A project with moderate adverse effects falls short of fully contributing to the UK's trajectory towards net zero.
Minor adverse	The proposed development's GHG impacts would be fully consistent with applicable existing and emerging policy requirements and good practice design standards for projects of this type. A project with minor adverse effects is fully in line with measures necessary to achieve the UK's trajectory towards net zero.
Negligible	The proposed development's GHG impacts would be reduced through measures that go well beyond existing and emerging policy and design standards for projects of this type, such that radical decarbonisation or net zero is achieved well before 2050. A project with negligible effects provides GHG performance that is well 'ahead of the curve' for the trajectory towards net zero and has minimal residual emissions.
Beneficial	The proposed development's net GHG impacts are below zero and it causes a reduction in atmospheric GHG concentration, whether directly or indirectly, compared to the without-project baseline. A project with beneficial effects substantially exceeds net zero requirements with a positive climate impact.

6.67 The majority of GHG emissions in the demolition and construction phase are expected to come from the product stage (i.e., embodied carbon from building materials). Therefore, mitigation measures focused around lean design and low embodied carbon opportunities will be recommended.

- 6.68 During operation, it is anticipated that the operation of building services will represent the majority of GHG emissions. Measures to reduce consumption in line with current best practice will be proposed.

CLIMATE CHANGE RESILIENCE AND ADAPTATION

- 6.69 A climate change resilience risk assessment will be appended to the ES.
- 6.70 The approach to assessing the potential impact of climate change on the proposed development will be undertaken in accordance with IEMA's Climate Change Resilience and Adaptation (2020) guidance (hereafter referred to as the IEMA 2020 Guidance) which presents a framework for the consideration of climate change resilience and adaptation in the EIA process. It recognises a need for a proportionate approach to the assessment, due to the uncertainties associated with predicting how the environment will respond to climate change.
- 6.71 The risk assessment shall consider a list of likely climate change risks set out in the C40 Cities Climate Change Risk Assessment Guidance (2018). This list includes the effects of storms and wind, extreme temperatures, water scarcity and flooding and sea level rise, amongst other climate change related hazards.

SUMMARY OF ASSESSMENT SCOPE

- 6.72 The Greenhouse Gas Emissions ES Chapter will follow a traditional EIA approach of assessing the significance of effects, in line with the IEMA 2022 Guidance. It will also describe the methods used to assess these impacts and effects, the existing baseline conditions, the proposed mitigation measures required to prevent, reduce or offset any significant negative effects and the likely residual effects after these methods have been adopted.
- 6.73 The Climate Change Resilience Risk Assessment, in line with the IEMA 2020 Guidance, will follow a risk assessment approach, rather than a traditional EIA approach of assessing the significance of effects.

HERITAGE

ASSESSMENT CONTEXT

- 6.74 The Heritage Chapter of the ES will assess the likely potential effects of the proposed development on the significance of built (above ground) heritage assets surrounding the site.
- 6.75 The site is not protected by any built heritage designations; it does not contain any statutorily listed buildings, nor does it lie within a Conservation Area. At the time of writing, the Council, who are the local planning authority, do not have a local list of heritage assets, however the existing building is considered to be a non-designated heritage asset due to its local historic and architectural interest.
- 6.76 The site is situated within the setting of a number of listed buildings, the closest being approximately 40m to the north of the site boundary. The closest Conservation Area is the Smithfield Conservation Area, which lies approximately 210m to the south-west.
- 6.77 The proposed development therefore has the potential to have direct and indirect effects on the non-designated heritage asset within the site and the settings of a number of designated heritage assets in its setting.
- 6.78 The site is currently occupied by the former Particular Baptist Chapel and comprises a 1907/1908 chapel and a narrow area of cleared ground to its south-west and north-east, the latter being used for surface car parking. Having been rejected for listing by Historic England in 2023, the building is building is considered to yield sufficient historic and architectural interest at a local level to be considered a non-designated heritage asset.
- 6.79 The site's townscape context is highly varied, with isolated high quality and interesting historic buildings sitting cheek-by-jowl with late 20th century residential development and open sites of surface car parking. The hostile road infrastructure of the 4-lane A664/ Rochdale Road detracts from the quality and enjoyment of the townscape and aids the isolation of remnant historic buildings from one another and their local setting. Where there is open space in the setting of the site, it generally comprises of poor-quality hardstanding used for car parking.

- 6.80 From the south-west all the way along to the site and beyond the immediate townscape has been transformed by modern redevelopment which provides residential/ hotel development in tall buildings fronting the pavement along Rochdale Road.

LEGISLATION AND POLICY CONTEXT

- 6.81 The Heritage Chapter will consider the relevant legislation, national and local planning policy listed below. For the purposes of this assessment, it will be those policies concerned with design, townscape, views and historic environment matters that are of the greatest relevance.

- Planning (Listed Buildings and Conservation Areas) Act 1990
- National Planning Policy Framework ('NPPF'), December 2023
- Planning Practice Guidance ('PPG'), live on-line resource
- Manchester's Local Development Framework, Core Strategy, July 2012
- Manchester Extant Unitary Development Policies ('UDP'), July 1995

ASSESSMENT METHODOLOGY

- 6.82 Based on the urban character of the site's surroundings and the height of the proposed development, a study area of 500m is proposed for the identification of built heritage receptors. The following 49 designated heritage assets fall within 500m of the site boundary:

- Workshops, Shop and Warehouse, Grade: II
List Entry Number: 1096052
- Derros Building, Grade II
List Entry Number: 1119732
- 8 Cable Street, Grade II
List Entry Number: 1208255
- Hare And Hounds, Grade II
List Entry Number: 1379936
- Charter Street Mission (Formerly Charter Street Ragged School And Working Girls' Home), Grade II
List Entry Number: 1461979
- Parkers Hotel, Grade II

List Entry Number: 1208963

- Ashton House, Grade II

List Entry Number: 1197764

- Former Police and Ambulance Station, Grade II

List Entry Number: 1292052

- Marble Arch Inn, Grade II

List Entry Number: 1247604

- Crown And Kettle Public House, Grade II

List Entry Number: 1246276

- Holyoake House, Grade II

List Entry Number: 1291969

- Victoria Buildings, Grade II

List Entry Number: 1209985

- Cooperative Wholesale Society Building to North of Junction With Hanover Street, Grade II

List Entry Number: 1197765

- Victoria Square, Grade

List Entry Number: 1246277

- Cooperative Society Building, Grade II

List Entry Number: 1247472

- Co-Operative Insurance Society (CIS) Building, Grade II

List Entry Number: 1270494

- 29, Shude Hill, Grade II

List Entry Number: 1254631

- Sharp Street Ragged School, Grade II

List Entry Number: 1254650

- Warehouse On West Corner of Junction With Simpson Street, Grade II

List Entry Number: 1270681

- New Century House, Including its Attached Conference Hall and Abstract Concrete Relief Wall In The Entrance Piazza, Grade II

List Entry Number: 1255052

- 29, Swan Street, Grade II

List Entry Number: 1270667

- Former Midland Bank, Grade II

List Entry Number: 1270668

- Cooperative Press, Grade II

List Entry Number: 1291013

- Cooperative Society Building, Grade II
List Entry Number: 1200849
- Smithfield Market Hall, Grade II
List Entry Number: 1254687
- The City Public House, Grade II
List Entry Number: 1271456
- Former Wholesale Fish Market, Grade II
List Entry Number: 1282996
- 31-35, Thomas Street, Grade II
List Entry Number: 1270669
- Union Bridge, Grade II
List Entry Number: 1255163
- Former Doctor's Surgery, Grade II
List Entry Number: 1482727
- Nos. 69-77, LEVER STREET And No. 10, BRADLEY STREET, Grade II
List Entry Number: 1291495
- 7, Kelvin Street, Grade II
List Entry Number: 1291627
- 38 Back Turner Street, Grade II
List Entry Number: 1390869
- Warehouse, Workshop And Shops, Grade II
List Entry Number: 1390870
- 49-53, Tib Street, Grade II
List Entry Number: 1254717
- 10-20, Thomas Street, Grade II
List Entry Number: 1270655
- 42, 44 And 46 Thomas Street (Including 41, 43 And 45 Back Turner Street), Grade II
List Entry Number: 1452606
- Daily Express Building, Grade II*
List Entry Number: 1218285
- Nos. 104 and 106, High Street, Grade II
List Entry Number: 1218648
- Castle Hotel, Grade II
List Entry Number: 1246280
- Cooperative Wholesale Society, Grade II
List Entry Number: 1025287

- 105, Oldham Street, Grade II
List Entry Number: 1246432
- Former Church of St Peter, Grade II
List Entry Number: 1197806
- 1, Kelvin Street, Grade II
List Entry Number: 1200822
- Numbers 4, 6 And 8 and Attached Screen Walls, Grade II
List Entry Number: 1197808
- 75 and 77, High Street, Grade II
List Entry Number: 1200814
- Smithfield Conservation Area
- Ancoats Conservation Area
- Shudehill Conservation Area

6.83 It is considered that the proposed development will not materially (or significantly) affect an appreciation of the significance of a number of the heritage assets identified above. This may be due to separating distance or interposing built form, which means the proposed development does not form a noticeable or clearly visible element of the asset's setting, or it may be the nature of the asset itself means that the contribution its setting makes to an appreciation of its significance is limited. A Zone of Theoretical Visibility ('ZTV') prepared by RBMP has also informed this scoping process and helped to identify those assets where it is unlikely the proposed development will result in a significant effect. The ZTV forms **Appendix C** of this document.

6.84 For the reasons identified above, a number of heritage assets are scoped out at this stage and will not be considered further with the Heritage Chapter. **Table H6.1** below lists the heritage assets scoped into the assessment.

6.85 The setting of any additional heritage assets outside the 500m study which are identified during the baseline assessment phase to have the potential to be significantly affected by the proposed development will be incorporated into the assessment where necessary.

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

- 6.86 The redevelopment of the site, including the partial demolition of the existing building and construction of a new building, has the potential to change the existing townscape character of the area, views to and from the site, and the setting of surrounding heritage assets. The physical effects related to this phase of works would include dust, noise, vibrations, hoardings, and increased activity on the site related to the demolition and construction of new buildings.
- 6.87 The activity associated with the demolition and construction phase is temporary and as such no significant effects on heritage receptors are identified as resulting from this element of the proposed development.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

- 6.88 The proposed development will permanently alter the non-designated heritage asset within the site through direct and indirect impacts, it will also have the potential to permanently alter the setting of surrounding built heritage assets and views into the site and across the local area through the introduction of a new building and changes to the existing landscape/pedestrian realm within and on the periphery of the site.
- 6.89 In terms of heritage, the potential for significant operational effects on those assets closest to the site is judged to be low-to-middling owing to the local heritage interest of the heritage asset directly affected and the scale of the proposed development and its proximity to surrounding listed buildings and conservation areas. Notwithstanding this, there has been a significant amount of change in these assets' setting in recent years owing to the large-scale redevelopment of the townscape to the wider area. Subsequently, the introduction of a new tall building into their setting does not represent an alien or uncharacteristic addition to the local townscape or represent an unprecedented change. The potential for significant effects on those assets in the wider townscape is judged to be lower owing to greater separating distances, the screening effect of interposing built form, the experience of the site in the context of the wider urban area of Manchester (including numerous tall and large buildings) and the individual nature of assets' settings.

- 6.90 The impact of the proposed development on the significance and setting of heritage assets will be interrogated in the HTVIA.

ASSESSMENT METHODOLOGY

Technical Scope

- 6.91 As identified above, the ES Heritage Chapter will consider the potential impact of the proposed development on the significance of above-ground heritage assets.
- 6.92 The potential heritage effects of the proposed development will be assessed using a methodology based on best practice guidance.

Baseline Appraisal

- 6.93 A Heritage Statement (HS) prepared in accordance with the requirements of the NPPF will:
- Identify the heritage assets (heritage receptors) surrounding the site which may be affected by the proposed development; and
 - Assess the significance of the identified heritage assets, including the contribution of their settings to an appreciation of their significance.
- 6.94 The baseline assessment element will draw upon site survey work, map regression analysis, and desk-based research.

Consultation

- 6.95 No consultation on the scope of the HS has yet been undertaken. The Council is invited to review the receptors proposed for inclusion in this Scoping Report and provide comment where necessary.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

- 6.96 The Heritage Statement (and ES Heritage Chapter) will provide an assessment of the likely potential effects of the proposed development upon the significance and setting of the heritage assets during both the construction and operation phases. A significant effect upon a heritage asset is identified as anything that qualifies as a

‘**moderate**’ change to the way in which its significance is appreciated, or its setting is affected.

6.97 The assessment will be undertaken with reference to the legislation and planning policy outlined above, as well as the following guidance documents:

- Historic England, Historic Environment Good Practice Advice in Planning: Note 2 (GPA2): Managing Significance in Decision-Taking in the Historic Environment (March 2015)
- Historic England, Historic Environment Good Practice Advice in Planning: Note 3 (GPA3, 2nd edition): The Setting of Heritage Assets (December 2017)
- Historic England, Conservation Principles, Policies and Guidance (2008)
- Historic England, Historic England Advice Note 4: Tall Buildings (December 2015)
- Historic England, Historic England Advice Note 12: Statements of Heritage Significance (October 2019)

6.98 The assessment of potential heritage effects will be informed by the analysis of a series of viewpoints and Accurate Visual Representations (‘AVRs’) which show how the proposed development will appear in its local and wider townscape context and in tandem with heritage assets in the setting of the site. A total of 5 heritage viewpoints have been identified for the purposes of this assessment and are provided below at Figure 6.1, below, for comment and agreement from the Council.

Cumulative effects

6.99 An overall assessment of cumulative effects, i.e. of the effect of the proposed development taking into account other proposed and consented schemes, will also be provided in relation to built heritage. The approach to cumulative assessment will be to focus on the additional effects of the proposed development on top of the cumulative baseline. This assessment will be based on the inclusion of relevant surrounding cumulative developments in the selected AVRs, represented in wireline (AVR Level 1) form where visible.

6.100 For the purpose of the scoping exercise, we invite the Council to advise on which cumulative developments they consider necessary for inclusion within the AVRs.

Mitigation

- 6.101 The mitigation of any potential impacts will be considered through the design of the scheme proposals and will therefore be 'embedded'.

SUMMARY OF ASSESSMENT SCOPE

- 6.102 The summary of assessment scope is as follows:

Table H6.1:

Heritage Asset Name	Designation/Status
Marble Arch Inn	Grade II Listed Building
Warehouse On West Corner of Junction With Simpson Street	Grade II Listed Building
Cooperative Press	Grade II Listed Building
Sharp Street Ragged School	Grade II Listed Building
Charter Street Mission (Formerly Charter Street Ragged School And Working Girls' Home),	Grade II Listed Building
Former Police and Ambulance Station	Grade II Listed Building
8 Cable Street	Grade II Listed Building
New Century House, Including its Attached Conference Hall and Abstract Concrete Relief Wall In The Entrance Piazza, Grade II	Grade II Listed Building
Parkers Hotel	Grade II Listed Building
Co-Operative Insurance Society (CIS) Building	Grade II Listed Building
Smithfield Conservation Area	Conservation Area
Shudehill Conservation Area	Conservation Area
Ancoats Conservation Area	Conservation Area

SOCIO-ECONOMICS

ASSESSMENT CONTEXT

- 6.103 A socio-economic analysis aims to examine the potential impact of the proposed scheme on the existing economic and social performance of the area. It then proceeds to recognise and quantify, whenever feasible, the effects of the intended construction, considering factors such as job opportunities, housing availability, economic contribution, local expenditure, communal facilities, and nearby amenities and services.
- 6.104 The socio-economic assessment will consider the impacts during the demolition/construction and operational phases of the proposed development. The likely sensitive receptors of the proposed development are:
- Existing and future local businesses and employees;
 - Existing and future local residents; and
 - Local social infrastructure resources (e.g. health facilities, educational resources, open space, play space and recreational facilities)
- 6.105 This evaluation will also encompass a review of the relevant policy landscape and pertinent planning directives provided at various levels.

BASELINE CONDITIONS

- 6.106 The existing site was once a Baptist Church but is currently unoccupied. The site is located to the east of Manchester Victoria Station, which serves as a key transport hub. The site is also surrounded by other residential units, shops, bars, and restaurants.
- 6.107 The proposed development includes part demolition and restoration of the Baptist Church and building of a new residential-led tower block. The development will also include a commercial unit and amenity space. This will result in impacts on the local and regional economies through the creation of new employment opportunities during the construction and operation phases. There will also be impacts on surrounding social infrastructure resources (open space, play space, schools etc.) arising from the new residential population which will reside within the proposed development.

SPATIAL SCOPE

- 6.108 The principal economic effects of the proposed development will be considered relative to Manchester City and Greater Manchester as these represent the principal labour market catchment areas.
- 6.109 Effects on social and community infrastructure will be assessed by various geographical effect areas, according to the most up-to-date socio-economic data or policy available. This depends in part on the availability of relevant data, but in all probability the impacts will be more local.

LEGISLATIVE CONTEXT

- 6.110 Within the context of transforming the former Baptist church into a 23-storey residential-led development, a comprehensive review of relevant planning regulations, economic development strategies, and revitalisation policies will be conducted as part of the socio-economic chapter of the ES. This review will cover the local (Manchester City), regional (Greater Manchester), and national levels, to determine whether the proposed development aligns with or diverges from the goals and prerequisites outlined in these policy documents. Additionally, this assessment will outline the primary strategic outcomes envisioned through the implementation of the proposed development.

POTENTIALLY SIGNIFICANT EFFECTS – DEMOLITION AND CONSTRUCTION PHASE

- 6.111 The proposed development will generate temporary employment opportunities, both direct and indirect, during the demolition and construction phase. Due consideration will be given to the potential beneficial effects on the local economy and labour market.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

- 6.112 The socio-economic assessment will consider the following potential effects during the operational phase:
- Employment opportunities: the creation of long-term, direct, indirect, and induced employment opportunities from any proposed commercial uses on-site as well as impacts on any existing employment uses.

- Housing provision: the provision of new housing to the local area including meeting the annual residential built targets for Manchester City.
- Increased spending: the increase in residents as a result of new housing will likely lead to an increase in spending in the local economy and local businesses.
- Social infrastructure demand: the growth in population due to new residents could impact the demand for social infrastructure such as primary healthcare facilities, education, recreational areas, and open space.

6.113 The measures designed to secure and maximise the beneficial effects will be outlined as part of this process. Any significant adverse effects will be identified, with mitigation measures recommended where necessary.

6.114 Wherever possible, the effects of the socio-economic assessment will be appraised against relevant national standards such as those provided by the Homes and Communities Agency (HCA), now known as Homes England. Where no standards exist, professional experience and judgement will be applied and justified.

ASSESSMENT METHODOLOGY

Technical Scope

6.115 This ES Chapter will outline the potential socio-economic impacts (both direct and indirect) of the proposed development. It will also clearly set out the significance of the residual socio-economic effects (those that remain after mitigation) of the proposed development.

Baseline Assessment

6.116 A baseline assessment will be undertaken to establish the socio-economic conditions which currently surround the site, both at the local and regional level. The ES chapter will utilise data from a variety of sources including:

- **2021 Census Data:** Census 2021 will be utilised to provide insights into the demographic and economic makeup of the area, forming an integral part of the analysis;

- **Office for National Statistics (ONS):** Data compiled by the ONS will be harnessed to offer a comprehensive understanding of key local socio-economic indicators;
- **National Health Service (NHS) Data:** information sourced from the NHS will be leveraged to comprehend healthcare and related socio-economic facets within the vicinity of the site; and
- **Local and regional studies and assessments:** Pertinent studies and assessments conducted at both the local (Manchester City) and regional (Greater Manchester) levels will be referenced to enrich the baseline assessment. These studies will provide valuable context and insights into the existing socio-economic dynamics of the site.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

6.117 The assessment of potential socio-economic effects will be undertaken using several methodologies, data sources and assumptions. These are set out below:

- **Construction-related employment effects:** The impact on employment due to the demolition and construction phase will be assessed using established ratios of construction output to employment, considering the distinctive characteristics of the project;
- **Employment accommodation in commercial floorspace:** Anticipated employment opportunities associated with the operational phase of commercial floorspace will be evaluated through the application of standard job density ratios, referencing the HCA Employment Densities Guide 3rd Edition (2015) alongside information furnished by the applicant;
- **Additionality and impact factors:** The assessment will encompass additional factors like deadweight, leakage, displacement, and substitution effects, as outlined in the HCA Additionality Guidance (2015). These considerations will be adapted to the specific dynamics of the proposed development;
- **Population and child yield projections** for the proposed development using relevant yield assumptions (e.g., GLA Population Yield Calculator, where no local equivalent exists) and local authority guidance where necessary;

- **Current capacity in schools** in proximity to the proposed development will be assessed based on information from the Annual Schools Census data for 2023/24 and public admission numbers (latest available data), as well as local authority data and studies where available;
- **The availability of primary healthcare facilities** in the local area will be assessed by using public NHS data. This information will be compared with the projected new population in the proposed development to estimate the likely effect of the proposed development on primary healthcare facilities;
- **Play space provision** will be assessed against relevant local standards and compared to the estimated child yield arising from the proposed development; and
- **An estimate of spending** generated as a result of the completed project will be calculated using average national household spending figures (ONS Family Spending Statistics, latest available).

6.118 The assessment of the socio-economic effects will be made with reference to the standard EIA significance criteria terminology, in terms of the likely nature, scale, permanence and significance of effects.

SUMMARY OF ASSESSMENT SCOPE

6.119 This section of the EIA Scoping report sets out the proposed approach to assessing the effects of the proposed development in relation to socio-economics. It encompasses both social impacts (housing provision, access to education, healthcare, play space and open space) and economic impacts (employment and local spending) of the proposed development.

6.120 It is not anticipated that public consultation will be required as part of the socio-economic assessment.

TOWNSCAPE AND VISUAL IMPACT ASSESSMENT

- 6.121 The Town and Visual Impact Assessment (TVIA) chapter of the EIA will assess the likely impacts of the scheme on landscape and visual amenity. This section identifies the likely significant landscape and visual effects, sets out the proposed approach that will be taken to the TVIA, and provides a summary of the baseline information that is currently available.

ASSESSMENT CONTEXT

Legislation, Policy and Guidance

- 6.122 The TVIA will refer to the National Planning Policy Framework (2023) and the Manchester Core Strategy (2012).
- 6.123 The TVIA will be undertaken in accordance with and informed by the following sources of guidance:
- Guidelines for Landscape and Visual Impact Assessment (GLVIA), 3rd Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013;
 - The Landscape Institute, GLVIA 3 Statements of Clarification;
 - Landscape Institute Technical Guidance Note 06/19 - Visual Representation of Development Proposals, 2019
- 6.124 The TVIA will be further informed by the following publications and sources of information relevant to the area within which the scheme is located:
- Natural England, 2013, National Character Area (NCA) Profile 55: Manchester Conurbation;
 - The Strategic Level City-Wide Urban Characterisation for Core Strategy
 - The Manchester Core Strategy (2012)
 - Guide to Development in Manchester Supplementary Planning Document and Planning Guidance 2007

- Places for Everyone – joint long-term plan for nine districts
- Historic England - Register of Parks and Gardens of Special Historic Interest in England;
- Ordnance Survey (OS) mapping at 1:25,000 scale; and
- Aerial photography.

STUDY AREA

- 6.125 The study area will include the area from which the scheme will theoretically be visible to a person with a viewing eye height of 1.6m above ground level. The extent of the study area will be determined by digitally mapping the zone of theoretical visibility (ZTV) of the Scheme in accordance with guidance on ZTV mapping in paragraphs 6.6 – 6.11 of Guidelines for Landscape and Visual Impact Assessment, 3rd Edition.

VISIBILITY

- 6.126 An initial ZTV (Zone of Theoretical Visibility) has been run to determine areas of key visibility up to 2km from site (see **Appendix C**). The output demonstrates that most views over the site are contained to the north and east, particularly along the Rochdale Road arterial route into the city centre. It is important to recognise that the eventual massing associated with the New Cross Neighbourhood Development Framework which wrap around the site to the north and east, will ultimately limit these relatively exposed vistas. Further, new development to the north of the city centre, particularly around Cheetham Hill, are already extending the tall building zone out away from the existing city centre, providing a congruous visual frontage.
- 6.127 Looking at the immediate vicinity to the site, the relatively dense urban fabric of surrounding Conservation Areas limits visibility and as such only contained glimpsed views between existing buildings are possible. Receptors in these vicinities close to the site, will be aware of the ongoing development projects which are either underway or about to begin. As such, the proposed development will form an additional part of these ongoing regeneration works both during the construction phases and once complete.

- 6.128 Where longer distance views towards the site are currently possible, for example, views along the River Irwell to the west and public open spaces such as Sand Hills to the north, any changes in massing resulting from the proposed development will be seen within the backdrop and visual envelope of the surrounding tall buildings. This includes the established CIS building alongside newer buildings associated with the New Cross Neighbourhood Development Framework.
- 6.129 The recently approved Premier Inn development, located adjacent to the proposed site, will increase the overall massing along this section of Rochdale Road up to the Baptist Church. This development will create a visual barrier and backdrop for those travelling along Rochdale Road, effectively limiting the visibility of the existing church building from the south side. Additionally, the cumulative impacts of the Gasworks, New Town Phase 1, and 87 Rochdale Road developments should be considered. These projects will also contribute to an overall increase in building mass, extending the tall building zone northward along Rochdale Road.

CHARACTER

- 6.130 The area surrounding the site displays a variety of building typologies, materials and styles. As a recently redeveloped part of the city centre, the newer developments are now the predominant architectural style for receptors moving in and out of the city centre and there is currently no unifying character. There are a number of existing historic buildings to the immediate vicinity, including the Baptist Church which forms part of the development proposals. These buildings are still visible within the urban grain, albeit relegated to subsidiary roles, and form part of the character. The overall image is of new-build residential units with low to medium sensitivity to change.
- 6.131 Close by, recently completed developments including Angel Gardens and currently under construction AC Hotel, have begun to register high-quality design palettes which seek to complement the existing key historic buildings. These developments provide contemporary visual offsets, recognising the importance of well-designed and integrated public realm. The proposed building will seek to further this.

VIEWPOINT LOCATIONS

- VP01 – View East from junction of Ring Road and Corporation Street

- VP02 – View South along Rochdale Road from road bridge over train line
- VP03 – View South along Rochdale Road from junction with Sudell Street
- VP04 - View East along Sharp Street from junction with Naples Street
- VP05 – View North along Rochdale Road from junction with Adlington Street
- VP06 - View North along Shudehill from junction with New George Street
- VP07 - View East from footpath within Angel Meadow
- VP08 – View East from footbridge over River Irwell
- VP09 - View East from junction of St Chad's Street and Stanley Street
- VP10 – View South from Lowry Footbridge
- VP11 – View South from footpath within Sandhills recreational space off Collyhurst Road
- VP12 – View North from Great Ancoats Street at junction with Old Mill Street

WIND MICROCLIMATE

INTRODUCTION

- 6.132 The Wind Microclimate assessment outlines the methodology and approach for assessing the potential impacts of the proposed development on the wind microclimate within the surrounding area of the proposed development. The assessment will focus on identifying sensitive receptors, establishing baseline conditions, and evaluating the potential changes in wind patterns and speeds due to the development.

PLANNING POLICY CONTEXT

- 6.133 Legislation and technical standards relevant to this Chapter are summarised in this section.

Legislative Framework

- 6.134 There is no specific national legislation or planning policy guidance dealing with wind microclimate in terms of pedestrian comfort. However, the Lawson Criteria (2001) are used to benchmark the pedestrian wind microclimate as they are well-established in the UK.

Policy

- **National:** National Planning Policy Framework NPPF (2023);
- **Regional:** Places For Everyone (2024): Places For Everyone Joint Development Plan Document For Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan; and
- **Local:** Core Strategy 2012-2027 (2012); and
- The Addendum to Manchester Core Strategy (2024).

Guidance

6.135 The following guidance documents have been used during the preparation of this Chapter:

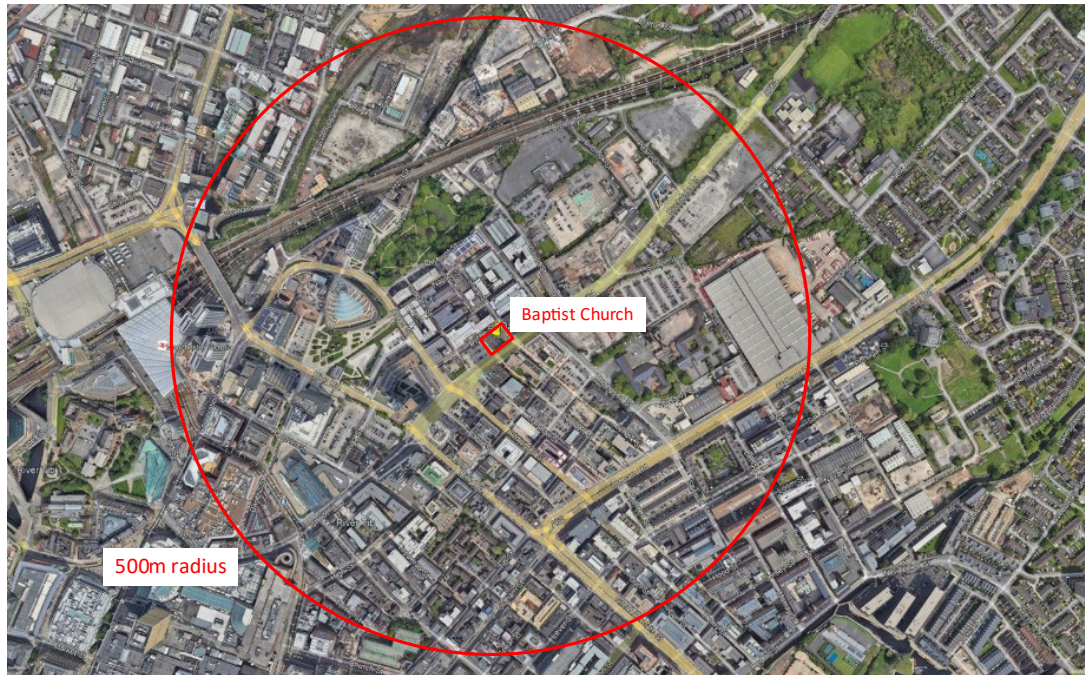
- The Lawson Criteria (2001).

6.136 The Lawson Criteria are a widely accepted method in the UK and internationally for assessing pedestrian comfort and safety related to wind conditions around buildings. While not a formal UK standard, these criteria are often used by local authorities as a valuable benchmark for wind microclimate assessments. This assessment will adopt the Lawson Criteria to evaluate wind comfort and safety at the Site.

STUDY AREA

6.137 The Baptist Church development is located at 35 Rochdale Road. Given the characteristics of the Site and the surrounding context, the extent of the study area will cover a 500m radius from the centre of the development site (shown in Figure 1-1), in line with best practice guidance (Lawson, 2001) and Best Practice Guidelines for Computational Fluids Dynamics (CFD) Simulation of Flows in the Urban Environment. Buildings beyond this radius will only be represented in the model if their distance from the region of interest is less than 6 times their height, in accordance with the guidelines.

Figure W6-2– Extent of Study Area



BASELINE CONDITIONS

- 6.138 The Baseline assessment will be conducted based on the current conditions of the Proposed Site and its immediate surroundings. This will include the existing Baptist Church building (shown in Figure W6-2) and any existing buildings or buildings under construction within a 500m radius of the site centre.
- 6.139 The Baseline assessment will be used as a reference from which the magnitude of change will be measured for the Proposed Development which will be assessed under equal conditions.
- 6.140 The information to define the Baseline model will be collected from available sources including existing drawings, topographical surveys, information from mapping data, aerial photographic data for the area, and drawings within the planning portal.

Figure W6-3 – Existing Site for Baseline Assessment



Receptors

- 6.141 The receptors for the wind assessment will be the users of the outdoors spaces within the Site and adjacent surroundings. This will include both existing and new receptors.
- 6.142 The sensitive outdoor areas to be assessed include:

Existing Receptors

- Existing outdoor amenity and seating areas at ground level
- Existing building entrances, bus stops, drop off areas
- Existing pedestrian circulation routes

New Receptors

- Outdoor amenity and seating areas at ground level and elevated levels within the Proposed Development
- Building entrances, bus stops, drop off areas within the Proposed Development
- Pedestrian circulation routes within the Proposed Development

Sensitivity of Receptors

6.143 The sensitivity of receptors considers the activity of pedestrians as this affects their tolerance to wind speeds. For instance, during sedentary activities such as sitting, pedestrians are highly sensitive to variations to wind speeds while more transient activities, such as walking, would tolerate stronger winds. In line with these considerations, Table W6-1 illustrates the sensitivity of the receptors depending on their expected use.

Table W6-7: Defining Sensitivity of Receptors

Receptors	Sensitivity
Areas intended for `sitting` and `standing` (e.g. benches, restaurants and bars, building entrances)	High
Areas intended for leisure `walking` (i.e. commercial or residential streets)	Medium
Areas intended for `business walking` (e.g. thoroughfares, streets leading to back-of-the-house or maintenance entrances, areas intended for car parks and high-speed roads); roof tops for maintenance only.	Low

ASSESSMENT METHODOLOGY

6.144 The pedestrian-level wind environment in an urban setting will depend on the general wind conditions as well as on the effects of the urban environment itself. Therefore, the assessment will consist of three main parts: calculation of the urban environment's aerodynamic effect on the wind; which is then combined with historical wind data; and, finally, compared against criteria to quantify the discomfort and/or level of distress caused by the wind.

- The assessment of the wind microclimate impacts comprises 3 scenarios:
- Baseline Scenario: Assessment of the existing buildings on the Site with the existing surrounding context.
- Proposed Scenario: Assessment of the Proposed Development on the Site with the existing surrounding context.

- Cumulative Effects: This scenario includes the effects of the Proposed Development in combination with other future (consented) schemes.

- 6.145 The methodology to be adopted for the study incorporates Computational Fluid Dynamics (CFD) modelling to predict air flows and wind velocities around the Proposed Development. A 3D computer model of the Site and the surrounding area will be created for the assessment. The model will exclude both soft and hard landscaping (trees, street furniture etc.), which is a representation of the worst-case scenario since landscaping will generally improve the wind environment. This approach is standard practice.
- 6.146 The CFD assessment will be aimed at measuring the local wind speeds at street level for a full range of wind directions. Additionally, an assessment of the external terraces and balconies within the scheme will be also included.
- 6.147 Long-term wind data records from the nearest weather station will be adapted with Site specific roughness factors to assess the local wind conditions surrounding the Site.
- 6.148 The recommended guidance is based on the frequency of exceedance of wind speeds for all incoming wind directions; therefore, in addition to the wind testing, a statistical procedure to combine the wind speed frequencies with historical wind data will be carried out to determine the suitability of the Site and surrounding area for the various pedestrian categories (sitting, standing, strolling and business walking).
- 6.149 The Lawson Comfort Criteria will then be applied, and a comparison made between the modelled results of the CFD assessment in terms of the suitability for various pedestrian activities against the desired pedestrian activity in that location. The Lawson Comfort Criteria define a scale for assessing the suitability of wind conditions in the urban environment based upon threshold values of wind speed and frequency of occurrence. The frequency of occurrence is used as an indicator of the likely duration of wind speeds. The criteria provide ranges of acceptability to maintain pedestrian comfort for different activities and relate frequency of occurrence to the hourly average wind speed ranges.

- 6.150 The Lawson criteria are specifically designed for pedestrian activities and are related to pedestrian comfort and safety. Therefore, the assessment will concentrate on assessing the areas with pedestrians use only, including cyclists, as shown on Table W6-2 and Table W6-3 below.

Table W6-8: Lawson's Comfort Assessment Criteria

Comfort Category	Mean and GEM wind speed (5% exceedance)	Comfort Category
Sitting	4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods.
Standing	6 m/s	Gentle breezes suitable for main building entrances, pick-up/drop-off points and bus stops.
Leisure Walking	8 m/s	Moderate breezes that would be appropriate for strolling along a city/town centre street, plaza or park.
Business Walking	10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.
Uncomfortable	>10 m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended.

- 6.151 The Lawson Criteria method also identifies a safety criterion to identify those areas where someone could find walking difficult, or even stumble and fall. The criteria define threshold wind speeds not to be exceeded for more than 0.025% of the year. These are particularly strong winds that could cause people to have difficulties while walking and also stumble or fall. The safety criterion is set out in Table 1-3 below.

Table W6-9: Lawson's Safety Assessment Criteria

Safety Rating	Threshold Mean-Hourly Wind Speed Exceeded Once Per Annum (0.025%)	Potential Effects	Development Constrains
S15 - Unsuitable for	>15 m/s	Less able and cyclists find	S15 threshold not to be exceeded in areas

the general public		conditions physically difficult.	accessible to the general public: sitting areas, standing areas, leisure walking areas. Mitigation required
S20 - Unsuitable for able-bodied	>20 m/s	Able-bodied persons find conditions difficult. Physically impossible to remain standing during gusts.	Threshold not to be exceeded in areas with limited public access, e.g. maintenance areas and carparks.

6.152 The wind assessment for each of these criteria will be tested taking into account the season and will inform the suitability for different activities on the Site based on the following general target wind conditions:

- Outdoor amenity and seating areas: 'Sitting' during the Summer season
- Building entrances, bus stops, drop off areas: 'Standing' during all seasons;
- Pedestrian circulation routes: 'Leisure Walking' during all seasons; and
- Pedestrian thoroughfares (minor pedestrian routes): 'Business Walking' during all seasons.

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

6.153 The potential effects on wind microclimate at the Site during the construction works will not be quantified as part of the assessment as these will continuously vary as construction progresses. However, a qualitative statement based on professional experience will be included in the assessment.

6.154 Given the Site location, it can be anticipated that the effects on the wind microclimate on the Site during construction will be of lesser magnitude than those that will be experienced once the development has been completed, which will be fully quantified as part of the impact assessment.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

- 6.155 The wind microclimate will be affected by terrain, buildings, and other structures obstructing wind flow. The introduction of a new building development can affect the local wind flow patterns, which can produce uncomfortable and/or unsafe wind environment at pedestrian level. Fast-moving high-level winds can be deflected down to street level along windward faces of buildings. As air moves from the windward side of the Site into the low-pressure regions of the buildings, it can accelerate around corners and/or through constrictions, causing localised regions of relatively high wind speed. The level of impact by the Proposed Development design will be assessed to quantify these effects.
- 6.156 The likely significant effects identified for the operational phase for assessment in the ES is as follows in Table W6-4.

Table W6-10: Likely Significant Effects for the Completed Development

Receptor	Effects	Scoped In
Outdoor amenity and seating areas both within and off Site.	The assessment will determine whether wind conditions are 'unsafe' or 'unsuitable' (in terms of comfort) for the intended pedestrian use. Any effects identified will be long-term, permanent and local.	✓
Building entrances, bus stops, drop off areas both within and around the Site.	The assessment will determine whether wind conditions are 'unsafe' or 'unsuitable' (in terms of comfort) for the intended pedestrian use. Any effects identified will be long-term, permanent and local.	✓
Pedestrian circulation routes both within and around the Site.	The assessment will determine whether conditions are 'unsafe' or 'unsuitable' (in terms of comfort) for the intended pedestrian use. Any effects identified will be long-term, permanent and local.	✓

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

- 6.157 EIA requires a description of the significance of wind effects at a particular location. This section is intended to provide consistency in these significance descriptors. For the purposes of the wind assessment, whether a condition is significant or not

depends on whether the condition requires mitigation. The tables in the following sections include a column that defines if mitigation measures are necessary.

- 6.158 The significance of on-Site measurement locations is defined by comparing the wind comfort/safety levels with the intended pedestrian activity at each location, using Table W6-5 below.

Table W6-11: On-Site (New) Receptor

Significance	Trigger	Mitigation required?
Major Adverse	Conditions are 'unsafe'	Yes
Moderate Adverse	Conditions are 'unsuitable' (in terms of comfort) for the intended pedestrian use.	Yes
Negligible	Conditions are 'suitable' for the intended pedestrian use.	No
Moderate Beneficial	Conditions are calmer than required for the intended pedestrian use (by at least one comfort category).	No

- 6.159 The significance of off-Site measurement locations is defined not only by comparing the wind comfort levels with the intended pedestrian activity, but also by comparing the conditions to those experienced prior to the introduction of the Proposed Development (Baseline), using Table W6-6 below.

Table W6-12: Off-Site (Existing) Receptor

Significance	Trigger	Mitigation required?
Major Adverse	Conditions that were 'safe' in the baseline scenario become 'unsafe' as a result of the Proposed Development. OR Conditions that were 'suitable' in terms of comfort in the baseline scenario become 'unsuitable' as a result of the Proposed Development. OR	Yes

	Conditions that were 'unsafe' in the baseline scenario are made worse as a result of the Proposed Development.	
Moderate Adverse	Conditions that were 'suitable' in terms of comfort in the baseline scenario are made windier (by at least one comfort category) as a result of the Proposed Development, but remain 'suitable' for the intended pedestrian activity.	Yes
Minor Adverse	Minor increase in wind speeds from Baseline but conditions are 'suitable' for the intended pedestrian use.	No
Negligible	Conditions remain the same as in the baseline scenario.	No
Moderate Beneficial	comfort in the baseline scenario become 'suitable' as a result of the Proposed Development. OR Conditions that were 'unsafe' in the baseline scenario are made better as a result of the Proposed Development (but not so as to make them 'safe').	No
Major Beneficial	Conditions that were 'unsafe' in the baseline scenario become 'safe' as a result of the Proposed Development.	No

- 6.160 The above terms will be used to define the impact identified as positive, negative or no impact, and the significance of the effect identified as either beneficial, adverse or negligible.

MITIGATION

- 6.161 All areas both within and off-Site will need to be safe and suitable for the expected use such as 'sitting', 'standing', 'leisure walking' and 'business walking', taking into account the seasons and the specific location considered.
- 6.162 Where the results of the assessments identify areas where the recommended guidelines are not met or where the suitability exceeds that of the intended use,

mitigation measures will be identified to limit the adverse effect of the Proposed Development and/or achieve suitability for the designated uses.

6.163 In general, mitigation measures to improve the wind environment in addition to optimising the massing and orientation of the buildings can include trees, landscape features, wind screens/porous barriers and building canopies, which would be implemented at a later stage, if needed.

6.164 The potential benefits of wind mitigation measures are described below:

- Canopies: provide shelter from wind being driven downwards if large enough; however, they provide little shelter for horizontal ground level winds.
- Planting and Landscaping: wind tolerant species of trees may provide shelter from both downward driven winds and horizontal winds around corners and passageways. The aerodynamic loss caused by the wind passing through the tree's foliage ameliorate the wind environment during winter. However, if too dense this may cause an increase in wind speed below the foliage.
- Physical Barriers ameliorate the wind environment by disconnecting the windward and leeward wind pressure areas that determine air flow.
- Porous Barriers: Urban sculptures and baffles ameliorate horizontal wind speeds providing local shelter by dissipating the wind's energy. The sheltered area depends on the barrier's size.
- Solid Barriers: Screens and solid barriers interrupt high speed winds locally but tend to displace the problem elsewhere. It is thus important to use caution when implementing this type of measures.

SUMMARY OF ASSESSMENT SCOPE

Table W6-13: Elements Scoped in or Out of Further Assessment

Element	Phase	Scoped In	Scoped Out	Justification
Potential effects to existing pedestrian	Operation	✓		Required to assess the effects from the Proposed Development

street-level and open amenity spaces (off-site receptors) including elevated spaces such as balconies and roof terraces.				both within and off site and identify mitigation measures where required.
Potential effects within the site as part of the Proposed Development e.g. balconies, roof terraces and new amenity spaces.	Operation	✓		Required to assess the wind environment within the Proposed Development site and identify mitigation measures where required.
Cumulative effects with future schemes within a 400m distance from the Site.	Operation	✓		Required to assess the cumulative impact of the Proposed Development in conjunction with other future schemes in the surroundings. Where the wind conditions in this scenario exceed the required Lawson comfort or safety categories, an additional future baseline scenario would be required.
Mitigation Studies	Operation	✓		Where the results of the assessments identify areas where the recommended guidelines are not met or where the suitability exceeds that of the intended use, mitigation measures will be introduced and tested to limit potential adverse impacts of the Proposed Development.
Impacts on vehicles or waterways	Operation or Construction		✓	The recommended criteria focus on impacts to pedestrians and

				occupants of outdoor spaces.
Potential effects of wind microclimate from the Proposed Development	Construction		✓	Wind microclimate will continuously vary as construction progresses and it is not practical to quantitatively assess. However, the completed development scenario represents the worst case, and this will be fully quantified.
Cumulative effects with future schemes (consented or under consideration) within a 400m distance from the Site.	Construction		✓	Wind microclimate will continuously vary as construction progresses and it is not practical to quantitatively assess. However, the completed development scenario represents the worst case, and this will be fully quantified.
Potential wind effects including structural wind loads, natural ventilation and internal flows within buildings	Operation or Construction		✓	In line with the Lawson Criteria, the assessment only focused on outdoor wind effects on pedestrians.
Wind effects in areas beyond 500m distance from the Site	Operation or Construction		✓	Wind effects on areas beyond this have been considered insignificant as these will not be relevant for the assessment, in line with best practice guidelines and CoL Wind Microclimate Guidelines.

LIMITATIONS AND ASSUMPTIONS

- 6.165 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The wind study will focus on the effects on the pedestrian level wind environment and as such it will exclude other wind effects such as façade pressure wind loads, inputs to structural engineering; internal airflows within buildings or impacts on vehicles or waterways.
- The model for the wind assessment will include all relevant buildings and structures in the surrounding area but as a worst-case scenario will exclude trees and landscape features. Where required, these could be added as part of the mitigation options.

AIR QUALITY

CONTEXT

- 6.166 An Air Quality Scoping Note has been prepared in order to outline baseline conditions and provide consideration to potential air quality impacts as a result of the proposed development.

BASELINE INFORMATION AND KEY RECEPTORS

Local Air Quality Management

- 6.167 As required by the Environment Act (1995), as amended by the Environment Act (2021), Review and Assessment of air quality has been undertaken in the vicinity of the site. This process has indicated that annual mean concentrations of nitrogen dioxide (NO₂) are above the Air Quality Objective (AQO) at a number of locations. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority Air Quality Management Areas (AQMA). The site is located within the AQMA. As such, there is the potential for exposure of future occupants to any existing air quality issues, as well as adverse impacts as a result of the scheme within this sensitive area.

Air Quality Monitoring

- 6.168 Monitoring of pollutant concentrations is undertaken by the Council throughout their area of jurisdiction. Review of results recently recorded in the vicinity of the site indicated annual mean NO₂ concentrations were below the AQO during 2022.

Sensitive Receptors

- 6.169 There are a number of residential properties within the vicinity of the site which may be affected by any fugitive dust emissions during construction of the development. Additionally, there are a number of residential properties within the vicinity of roads which may be affected by changes in traffic flow and associated increases in vehicle exhaust emissions as a result of the operation of the development. The closest of these adjacent to the north-eastern boundary along Rochdale Road.

ASSESSMENT METHODOLOGY

Key Consultees

- 6.170 Consultation will be undertaken with the Environmental Health Department at the Council to discuss and confirm the assessment methodology.

Surveys

- 6.171 Due to the detailed information available to inform the baseline study, it is not proposed to undertake air quality monitoring within the vicinity of the site.

Construction Phase Fugitive Dust Emissions Assessment

- 6.172 During the construction of the proposed development there is the potential for air quality impacts as a result of fugitive dust emissions from demolition, earthworks, construction and trackout activities. It is proposed to assess these in accordance with the Institute of air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2' (IAQM, 2024).

Construction Phase Road Vehicle Exhaust Emissions Assessment

- 6.173 The development has the potential to impact on existing air quality as a result of road traffic exhaust emissions, such as NO₂, particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀) and particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) associated with vehicles travelling to and from the site during construction. These will be assessed in accordance with the criteria provided within the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality' (IAQM, 2017). This will involve comparing the predicted total daily vehicle trip generation from the site with the following thresholds:
- A change of Light Duty Vehicle (LDV) of more than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA or more than 500 AADT elsewhere; and,
 - A change of HDV flows of more than 25 AADT within or adjacent to an AQMA or more than 100 AADT elsewhere.

- 6.174 Should the above criteria not be met then air quality impacts would be considered negligible. Should they be exceeded then potential effects would be quantified using dispersion modelling.

Operational Phase Road Vehicle Exhaust Emissions

- 6.175 SK Transport, the Transport Consultants for the project, indicated the development is predicted to generate 44 LDV and 2 HDV movements per day. This is below the IAQM screening thresholds summarised above. As such, impacts associated with operational phase road vehicle exhaust emissions are considered to be negligible. This will be confirmed within the report.
- 6.176 There is the potential for future occupants to be exposed to any existing air quality issues at the site. This will be assessed through dispersion modelling using ADMS-Roads in order to quantify NO₂, PM₁₀ and PM_{2.5} concentrations across the development.
- 6.177 The assessment will be undertaken using relevant traffic data, local land use characteristics and 1-year of local hourly meteorological records. The modelling outputs will be verified against local monitoring data in accordance with the Department for Environment, Food and Rural Affairs (DEFRA) methodology.
- 6.178 Predicted pollutant concentrations will be compared against the Air Quality Objectives, as defined in the UK Air Quality Strategy and associated regulations. This will identify potential future exposure to poor air quality and inform any necessary mitigation strategy.

Mitigation

- 6.179 Should assessment of potential impacts indicate the requirement for mitigation, specific measures will be outlined in order to reduce air quality effects to an appropriate level. These will be based on best practice guidance documents.

7. CONCLUSIONS

- 7.1 In summary, this Scoping Report comprises a formal request for the Council to issue a Scoping Opinion, with respect to the considerations at Part 4 Regulation 15(6) of the EIA Regulations.
- 7.2 The planning application to which this scoping opinion request relates is for a full application for residential-led development at the former Particular Baptist Chapel at 35 Rochdale Road, Manchester.
- 7.3 The proposals will realise the redevelopment of an underused brownfield site close to the city centre, whilst achieving the partial retention of the non-designated heritage asset. It will meet a need for additional residential units and contribute to the regeneration of the local area.
- 7.4 While the proposals do not exceed the thresholds set out in Schedule 2 of the EIA Regulations, it has been concluded through discussions with the Council that the development proposals as a whole comprise Schedule 2 EIA development, and therefore it is accepted that EIA is required.
- 7.5 However, the proposals will raise limited environmental issues of a scale sufficient to warrant EIA. It is proposed that the ES considers the following topics:
- Daylight and Sunlight
 - Greenhouse Gas Emissions
 - Heritage
 - Townscape and Visual Impact Assessment
 - Socio-Economics
 - Wind Microclimate
 - Air Quality
- 7.6 In light of this information, we request that the Council issue their formal Scoping Opinion within 5 weeks per Regulation 5(5) of the EIA Regulations.

APPENDIX A: SITE LOCATION PLAN



DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.

P1 Planning Issue 28/08/24
Rev: Details Date:

client:
CityPoint Developments

project:
Baptist Church

job number:
0658

status:
S1 - Suitable for Coordination

title:
Proposed GA Plan
Site Location Plan

scale: 1 : 1000
@ A1

drawn by: HM

drawing number:
(--)/001

current revision date: 28/08/24
revision: P1

SGI Studios
1 Kelso Place
Manchester M15 4LE
t: +44(0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

hodder+partners

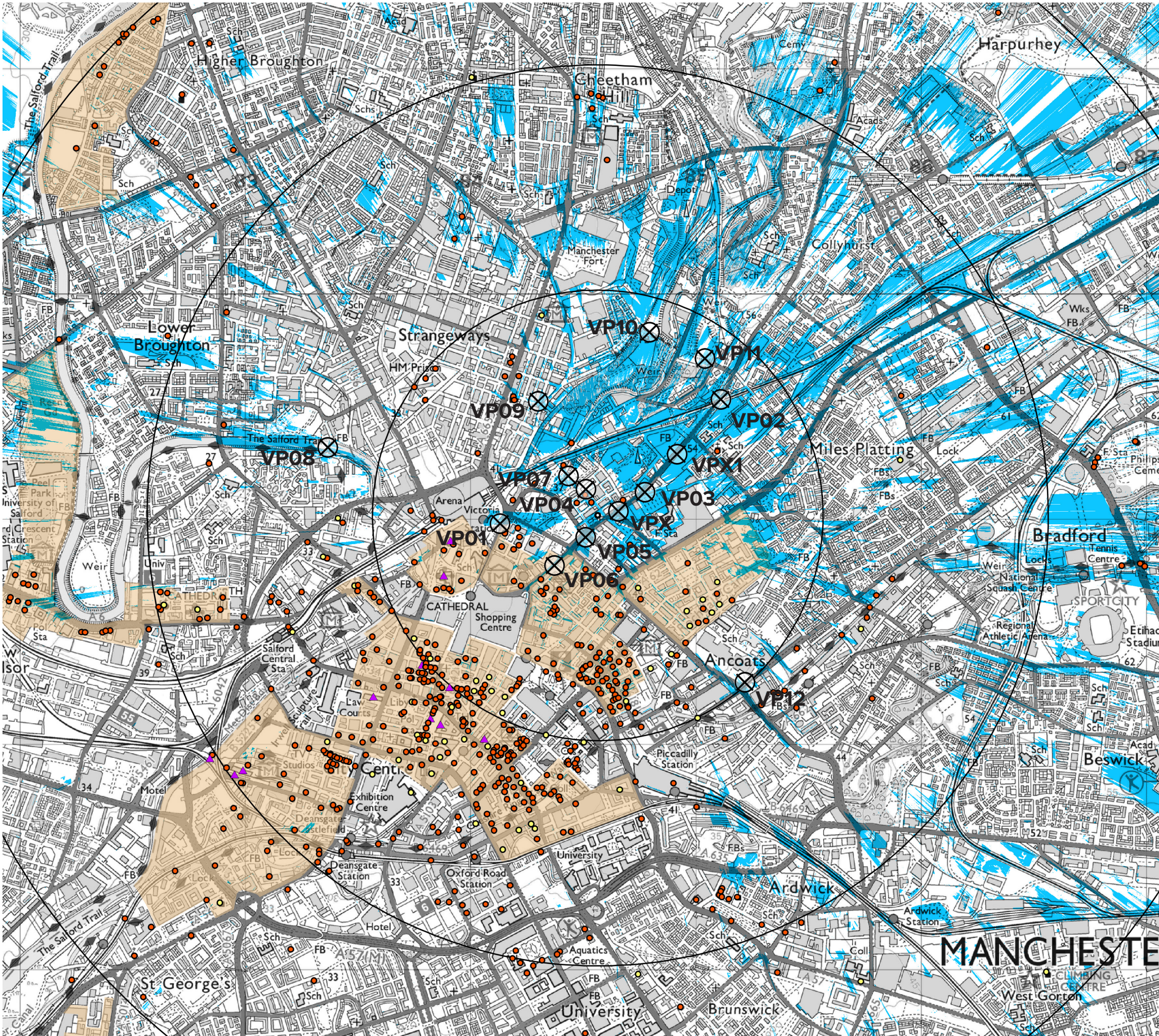
APPENDIX B: LIST OF PROPOSED APPLICATION DOCUMENTS

LIST OF PROPOSED APPLICATION DOCUMENTS

- Design and Access Statement prepared by Hodders
- Planning Statement prepared by Zerum
- Affordable Housing Statement prepared by Zerum
- Air Quality Assessment prepared by Redmore Environmental
- Archaeological Assessment prepared by Orion Heritage
- Blue and Green Infrastructure Statement prepared by Zerum
- Broadband Connectivity Assessment prepared by GTech
- Crime Impact Statement prepared by GMP
- Daylight Sunlight Assessment prepared by WSP
- Environmental Impact Assessment coordinated by Zerum
- Daytime Bat Survey prepared by Rachel Hacking Ecology
- Dusk Emergence Survey prepared by EPS Ltd
- Energy Statement prepared by Futureserv
- Environmental Standards Statement prepared by Futureserv
- Circular Economy Statement prepared by Futureserv
- Fire Statement prepared by Jensen Hughes
- Drainage Strategy prepared by Civic
- Heritage Assessment prepared by Stephen Levrant Heritage Architecture
- Lighting Strategy prepared by Futureserv
- Noise Assessment prepared by Jameson Acoustics
- Phase 1 Geotechnical Assessment prepared by Civic
- Statement of Community Involvement prepared by Counter Context
- Tall Buildings Statement prepared by Zerum
- Townscape and Visual Impact Assessment prepared by RBMP
- Transport Assessment and Travel Plan prepared by SK Transport
- TV and Radio Reception Survey prepared by GTech
- Viability Statement prepared by Savills
- Wind Assessment prepared by WSP

These will be accompanied by a full set of plans prepared by the project architect, Hodders.

APPENDIX C: ZONE OF THEORETICAL VISIBILITY FOR TVIA



BAPTIST CHURCH, ROCHDALE ROAD
Zone of Theoretical Visibility (ZTV)
of Proposed Building - *Cumulative*
Schemes not included.

2419/01/ZTV/A
6th September 2024

Key (ZTV):

- Site
- Areas of Theoretical Visibility

Key (Heritage Designations):

- ▲ Grade I
- Grade II
- Grade II*
- Conservation Areas

ZTV parameters:

Digital Terrain Model: Environment Agency LIDAR
Composite First Return DSM 2022 - 1m

Building Height @ 65m Height

Observer height = 1.6m

Earth curvature refractivity
coefficient = 0.13

Extent of ZTV = r 2km



rbmp

Manchester 0161 706 0158
London 020 3488 0657
studio@rbmp.co.uk
www.rbmp.co.uk / www.verifiedviews.co.uk
©rbmp Ltd.