Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Environmental Statement
Volume 4 - Appendix 14.1: Human Health Statistics

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Appendices

Human Health Assessment Appendices **4**

1. Relevant legislation, policy and guidance **4**

2. Health Statistics **11**

3. Land uses within the study area **21**

4. Residual Human Health Effects Summary **37**

Tables

Table 1.1 - Summary of relevant legislation, policy and guidance 4

Table 1.2 - Technical standards and guidance for human health assessment 10

Table 2.1 - Baseline conditions - Human Health: Demographic Profile 11

Table 2.2 - Baseline conditions - Human Health: Other demographic characteristics 11

Table 2.3 - Baseline conditions - Human Health: Deprivation profile 13

Table 2.4 - Baseline conditions – Human Health: General health of residents 16

Table 2.5 - Baseline conditions – Human health: Health limited activity 17

Table 2.6 - Baseline conditions – Human Health: Life expectancy from birth 17

Table 2.7 - Baseline conditions – Human Health: Health indicators 18

Table 3.1 - Private dwellings within the study area (current and planned) 22

Table 3.2 - Community assets within the study area (current and planned) 26

Table 3.3 – Development land and businesses in the study area (current and planned) 30

Table 3.4 - WCH facilities in the study area 34

Table 4.1 - Human Health Assessment residual effects 37

Human Health Assessment Appendices

1. Relevant legislation, policy and guidance

The table below provides summaries of the legislation, guidance and policies considered of greatest relevance to the Human Health assessment of the Proposed Development.

Table 1.1 - Summary of relevant legislation, policy and guidance

Legislation / policy / guidance on strategy	Summary of requirements
National	
National Planning Policy Framework[1] December 2023	The NPPF sets out the government's planning policies for England and how these are expected to be applied. The NPPF was last revised in December 2023. One of the key aims of the NPPF policies is to achieve sustainable development, through themes that include building a strong competitive economy, ensuring the vitality of town centres, making effective use of land, promoting healthy and safe communities, and meeting the challenge of climate change, with a presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). Paragraph 96 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places that promote social interaction, are safe and accessible and enable and support healthy lifestyles. Paragraph 101 emphasises that policies and decisions should promote public safety and consider wider security and defence requirements. Paragraph 114 aims to ensure that development includes opportunities for sustainable transport modes and provide safe and suitable access for all users.
Planning Practice Guidance (PPG) (2023)	PPG covers a wide range of matters such as Effective Use of Land, Design: Process and Tools, Healthy and Safe Communities, Climate Change, Noise, Air Quality, Light Pollution. PPG on Healthy and Safe Communities states that, as the built and natural environments are major determinants of health and wellbeing, local planning authorities will need to consider these issues in planning decision making. Healthy communities are defined as those which support healthy behaviours, reduce health inequalities, and enhance physical and mental health. Where appropriate, healthy communities should also encourage active lifestyles – which can be facilitated through development – and support social interaction through the creation of healthy living environments for people of all ages.

[1] National Planning Policy Framework - Guidance - GOV.UK (www.gov.uk)

Legislation / policy / guidance on strategy	Summary of requirements
Fair Society, Healthy Lives (the Marmot Review) 2010 and Health Equity in England (the Marmot Review 10 Years On) 2020[2]	The original Marmot Review found that individual health is influenced by wider 'social' determinants such as income, education, local environmental quality, and employment. The review established six policy objectives for reducing health inequalities including 'to create and develop healthy and sustainable places and communities'. Since the Marmot Review, the Marmot Review 10 Years On report has been published, which explores changes in health since 2010 in five policy objectives. For each of the policy objectives the report outlines areas of progress and decline since 2010.
Sustainable Communities Act 2007	The Sustainable Communities Act aims to promote the sustainability of local communities through joint working between the Secretary of State and local planning authorities to encourage improvements to the economic, social, or environmental wellbeing of an area. This includes measures designed to increase community health and well-being and the provision of local services.
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. It establishes who is protected from discrimination, defines different types of discrimination, and explains the different ways in which it is unlawful to treat someone. The Equality Duty on the public sector emerged as a provision of the Equality Act in April 2011. This means that all public bodies must consider all individuals when carrying out their day-to-day work, such as in shaping policies and delivering services. Of particular relevance is the need for public bodies to have due regard to the need to foster good relations between different people when carrying out their activities.
Public Health Outcomes Framework	The Public Health Outcomes Framework comprises indicators that are intended to help health and care professionals and the public to understand trends in public health. The indicators seek to translate the national vision and targets for public health, focusing on improvement and protection. Relevant target indicators include reducing the percentage of the population affected by noise; increasing utilisation of outdoor space for exercise/health reasons; increasing the proportion of physically active adults; reducing the fraction of mortality attributable to particulate air pollution; reducing mortality rate for causes considered preventable; and reducing numbers of 16 to 18-year-olds not in education, employment, or training.
Public Health England (PHE) Strategy 2020-2025	The PHE Strategy aims to protect good health and help people live longer in good health. The strategy focuses on reducing inequalities and improving outcomes so that by 2025 England is healthier, safer, fairer, and stronger. The PHE Strategy cites ten priorities. The priorities that have the greatest relevance to the Proposed Development in terms of matters that could be more directly influenced, include: ▪ Creating cleaner air. ▪ Better mental health. ▪ Best start in life. ▪ Effective responses to major incidents.
Regional	

[2] Feb 2020 Health Equity in England: The Marmot Review 10 Years On - The Health Foundation

Legislation / policy / guidance on strategy	Summary of requirements
Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022-2039 (2024)	The Places for Everyone Plan (PfE) Plan was adopted in March 2024 and forms part of the statutory development plan for Manchester. PfE sets out a vision '*to make Greater Manchester one of the best places in the world to grow up, get on and grow old*' and sets a series of ten objectives to achieve this, including: ▪ Objective 2: Create neighbourhoods of choice ▪ Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester ▪ Objective 5: Reduce inequalities and improve prosperity ▪ Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region ▪ Objective 8: Improve the quality of our natural environment and access to green spaces ▪ Objective 9: Ensure access to physical and social infrastructure ▪ Objective 10: Promote the health and wellbeing of communities Policies of particular relevance to Human Health include: **Policy JP-S1: Sustainable Development** requires development to maximise economic, social and environmental benefits simultaneously as well as minimise adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. **Policy JP-S5: Clean Air** states that developments should include measures to support improvements in air quality, specifically where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met. **Policy JP-P1 Sustainable Places** sets out the key principles that need to be adhered to in making the area one of the most liveable city regions in the world. Principles include being socially inclusive, safe, inclusive design and well-served by local amenities. **Policy JP-P3: Cultural Facilities** aims to support cultural businesses and attractions. **Policy JP-P6: Health** requires new development to tackle health inequality by maximising positive contributions to health and well-being whilst minimising negative effects, use of active design principles and by requiring new development to be supported by a HIA.
Local	
Manchester's Core Strategy 2012 – 2027[3];	Manchester's Core Strategy was adopted on 11 July 2012 and is a key Development Plan Document in the Local Development Framework covering the period from 2012 to 2027. It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against. It replaces substantial elements of the existing Unitary Development Plan. The Core Strategy has established five regeneration areas, each with different issues, challenges, and opportunities. The Proposed Development falls within the East Manchester Regeneration Area. It also lies within the Manchester City Boundary.

[3] Core Strategy 2012-2027 | Core Strategy 2012-2027 | Manchester City Council

Legislation / policy / guidance on strategy	Summary of requirements
	Manchester's Core Strategy was updated following the adoption of Places for Everyone (PfE) Joint Development Plan in March 2024.
Unitary Development Plan for the City of Manchester (the UDP) (1995)	The UDP was adopted in July 1995. Many of the UDP policies were replaced by the Core Strategy, although some remain. The Proposed Development is located within UDP Sub-Area 4 – Ancoats, where Saved Policy EM8 applies. Under part i) of Policy EM8, high density mixed-use development comprising single buildings and groups of buildings with active ground floors occupied by uses that relate directly to passing pedestrians will be permitted. This policy also encourages improved pedestrian links between the city centre and Ancoats, aimed at reducing severance by Great Ancoats Street, and provision of public open space enclosed by new buildings that is safe and accessible to the community. Saved Policy DC22.1 'Footpath Protection' prohibits development which would result in unacceptable inconvenience to local pedestrian movement.
Former Central Retail Park regeneration framework (December 2022)	The redevelopment of the Former Central Retail Park is a long-standing strategic priority for MCC. The Proposed Development site has been identified for development in a range of previous documents, including the Ancoats and New Islington Neighbourhood Development Framework (2016) and previous Development Frameworks for the site prepared between 2015 and 2020. The 2020 Development Framework outlined the vision to create a new commercial district with the ability to attract new businesses and talent to Manchester to support the ongoing growth of the city centre. This new (2022) updated Strategic Regeneration Framework (SRF) builds on many of the key design principles set out in the 2020 Framework, but also seeks to positively respond to the latest market requirements. The new vision involves creating a high-quality, sustainable office district, supported by retail and leisure facilities with attractive public realm at its centre. Feedback provided by residents during the 2020 consultation has been taken on board, such as the desire for more green open space in the area and this is reflected in the updated proposals for the site. As well as bringing new jobs and investment to the area, new green space and pedestrian and cycle routes will benefit local residents, workers, and visitors alike. The new SRF for the site also responds to the interest from the Government Property Agency (GPA) to locate government offices on the site, which supports the Government's commitment to locate more civil servants outside of London and support levelling up.
Putting health at the heart of Greater Manchester: Improving health and care in Greater Manchester 2023-2028[4]	This document is Greater Manchester Integrated Care Partnership's 'blueprint' for how it intends to improve people's health and wellbeing over the next five years. The vision aims for a Greater Manchester where: ▪ Everyone has an opportunity to live a good life. ▪ Everyone has improved health and wellbeing.

[4] Greater Manchester Integrated Care Partnership. 2023. Improving health and care in Greater Manchester 2023-2028. Available at: gm-icp-strategy-190423.pdf (gmintegratedcare.org.uk)

Legislation / policy / guidance on strategy	Summary of requirements
	▪ Everyone experiences high quality care and support where and when they need it. ▪ Health and care services are integrated and sustainable.
Manchester Work and Skills Strategy 2022-2027	This Works and Skills Strategy is part of the plan to ensure that all of Manchester's residents benefit from its growth, helping to create an economy that is fairer and more inclusive by connecting people to the opportunities created regardless of their backgrounds or circumstances.
Greater Manchester Strategy 2021-2031 – good lives for all	This Strategy sets out the City Region's ambition to make Greater Manchester the best place to grow up, get on and grow old. It refreshes the previous Greater Manchester Strategy to provide the future direction and strategic framework to 2031. Whilst Manchester has seen considerable progress in some areas such as population increases and improved employment opportunities, despite some recent improvements in health, the people of Manchester still have some of the poorest health outcomes in the country and significant health inequalities exacerbated by Covid-19, high levels of deprivation impacting upon physical and mental wellbeing and life outcomes, and too many residents in insecure employment, which is reflected in refocussed efforts on the priorities. The Our Manchester Forum will continue to be responsible for overseeing the implementation of the Strategy and monitoring its progress, to be reported annually via the State of the City report.
Manchester Locality Plan – Our Healthier Manchester - 2021 Refresh	This latest refresh of the Manchester Locality Plan was produced at a time of unprecedented change (Covid-19 etc.) and it is not yet known or understood the full impact that this has had on health and wellbeing. Nevertheless, the Plan seeks to reaffirm the city's ambition to create a population health approach that puts health at the heart of every policy, improving health and care outcomes for the people of Manchester, whilst recognising that plans for the future will need to constantly evolve and respond to those changing needs within a new governance structure.
Ancoats, Bradford and Clayton Integrated Neighbourhood Team Plan 2021 - 2022	This Plan includes several priorities aimed at improving health and wellbeing and tackling inequalities. This includes continuing to deliver and design services in partnership with local people and partners through neighbourhood infrastructure; strengthening digital inclusion by improving device access, expanding skills and training opportunities and providing more local opportunities for people to engage with community assets online; implementing the Citywide healthy weight strategy in partnership with service providers and organisations; developing and embedding a strengths based approach across neighbourhood services, GPs and Adult Social Care, and; developing a key role in influencing mental health community transformation.
Manchester's Climate Change Action Plan 2020-2025	Manchester's Climate Change Action Plan (CCAP) was published in 2020. It sets out a five-year plan to respond to the Climate Emergency, tackle climate change and work towards becoming a zero-carbon organisation by 2038 at the latest. The CCAP was refreshed in 2022 which shows progress made to date, new milestones, and new actions.
Manchester's Children and Young People's Plan 2020-2024	This Plan provides details of how agencies and organisations will work together with children and young people in Manchester to ensure that they can enjoy a safe, happy, healthy, and successful future.

Legislation / policy / guidance on strategy	Summary of requirements
Family Poverty Strategy 2017-2022	This Strategy aims for everyone in the city to have the same opportunities and life chances, no matter where whey they were born or live.
Manchester Population Health Plan (2018-2027)	Manchester's Health Plan asserts that the city's population is sicker and dies younger than other cities' populations, and significant inequality sees 3.5 times more early deaths in the city's more deprived areas compared to the rest. Therefore, the essence of this Population Health Plan is that the work required to improve health needs to be delivered by everyone, not just health and social care workers and services. The Population Health Plan is the city's overarching plan for reducing health inequalities and improving health outcomes for Manchester residents. It sets out a ten-year vision for health and well-being, and the strategic priorities covering the key areas in which the Health and Wellbeing Board feels that progress can be made, measured, and monitored to improve outcomes for the adult population of the city. The Plan focuses on five crucial aspects of life: The first 1,000 days of a child's life, work and its positive impacts on health, making social connections and changes that matter, an age-friendly Manchester, and action on preventable early deaths.
Manchester: a great place to grow older 2017-2021	Manchester: A Great Place to Grow Older (2010-2020) was launched in 2009 and set the vision for Manchester to become an age-friendly city where people in mid to later life are economically, physically, and socially active, and where they are healthier, safe, independent, and respected. Following significant changes to the national and regional political context, the strategy has been refreshed by the publication of Manchester: a great place to grow older 2017-2021, based around three main priorities: developing age-friendly neighbourhoods, developing age-friendly services, and promoting age equality.
Eastlands Regeneration Framework – Draft for Consultation 2017	In 2011, the Eastlands Regeneration Framework was approved to guide a wide range of actions and activities emerging at the Etihad Campus, approximately 1.2 kilometres to the east of the Proposed Development and was refreshed in 2017. The Eastlands Regeneration Framework has been developed to align with the neighbourhoods surrounding the Eastlands area. These areas include Ancoats and New Islington and the Piccadilly Station area and have been the subject of detailed Planning Frameworks already approved by the City Council's Executive.
Ancoats and New Islington Neighbourhood Development Framework 2016	The Ancoats and New Islington Neighbourhood Development Framework (Nov 2016) is a material consideration in determining planning applications in the locality. It provides a comprehensive strategy for the area aimed at guiding regeneration and delivering an attractive and successful neighbourhood where increasing numbers of people would choose to live. It sets out that Ancoats will become an integral part of the city centre, with improved connectivity for pedestrians and cyclists and enhanced recreation links.
East Manchester Strategic Regeneration Framework 2008-2018	This document builds on previous strategies aimed at reversing the decline of the East Manchester area and setting the conditions for the next phase of the regeneration. It sets out the key principles and priorities for ensuing that the regeneration of East Manchester is successful and sustainable, such as growing the population rapidly, addressing poverty and disadvantage by securing further economic opportunities (particularly at the New Arcs of Employment near the

Legislation / policy / guidance on strategy	Summary of requirements
	Proposed Development, including Great Ancoats Street), improving education, accelerating new housing opportunities, and ensuring high quality neighbourhood services and facilities.

The technical standards and guidance applicable to human health assessment are presented in the table below.

Table 1.2 - Technical standards and guidance for human health assessment

Technical standards / guidance	Summary of requirements
Effective Scoping of Human Health in Environmental Impact Assessment 2022 [5]	This guidance was published by the Institute of Environmental Management and Assessment (IEMA). The guidance focuses on best practice in determining the scope of human health chapters in EIA with advice given on utilising engagement to determine scope, the scoping of wider health determinants and the scope of the population or geographic area.
Determining Significance For Human Health In Environmental Impact Assessment 2022 [6]	This guidance was also published by IEMA. The EIA process uses the term 'significance' to describe the weight that should be placed on an issue during a decision. This guidance advises professionals on the best practice to be used when determining significance within human health.
Planning Practice Guidance[7]	PPG is a web-based resource that provides planning guidance on plan making and decision taking for various topic areas. The following PPG chapters are relevant to population and human health: ▪ Air quality. ▪ Healthy and safe communities. ▪ Land affected by contamination. ▪ Light pollution. ▪ Natural environment. ▪ Noise. ▪ Open space, sports and recreation facilities, public rights of way and local green space. ▪ Water supply, wastewater, and water quality.

[5] Pyper, R., Waples, H., Beard, C., Barratt, T., Hardy, K., Turton, P., Netherton, A., McDonald, J., Buroni, A., Bhatt, A., Phelan, E., Scott, I., Fisher, T., Christian, G., Ekermawi, R., Devine, K., McClenaghan, R., Fenech, B., Dunne, A., Hodgson, G., Purdy, J., Cave, B. (2022) IEMA Guide: Effective Scoping of Human Health in Environmental Impact Assessment.

[6] Pyper, R., Waples, H., Beard, C., Barratt, T., Hardy, K., Turton, P., Netherton, A., McDonald, J., Buroni, A., Bhatt, A., Phelan, E., Scott, I., Fisher, T., Christian, G., Ekermawi, R., Devine, K., McClenaghan, R., Fenech, B., Dunne, A., Hodgson, G., Purdy, J., Cave, B. (2022) IEMA Guide: Determining Significance for Human Health in Environmental Impact Assessment.

[7] Department for Levelling Up, Housing and Communities (2024). Planning Practice Guidance [Online]. Available from: Planning practice guidance - GOV.UK (www.gov.uk)

2. Health Statistics

The following data has been largely derived from the ONS Census and UK Health Security Agency and Office for Health Improvement & Disparities public health information.

Further demographic and health data has also been used from Manchester City Council Local Insight profiles for Ancoats and Beswick, and Piccadilly wards.

Table 2.1 - Baseline conditions - Human Health: Demographic Profile[8]

Location	Total Population	% Under 16	% Over 65	Working age population
Ancoats and Beswick Ward	14,960	12.1	5.6	82.3%
Piccadilly Ward	14,007	2.1	2.0	95.9%
Manchester	568,996	20.1	9.4	70.5%
England	57,106,398	18.5	18.6	62.9%

Table 2.1 displays the population profile by ward in 2022. The total population of Ancoats and Beswick ward is 14,960 and the population of Piccadilly ward is 14,007. Combined, this accounts for 28,967 people or 5.1% of the total population of Manchester.

There is a lower proportion of young people (aged under 16) and older people (aged over 65) in Ancoats and Beswick ward (at 12.1% and 5.6% respectively) compared to Manchester as a whole (20.1% and 9.4%) and England (18.5% and 18.6%), and significantly less in Piccadilly ward (2.1% and 2.0%).

Table 2.2 - Baseline conditions - Human Health: Other demographic characteristics

Population/ Health indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
Sex (Male) (%) (2022) [9]	53.1	57.8	49.7	49.0
Sex (Female) (%) (2022) [10]	46.9	42.2	50.3	51.0
Ethnic groups (%)				
Asian, Asian British or Asian Welsh	12.5%	16.2%	20.9%	9.6%
Black, Black British, Black Welsh, Caribbean or African	9.7%	3.9%	11.9%	4.2%
Mixed or Multiple ethnic groups	5.4%	5.4%	5.3%	3.0%
White	67.5%	69.6%	56.8%	81.0%
Other ethnic groups	4.8%	4.8%	5.1%	2.2%

[8] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]

[9] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]

[10] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]

Total number of households (March 2022) [11]	8,741	8,266	233,919	23,868,499
Accommodation type (%)[12]:				
Detached				
Semi-detached	2.8	0.3	5.4	22.9
Terraced	10.8	0.4	31.9	31.5
Purpose built block of flats	16.7	1.1	28	23
	61.2	76.5	28.1	17.1
Population density (people per sq. km (2020)	4.464	9,351	4,805	434
Inward Migration (within the last year, % of all usual residents)	26.9	45.4	15.7	10.5
No people in household have English as the main language (%)	10.9	20	10.7	5
Car or van availability – none in household (%)	47.4	68.1	39	23.5
Economically active (%)	74	65	54.3	58.6
Highest level of qualification (%)				
Level 4 or above				
No qualification	60	65	37.6	33.9
	13.3	5.2	19.7	18.1
School children and full-time students (% of all usual residents aged 5 years and over)	16.5	27.3	30.2	20.4

Table 2.2 identifies an unusual population mix in Ancoats and Beswick ward (53.3% male, 46.9% female) and Piccadilly ward (57.8% and 42.2%) with more males than females, compared to Manchester and England where there are slightly higher proportions of females than males. The populations in Ancoats and Beswick, and Piccadilly wards are more ethnically diverse than national averages.

As would be expected for the locality, population densities are very high (9,351 people per sq. km in Piccadilly ward and 4.464 people per sq. km in Ancoats and Beswick ward) compared to England as a whole (only 434 per sq. km). The population density across Manchester is 4,805 per sq. km, which is similar to Ancoats and Beswick ward but approximately half that of Piccadilly ward.

There are 8,741 households in Ancoats and Beswick ward and 8,266 households in Piccadilly ward, which collectively accounts for 7.3% of the total households in Manchester. In terms of housing mix, there is a significantly higher proportion of purpose-built apartment blocks in both wards (76.5% for Piccadilly; 61.2% for Ancoats and Beswick) compared to Manchester and England (28.1% and 17.1% respectively) which reflects the dense city centre and edge of centre locations and large-scale regeneration which has taken place over recent years. The availability of alternative accommodation in Piccadilly ward (detached, semi-detached, terraced; at only 1.8% of all

[11] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]

[12] ONS 2021 Census. Available at: www.nomisweb.co.uk. [Accessed on 27/07/2023]

housing stock) is extremely low. This mix is greater in Ancoats and Beswick ward (2.8% detached, 10.8% semi-detached, 16.7% terraced) but still below the Manchester and England averages.

20% of households in Piccadilly ward and 10.9% of households in Ancoats and Beswick ward have no people in the household who speak English as their main language, both of which are higher than for Manchester (10.7%), and significantly higher than for England (5%). This is partly reflected by the transient nature of the locality and inward migration statistics which are very high for Piccadilly ward in particular (45.4% of all residents) but also high for Ancoats and Beswick ward (26.9%), compared to Manchester (15.7%) and England (10.5%).

Economic activity is higher in Ancoats and Beswick, and Piccadilly wards (74% and 65% respectively), than for Manchester (54.3%) and England (58.6%), as is educational attainment (60% of residents in Ancoats and Beswick ward and 65% of residents in Piccadilly ward have a highest qualification at Level 4 or above and 13.3% and 5.2% respectively have no qualifications), compared to Manchester (37.6% and 19.7% respectively) and England (33.9% and 18.1% respectively).

A higher percentage of the population in Ancoats and Beswick ward (47.4%) and Piccadilly ward (68.1%) have no access to a car or van compared to Manchester and England (39% and 23.5% respectively). This partly reflects the economic conditions found in some parts of the wards although it is mostly likely reflective of the age profile and localities in the city centre/ edge of centre, where easy access to work and services, and good public transport options, provides effective alternatives to private car travel.

The figures also show a lower proportion of school children and full-time students in Ancoats and Beswick ward (16.5%) compared to Manchester (30.2%) and England (20.4%), although there is a higher proportion in Piccadilly ward (27.3%) – slightly lower than for Manchester.

Table 2.3 - Baseline conditions - Human Health: Deprivation profile

Deprivation indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
Household not deprived in any dimension (%)13	59.3	63.3	43.6	48.4
Household is deprived in one dimension (%)	26.3	27.7	32.8	33.5
Household is deprived in two dimensions (%)	10.4	7	17.2	14.2
Household is deprived in three dimensions (%)14	3.8	1.9	6.0	3.7
Household is deprived in four dimensions (%)	0.2	0.1	0.4	0.2
IMD Rank (2019)	17th most deprived out of 32 Manchester wards	27th most deprived out of 32 Manchester wards	6th most deprived out of 314 local authorities	N/A

[13] ONS 2021 Census. Available at: www.nomisweb.co.uk. [Accessed on 27/07/2023]

[14] ONS 2021 Census. Available at: www.nomisweb.co.uk. [Accessed on 27/07/2023]

Deprivation indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
The Income Deprivation Affecting Children Index (IDACI)	Ranked 19th out of 32 wards	Ranked 26th out of 32 wards	Ranked 5th out of 314 local authorities	N/A
The Income Deprivation Affecting Older People Index (IDAOPI)	Ranked 7th out of 32 wards	Ranked 30th out of 32 wards	Ranked 7th out of 314 local authorities	N/A
IMD (2019) – Income Rank15	Ranked 23rd out of 32 wards	Ranked 31st out of 32 wards	Ranked 8th out of 314 local authorities	N/A
IMD (2019) – Health Deprivation and Disability Rank16	Ranked 7th out of 32 wards	Ranked 28th out of 32 wards	Ranked 5th out of 314 local authorities	N/A
IMD (2019) – Crime Rank17	Ranked 8th out of 32 wards	Ranked 3rd out of 32 wards	Ranked 1st out of 314 local authorities	N/A
IMD (2019) – Barriers to housing and services Rank18	Ranked 12th out of 32 wards	Ranked 1st out of 32 wards	Ranked 63rd out of 314 local authorities	N/A
IMD (2019) – Living environment Rank19	Ranked 9th out of 32 wards	Ranked 1st out of 32 wards	Ranked 42nd out of 314 local authorities	N/A
IMD (2019) – Wider barriers sub-domain Rank20	Ranked 17th out of 32 wards	Ranked 1st out of 32 wards	N/A	N/A
IMD (2019) – Indoors sub-domain Rank	Ranked 16th out of 32 wards	Ranked 1st out of 32 wards	N/A	N/A

[15] The Income Deprivation Domain measures the proportion of the population experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

[16] The Health Deprivation and Disability Domain measures the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.

[17] The Crime Domain measures the risk of personal and material victimisation at local level.

[18] The Barriers to Housing and Services Domain measures the physical and financial accessibility of housing and local services.

[19] The Living Environment Deprivation Domain measures the quality of the local environment.

[20] The Wider Barriers Sub-domain includes issues relating to access to housing such as affordability.

Deprivation indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
IMD (2019) – Outdoors sub-domain Rank 21	Ranked 8th out of 32 wards	Ranked 1st out of 32 wards	N/A	N/A
Reported street crime (2018) – Total numbers	2,753	16,552	121,375	N/A

Table 2.3 confirms Manchester as one of the most deprived local authorities in the country. Piccadilly ward in particular performs better overall than the other wards in Manchester, ranked the 27th most deprived ward (out of 32 wards) (Ancoats and Beswick ward is ranked 17th out of 32), albeit the two wards perform poorly in terms of certain types of deprivation.

When considering the different deprivation sub-domains, Ancoats and Beswick ward, and Piccadilly ward, experience particular issues with the following:

Ancoats and Beswick ward:

- Health deprivation and disability – which measures the risk of premature death and the impairment of quality of life through poor physical or mental health (ranked 7th out of the 32 Manchester wards). The domain measures morbidity, disability, and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.
- Income deprivation affecting older people (ranked 7th out of 32). The domain measures the proportion of all those aged 60 or over who experience income deprivation. The definition of low income is those who have low earnings (and who satisfy the respective means tests).
- Crime – which measures the risk of personal and material victimisation at the local level (ranked 8th out of 32). The domain is made up of several indicators based on the recorded numbers of violent crimes, burglaries, thefts, and criminal damage. It is important to note that although Ancoats is on the edge of the city centre, it falls outside the city centre boundary in terms of policing (separated by the Inner Relief Road (Great Ancoats Street)) and has its own policing team/ resourcing. It is widely acknowledged that the continued development of Ancoats and growing night time economy has brought different policing requirements to the area over the past few years.
- Outdoors – which measures the outdoor living environment, including consideration of air quality (a measure of air quality based on emissions rates for four pollutants) and road traffic accidents involving injury to pedestrians and cyclists (ranked 8th out of 32).
- Living environment – which measures the quality of the living environment, including quality of housing, access to suitable housing, and the outdoor physical environment (ranked 9th out of 32) (described in more detail above).
- Barriers to housing and services – which measures the physical and financial accessibility of housing and local services. The indicators fall into two sub-domains: ‘geographical barriers’, which relate to the physical proximity of local services, and ‘wider barriers’ which includes issues relating to access to housing such as affordability (ranked 12th out of 32).

[21] The Indoors Sub-domain measures the quality of housing; while the Outdoors Sub-domain contains measures of air quality and road traffic accidents.

Piccadilly ward:

- Barriers to housing and services; Living environment; Indoors (which measures the quality of housing); Outdoors; Wider barriers (all ranked 1st out of 32 wards). The Wider barriers sub-domain is part of the Barriers to housing and services domain which considers issues relating to access to housing, such as affordability.
- Crime (ranked 3rd out of 32).

A review of the deprivation figures identifies that Ancoats and Beswick ward has higher than average issues (compared to the other Manchester wards) relating to health and disability, income, crime, and the living environment (notably the outdoors living environment) and faces higher than average barriers to housing and services in terms of physical availability and accessibility, and affordability.

Importantly, Manchester's Children and Young People JSNA (although based on 2015/16 data) reports that the neighbourhood with the highest proportion of children affected by income deprivation (LSOA 5133 (013D)) lies immediately to the north of the Proposed Development, where around two thirds of children (66.2%) are living in deprivation. This equates to over 100 children.

Although Piccadilly ward has lower deprivation overall compared to the other Manchester wards, it has notable issues relating to the living environment (outdoors and indoors), barriers to housing and services, and wider barriers, which are all ranked the worst in Manchester. Crime is also a major issue in Piccadilly ward.

Table 2.4 - Baseline conditions – Human Health: General health of residents [22]

Location	Very good health	Good Health	Fair Health	Bad health	Very bad health
Ancoats and Beswick Ward	55.9	30.3	9.4	3.3	1.1
Piccadilly Ward	56.3	34.4	7.2	1.7	0.4
Manchester	50.8	31.4	11.8	4.5	1.5
England	48.5	33.7	12.7	4	1.2

Table 2.4 identifies that residents in Piccadilly ward generally experience better health (97.9% of residents report their health to be fair to very good) than Ancoats and Beswick ward (95.6%), Manchester (94%) and England (94.8%). Ancoats and Beswick ward performs slightly better than the Manchester and England average.

At the end of June 2019, nearly 44,000 people living in the 'Ancoats, Clayton & Bradford Manchester' Health and Care Commissioning Neighbourhood Area (one of the 12 care commissioning neighbourhood areas in Manchester) were registered with a Manchester GP. Figures identify that Ancoats, Clayton & Bradford has fewer adults and older people in the 'Good Health' cohorts and more in the 'Adults with Wider Determinants of Need' cohort[23]. Ancoats,

[22] ONS 2021 Census. Available at: www.nomisweb.co.uk. [Accessed on XX]

[23] A cohort study identifies a group of people and follows them over a period of time. The aim is to look at how a group of people are exposed to different risk factors which may affect their lives. Cohort studies can look at many different aspects of people's lives, including their health and/or social and other factors.

Clayton & Bradford also has the highest percentage of people in the Complex Lifestyles cohort[24] out of all the neighbourhoods in Manchester. A number of the homeless population in Manchester have a resident postcode recorded which relates to a GP practice offering outreach services from surgeries in the Ancoats, Clayton & Bradford area, such as New Islington Medical Centre, which is likely to skew the figures.

Table 2.5 - Baseline conditions – Human Health: Health limited activity[25]

Location	Day-to-day activities limited a lot (%)	Day-to-day activities limited a little (%)	Not disabled under the Equality Act (%)
Ancoats and Beswick Ward	6	8.7	85.3
Piccadilly Ward	2.7	8.8	88.5
Manchester	8.2	9.4	82.4
England	7.3	10	82.7

Table 2.5 identifies that Ancoats and Beswick, and Piccadilly wards (14.7% and 11.5% respectively) perform better than Manchester (17.6%) and England (17.3%) in terms of the proportion of residents who experience a long-term disability (physical or mental health condition) which limits their day-to-day activities to some degree.

People in the 'Ancoats, Clayton & Bradford Manchester' neighbourhood have a slightly lower level of long-term conditions (LTC) compared to the overall population registered with a Manchester GP. By far the highest LTC register is for smoking (20.2%), followed by Hypertension (9.0%)[26] and Obesity (8.0%)[27].

Table 2.6 - Baseline conditions – Human Health: Life expectancy from birth[28]

Location	Male	Female
Ancoats and Beswick Ward	77.7	80.2
Piccadilly Ward	Not available	87.7
Manchester	75.6	79.7
England	79.5	83.2

Table 2.6 shows that life expectancy for both males and females in Ancoats and Beswick ward (77.7 years for males, 80.2 years for females) is lower than the England average (79.5 and 83.2 years respectively) but slightly better than for Manchester (75.6 and 79.7 years). Figures for male life expectancy are not available for Piccadilly

[24] Complex lifestyles relates to people aged 19 and above, based on the following criteria: Hospital admission in the last 12 months for alcohol misuse, drug misuse or self-harm; attendance in the last 12 months at a hospital based (secondary care) addiction service; hospital admission in the last 12 months where homelessness has been recorded; homelessness recorded in Primary Care (GP systems) – no date limit

[25] ONS 2021 Census. Available at: www.nomisweb.co.uk. [Accessed on XX]

[26] Hypertension is a condition where the blood pressure in the arteries is too high. It can cause serious health problems such as heart disease, stroke, and kidney damage.

[27] Manchester City Council: Ancoats, Clayton & Bradford - Health & Social Care Cohort Profile (December 2019). Available at Ancoats Beswick and Bradford Health and Social Care Area [accessed on 25/07/2023]

[28] ONS 2021 Census. Available at: www.nomisweb.co.uk. [Accessed on XX]

ward; however, female life expectancy (at 87.7 years) is higher than for Ancoats and Beswick ward, Manchester, and England.

Table 2.7 - Baseline conditions – Human Health: Health indicators[29]

Health indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
Deaths from respiratory diseases, all ages (Standard mortality rate - SMR)	172.8	23.2	161	100
Deaths from circulatory disease (all ages) (SMR)	156.9	81.8	138.5	100
Deaths from coronary heart disease, all ages (SMR)	193.9	126.4	174.9	100
Income deprivation (%)	23.1	3.4	21.9	12.9
Children (aged under 16) living in absolute low-income families (2022/23) [30]	452	94	35,642	1,645,067
Child poverty, income deprivation affecting children (%)	35.4	6.1	29.7	17.1
Older people poverty, income deprivation affecting older people (%)	51.0	45.2	33.6	14.2
Older people living alone (%)	52.2	61.5	39.7	31.5
Unemployment (%)	4.9	1.6	7.4	5.0
Long-term unemployment (crude rate per 1,000)	0.8	0.2	1.6	1.9
Benefits (DWP 2023) – Residents claiming benefits (excl. tax credits and child benefit)[31]	2,451	781	122,459	8,593,001

[29] All information taken from Office for Health Improvement and Disparities – Fingertips Local Health Data, unless otherwise stated. Available at Local Health - Small Area Public Health Data - OHID (phe.org.uk) (Accessed on 25/07/2023)

[30] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]

[31] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]

Health indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
Housing Benefit (November 2023)[32]	803	196	29,064	1,972,274
Education (2019) – Number of pupils[33]	1,366	83	87,681	Not available
Reception: Prevalence of overweight (including obesity) (%)	22.4	Not available	24.2	22.6
Education (2019) – pupils in primary schools receiving free school meals (%)[34]	26.5	3	27.7	15.7
Education (2019) – pupils in secondary schools receiving free school meals (%)[35]	31.4	14.3	27	14.1
Education (2019) – pupils whose first languages is not English (%)	41.5	61.5	41	19.4
Education (2019) – GCSE pupils achieving Grade 5+ in English and Maths	30.4	100	35.5	40.1
Road traffic accidents (2023) – total number of accidents [36]	16	48	636	No data
Emergency hospital admissions for all causes (SAR)	134.3	40.3	131.1	100
Emergency hospital admissions for Myocardial infarction (heart attack) (SAR)	88.8	47.6	127.9	100
Emergency hospital admissions for COPD (SAR)	397.7	122.4	220.3	100

[32] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]
[33] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 13/08/2024]
[34] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 25/07/2023]
[35] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 25/07/2023]
[36] MCC Area Profile (Intelligence Hub). Available at Area Profile (instantatlas.com) [Accessed on 25/07/2023]

Health indicator	Ancoats and Beswick Ward	Piccadilly Ward	Manchester	England
Emergency hospital admissions for hip fractures, persons aged 65 and over (SAR)	132.4	79.3	114.9	100
Hospital admissions for alcohol attributable conditions (narrow definition) (SAR)	145.2	42.3	110.2	100

Table 2.7 identifies that respiratory disease, circulatory disease, and coronary heart disease are particular issues in Ancoats and Beswick ward. Death rates for all three conditions are significantly higher than the England average, and higher than the Manchester average, whilst emergency hospital admissions for COPD are nearly four-times greater than the national average. Emergency hospital admissions for hip fractures are also higher in Ancoats and Beswick ward than Piccadilly ward, Manchester, and England.

Respiratory is the third highest area of spend (£1.3m) in the 'Ancoats, Clayton & Bradford Manchester' neighbourhood area, 84% higher than the average per person in Manchester as a whole[37].

Other notable findings for Ancoats and Beswick ward includes higher than average income deprivation, including poverty affecting children and older people, although unemployment and long-term unemployment rates are slightly lower than for Manchester and England.

The proportion of primary and secondary school pupils in Ancoats and Beswick ward that receive free school meals (26.5% and 31.4%) is higher than the England average (15.7% and 14.1% respectively) and educational attainment is lower than for Manchester and England. A review of the Co-op Academy New Islington website indicates that 17% of pupils at the school are eligible for free school meals which is also higher the Manchester and England averages. 41.5% of pupils in Ancoats and Beswick ward do not speak English as their first language, which is similar to Manchester (41%) but significantly higher than the England average (19.4%).

In general terms, Piccadilly ward performs much better than Ancoats and Beswick ward, Manchester, and England across the majority of health indicators. For example, deaths from respiratory disease, income deprivation, child poverty, unemployment and long-term unemployment are all significantly better than average. Emergency hospital admissions for COPD in Piccadilly ward are higher than the national average, but lower than for Ancoats and Beswick ward and Manchester.

[37] Manchester Health & Care Commissioning. 2019. Ancoats, Clayton & Bradford Neighbourhood Health & Social Care Profile. Available at: https://www.manchester.gov.uk/download/downloads/id/27315/health_and_care_profile.pdf [Accessed: 28/10/2024].

3. Land uses within the study area

The tables in this section provide information about the specific land uses within the study area that have the potential to be affected by the Proposed Development, such that impacts to determinants of human health may arise.

Table 3.1 - Private dwellings within the study area (current and planned)

Receptor group	Distance from the Proposed Development site	Description
Residential units on Great Ancoats Street (Group A in Figure 14-2 in Volume 5)	100m northwest	Residential developments with commercial uses on the lower floors, which are adjacent to Great Ancoats Street.
Residential units between Redhill Street and Jersey Street. This includes Murray Hill complex (124 apartments), 66 Jersey Street (136 apartments), New Little Mill (68 apartments), 283 units between Jersey Street and Henry Street, and MM2 apartments (approximately 100 units). Residential apartment blocks fronting New Islington Marina Promenade includes approximately 302 apartments on Union Street, Mansion House (40 apartments), 43 terraced properties (behind Mansion House), Weavers Quay (201 apartments), 14 terraced properties on Coppersmith Road (excluding developed terraces under construction under application ref. 122598/FO/2019). (Group B in Figure 14-2 in Volume 5)	23m north-west (closest apartment block)	There are over 700 residential dwellings located between Redhill Street and Jersey Street. These residential dwellings are located within new build apartment blocks and renovated mill buildings (Royal Mills).
Residential units between New Union Street, New Islington, Weybridge Road and New Islington Marina Promenade, and apartment blocks fronting New Islington Marina Promenade. This includes approximately 302 apartments on Union Street, 40 apartments at Mansion House, 43 terraced properties behind Mansion House, 201 apartments at Weavers Quay, 14 terraces on Coppersmith Road (excluding developed terraces under application ref. 122598/FO/2019). (Group C in Figure 1-2 in Volume 5)	104m north (closest apartment block)	There are over 600 residential dwellings located between New Islington Marina, Union Street, New Islington and Weybridge Road (excluding residential dwellings in construction under application 122598/FO/2019 which is considered as a separate receptor within this Table). These residential dwellings are predominately new apartment blocks and terraced housing built within the last 10 years, with the exception of 14 terraces on Coppersmith Road.
Residential and visitor moorings at Islington Marina (Group D in Figure 14-2 in Volume 5)	78m northeast (off Old Mill Street)	Islington Marina provides 33 residential and 7 visitor moorings.

Receptor group	Distance from the Proposed Development site	Description
		These moorings are included within the baseline due to the inclusion of residential development on New Islington Marina Promenade.
Residential units south of Old Mill Street, between Old Mill Street and the Ashton Canal. These residential units include Islington Wharf Phase 4 (104 apartments), Islington Wharf Phase 3 – Wharf Locks (101 apartments), Islington Wharf Phase 2 – Wharf Mews (46 apartments), Islington Wharf Phase 1 (200 apartments), 340 residential dwellings at the Former Ancoats Hospital Site, which includes Lampwick Quay and Ancoats Dispensary, and 46 residential dwellings between Vesta Street and the Islington Branch canal. (Group E in Figure 14-2 in Volume 5)	98m southeast	There are over 840 residential dwellings along Old Mill Street, between the Inner Relief Road (Great Ancoats Street) and Weybridge Road. These are predominately new apartment blocks.
Residential units south of Store Street, between Store Street and the Ashton Canal. Residential units include Great Ancoats Street apartment complex and 12 townhouses and 345 apartments (Oxygen Manchester and Alliance City Living) and 28 residential units. (Group F in Figure 14-2 in Volume 5)	86m south	There are approximately 370 residential dwellings between Store Street, Great Ancoats Street and the Aston Canal. These consist of high rise and 3 to 4 storey apartment blocks.
Residential Units north of Store Street, south of Port Street and west of Great Ancoats Street. Residential units include 41 residential apartments (Lomaxz Apartments -120149/FO/2018), 165 apartments at Dale Street and Industry House (Langley Buildings), 267 residential units between Port Street and Tariff Street, 58 residential units at Jackson's Warehouse and 117 apartments at Piccadilly Basin, Brewer Street.	25m west	There are over 640 residential dwellings between the north of Store Street, south of Port Street and west of Great Ancoats Street. These are predominately newly developed apartment blocks.

Receptor group	Distance from the Proposed Development site	Description
(Group G in Figure 14-2 in Volume 5)		
Planned Developments		
135675/FO/2022: Erection of two residential apartment buildings (Use Class C3) comprising Block 1 -part 9, part 10 (plus roof level amenity block) and Block 2- 12 storey building (comprising of 267 dwellings in total) above basement levels with ground floor commercial units (Use Class E (excluding E (b)) Tariff Street Manchester	120m west	Approved in June 2023 and construction recently commenced, this application is on an unallocated site on a car park at Tariff Street, approximately 120m west of the Site. Development of this site will represent a change of use and deliver 267 new dwellings.
122598/FO/2019: Full application for the erection of a residential development comprising 34 no. 3 storey dwellinghouses, 2 no. 6 storey apartment blocks comprising 60 no. apartments with commercial space at the ground floor Land Between Coppersmith Road, Lockyard Lane And New Islington Marina Manchester	145m east	Approved in March 2020 and with construction advanced and the first phase completed. This application is on an unallocated site between Lockyard Lane, Coppersmith Road and Islington Marina. Development of this site represents a change of use and deliver 94 new dwellings (34 houses and 60 apartments).
132574/FO/2021 Erection of 4 no. part 4, part 5 storey, three-bedroom townhouses Land South of Stables Car Park, Paradise Wharf, Ducie Street Manchester M1 2JN	215m south west	Approved in July 2022 and is yet to be implemented. This application is on an unallocated site on Ducie Street. Development of the site would represent a change of use and deliver 4 new dwellings (townhouses).
126608/FO/2020 Erection of part 4, part 11 storey residential (Class C3) development (with roof top plant room) comprising 66 (Class C3) residential units (3 x 2 bed town houses, 46 x two bed	200m south	Approved in November 2020 and with construction recently commenced. This application is on an unallocated site located between Millbank Street, Store Street and the Ashton Canal Tow Path. Development of the site will represent a change of use and deliver 66 new dwellings (3 townhouses and 63 apartments).

Receptor group	Distance from the Proposed Development site	Description
apartments and 17 x one bed apartments) together with associated car parking Land to the South of Store Street, Manchester M1 2NE		
128911/FO/2020 Erection of 9 storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3 storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking	106m west	Approved in February 2022 with construction yet to be implemented. This application is on an unallocated site between Ducie Street, Brock Street, Pigeon Street and Laystall Street.
137346/FO/2023 Erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents' amenity space (Use Class C3a) (265 new dwellings), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works following demolition of existing structures Land bounded by Naval Street to the North, Poland Street to the East, Jersey Street to the South And Radium Street to the West Manchester	210m north	Approved in December 2023 and is yet to be implemented, this application is on an unallocated site between Naval Street, Poland Street, Jersey Street and Radium Street. Development of the site will represent a change in use and deliver 265 new dwellings.

Table 3.2 - Community assets within the study area (current and planned)

Receptor group	Distance from the Proposed Development site	Description
Co-op Academy New Islington Primary School, 10 Hugh Oldham Way, New Islington Marina, Ancoats M4 6EY	Adjacent	Co-op Academy New Islington (previously known as New Islington Free School) is a primary school which caters for pupils aged 4 to 11. The school is located immediately adjacent to the northern boundary of the Site, separated by a private road, which provides vehicular access to the school. It should be noted that one of the outdoor play areas associated with the school is located closest to the Proposed Development, with the school building itself approximately located 40m north of the boundary of the Site and the other outdoor play area on the opposite side of the school. Information taken from the school's website indicates there are over 400 pupils at the school, which has capacity for 420. There are 35 different nationalities at the school and last Ofsted Report (2015) reported that three-quarters of all pupils were from ethnic minority backgrounds[38]. 68% of pupils meet the expected standard in reading, writing, and maths, and 16% of pupils achieve a higher standard. The school's indicator of deprivation places it within the 20% of areas of highest deprivation in the country. The school offers 'Forest School', a specialised learning approach that takes place outdoors. The Forest School utilises Cotton Field Park adjacent to the Site to undertake these sessions. There are no known community facilities located at this school. The receptor is used frequently (daily during term-time) and by less than 50% of the community. Co-op Academy New Islington has previously expressed concerns through the consultation on the Former Central Retail Park Regeneration Framework about potential overlooking and overshadowing by future buildings on the Site, together with concerns about the access roads to and through the Site and safeguarding i.e. the school needs to remain secure. Concerns expressed about construction related to air quality impacts and disruptions to learning.
Cotton Field Park, New Islington, Manchester, M4 6LN	Adjacent	Cotton Field Park has undergone major renovation and is a high-quality open space, green space and eco-park in the heart of New Islington, located immediately to the north of the Site and contiguous with New Islington Marina. The park consists of a body of water, a 3-metre-wide boardwalk that forms the main pedestrian route and several distinctive islands.

[38] Ofsted. 2015. Co-Op Academy New Islington Full Inspection Report. Available at: 2494393 (ofsted.gov.uk) [Accessed: 07.08.2024]

Receptor group	Distance from the Proposed Development site	Description
		The receptor is likely to be used frequently (daily) and used by at least 50% of the community, given the locality and high-density of development surrounding the park. The park is used by different groups including residents taking dogs for walks, office workers and those working-from-home, young families[39] and older people amongst others. There are some alternative greenspaces and parks to the east of the Site, however, these are lesser quality and there is considered to be a general lack of accessible open and green space in the area.
New Islington Marina, Old Mill St, Manchester M4 6BX	95m north	New Islington Marina is located adjacent to Cotton Field Park. The Marina comprises two basins which connect with the Rochdale Canal and Ashton Canal respectively and is well-used for recreation and as a public square, with several cafés and bars. The Marina is a destination in its own right but also acts a walk through route for dog walkers, runners, and other users such as office workers, young families and young adults, and older people. In the summer months it has an attractive, festival feel and geese and swans can be found nesting here. The receptor is accessible, likely to be used frequently (daily) and used by at least 50% of the community due to its nature and locality within the dense urban area. There are no alternatives to the Marina.
New Islington Medical Practice (Ancoats Primary Care Centre), Old Mill Street, Manchester M4 6EE Urban Village Medical Practice (UVMP) (part of the Ancoats Primary Care Centre; includes a Pharmacy	115m east	New Islington Medical Practice and the Urban Village Medical Practice (UVMP) are NHS General Practice (GP) surgeries, located immediately to the north east of the Site, on the corner with Old Mill Street. The surgeries form part of the City Centre & Ancoats Primary Care Network (PCN) alongside the City Health Medical Practice, collectively caring for a total population of around 35,000 people. PCN services offered include extended access GP services (evenings and weekends), a care home team, extended hours Primary Care, pharmacy team, and a first contact physio for musculoskeletal complaints without going to the GP.

[39] Ethan Davies. 2023. Manchester Evening News. The city centre problem making 20-somethings leave for the suburbs. Available at: The city centre problem making 20-somethings leave for the suburbs - Manchester Evening News Accessed on: 07.08.2024.

Receptor group	Distance from the Proposed Development site	Description
- K's Chemist), Old Mill Street, Manchester M4 6EE		New Islington Medical Practice has eight doctors, two nurses, three mental health nurses, two clinical pharmacists and a remote physiotherapist. It also includes the only Infant Feedings and Tongue-Tie Specialists (INFANTTS) Clinic in Manchester. UVMP delivers primary health care to over 13,000 general patients. For 20 years, the practice has also delivered a primary health care service for the homeless people in Manchester[40]. UVMP's Homeless health services include daily GP and Nurse clinics, tissue viability (wound dressing) drop-ins and homeless mental health clinics[41]. 75% of users of UVMP Homeless health services have self-reported mental health problems, 51% report alcohol use to harmful limits and 38% report drug dependency[42]. It should be noted that there is evidence of homeless people using the Proposed Development for sleeping, whilst substance misuse was witnessed at both UVMP and on the Proposed Development Site during a recent site visit. These health receptors are likely to be used reasonably frequently (weekly/ monthly) by some users and by less than 50% of the community. There are few alternative GP surgeries available within Manchester City Centre and no known alternatives to the INFANTTS clinic. The Medical Practices have been supportive about the future development of the Site during consultations to date.
Ancoats Primary Care Centre (Revive Dental Care Limited), Old Mill Street, Ancoats M4 6EE	115m east	Ancoats Dental Practice has been serving the local community for many years, located on the first floor of the Ancoats Primary Care Centre. It offers private and NHS dental care. This receptor is accessible, likely to be used infrequently and used by 50% of the community, with alternatives located nearby within the city centre.
Hallé St Peter's, Blossom Street, Ancoats, Manchester	170m northwest	Hallé St Peter's provides a home for the Hallé's (Manchester's symphony orchestra) rehearsals and recordings, choirs and Youth Orchestra as well educational workshops and small performances. The Hallé offers a range of opportunities for children and young people to engage with music-making on a

[40] MCC. 2023. Health and Homelessness Report for Health Scrutiny Committee. Available at: Governance Report (manchester.gov.uk) [Accessed: 07.08.2024]

[41] NHS UVMP. 2024. Homeless Health Service. Available at: Homeless Health Service – Urban Village Medical Practice (uvmp.co.uk) [Accessed: 03.09.2024]

[42] NHS UVMP. 2021. UVMP Annual Report 2022-2023. Available at: Urban-Village-Medical-Practice-HHS-Annual-Report-2023.pdf (pathway.org.uk) [Accessed: 03.09.2024]

Receptor group	Distance from the Proposed Development site	Description
		weekly basis, creative projects for schools with school children from early years to secondary school, including Special Educational Needs and Disability (SEND), as well as opportunities for adults. Hallé St Peter's is also available for hire for events such as weddings, parties, conferences, and receptions. This receptor is generally likely to be used weekly by users who perform, rehearse, and participate in workshops, and otherwise by less than 50% of the local community. The receptor is accessible from within the study area, however the Inner Relief Road (Great Ancoats Street) and Rochdale Canal may create some level of severance between the Site and the wider catchment. The Hallé at St Michael's offers a second space in Ancoats for rehearsals and workshops, approximately 80m northwest of the Hallé at St. Peters.
PureGym, Urban Exchange, Great Ancoats Street, Manchester M4 6DE	90m southwest	This is a private gym facility at the Urban Exchange retail park. The Inner Relief Road (Great Ancoats Street) is likely to create severance between the gym and potential catchment area (Ancoats) near the Site albeit there are some crossing provisions. It is anticipated this receptor is likely to be used frequently (daily and weekly) by most users and used by less than 50% of the community. There are alternative gyms within the local community.
Cutting Room Square, Great Ancoats Street, Ancoats, Manchester	168m northeast	Cutting Room Square is a public square in the heart of Ancoats that features art installations and outdoor seating. The receptor is accessible, likely to be used frequently (daily) and by less than 50% of the community. There are few similar alternatives to this square for outdoor seating within Ancoats and Islington.
New Islington Green	250m southeast	New Islington Green is an area of green space, approximately 250m southeast of the Site. The receptor is likely to be used frequently (daily) by less than 50% of the community. There are alternative green spaces and parks east of New Islington Green. There is a proposed development with planning permission (128191/FO/2020) for the erection of five office buildings and new public realm on this site.
Planned Development		

Receptor group	Distance from the Proposed Development site	Description
135662/FO/2022 Erection of a 20 storey20-storey building to create a 154 bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym Land at Laystall Street, Great Ancoats Street, Manchester M4 6DE	26m south	Approved in June 2023 and is yet to be constructed. this proposed development includes a private gym facility which will likely be mainly used by hotel staff and guests only and by less than 50% of the community. There will be no severance of access for users and there are alternative gyms in the local area. This application site is currently being used for public car parking.

Table 3.3 – Development land and businesses in the study area (current and planned)

Receptor	Distance from the Proposed Development	Description
Urban Exchange, 100 Great Ancoats St Manchester, M4 6DE (Part of Group A in Figure 14-2, Volume 5)	21m southwest	A number of businesses are located at the Urban Exchange, a busy retail outlet located opposite the Site on Great Ancoats Street, with 189 car parking spaces and 5-minutes walk from Piccadilly Railway Station. Current business occupiers include Aldi, GO Outdoors, M&S Outlet and PureGym.
Residence Inn Manchester, 40 Laystall Street, Manchester M1 2JZ	157m south	The Residence Inn, Manchester is located opposite the Site, off Great Ancoats Street, on Lomax Street, comprising 155 studio and one-bedroom suites.
Businesses around Great Ancoats Street (Group A in Figure 14-2, Volume 5)	Adjacent to the southern boundary of the Site	There are clusters of other businesses along Great Ancoats Street, near the Site. Businesses adjacent to Great Ancoats Street, between Ducie Street and Laystall Street and opposite the Site include independent furniture stores (Timothy Oulton and Stocktons), John K Dale locksmiths and outdoor car parks.

Receptor	Distance from the Proposed Development	Description
Ancoats Food and Drink hotspot (Cutting Room Square) (Part of Group B in Figure 14-2, Volume 5)	168m northeast	There is a cluster of independent businesses located approximately 135m west of the Site. These are predominately restaurants along streets in proximity to Cutting Room Square, such as on Henry Street, Murray Street and Jersey Street.
Businesses around New Islington Marina (Group C in Figure 14-2, Volume 5)	95m north	There are at least four businesses (small restaurants/bars) adjacent to New Islington Marina.
Businesses around Redhill Street (Group B in Figure 14.2)	Adjacent to the northern boundary of the Site	There are a number of businesses located on and in proximity to Redhill Street. Businesses in the area include an estate agent, a number of design agencies, a recruitment firm, an architecture firm and a number of coffee shops and eateries.
Diecast (Part of Group A in Figure 14-2, Volume 5)	105m south	Diecast is a temporary multi-purpose event space located between Store Street and Ducie Street. The venue includes a night market, brewery, restaurants, and festival stage for music focused events, with 5,000 capacity. It also hosts a beer garden, creative hub, recording studio and dance studio.
135675/FO/2022: Erection of two residential apartment buildings (comprising of 261 dwellings in total) above basement levels with ground floor commercial units (Use Class E (excluding E (b)). Tariff Street, Manchester	130m west	Approved in June 2023 and is currently in construction. This application is on an unallocated site on a public car park at Tariff Street. The proposed development includes 185 sqm of Class E commercial units (exact use unknown).
122598/FO/2019: Erection of a residential development comprising 34 no. 3 storey dwellinghouses, 2 no. 6 storey apartment blocks comprising 60 no. apartments with commercial	145m east	Approved in March 2020, the majority of the site has been constructed with the final phase currently under construction and currently in construction. This application is on an unallocated site between Lockyard Lane, Coppersmith Road and Islington Marina. The proposed development includes 504 sqm for new commercial uses (Use Classes A1, A2, A3, A4, B1 and D1), (exact use unknown).

Receptor	Distance from the Proposed Development	Description
space (Use Classes A1, A2, A3, A4, B1 and D1) at the ground floor.		
128191/FO/2020: Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi-use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) Land Bounded by Ashton Canal, Great Ancoats Street, Munday Street and Pollard Street, Manchester M4 7DS	250m southeast	Approved in December 2022 and is under construction. This application is located on New Islington Green (Park and Garden). The proposed development includes 47,078 sqm (4.7ha) of Class E (over 39,208 sqm of office space (all upper floors) and up to 7,770 sqm (ground floors only) of flexible commercial – restaurant/café/gym/maker's spaces/creche or health services) and up to 1,770 sqm for a theatre or bar.
135662/FO/2022: Erection of a 20-storey building to create a 154-bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym Laystall Street / Great Ancoats Street, Manchester M4 6DE	26m south	Approved June 2023 and is yet to be constructed. This application relates to a car park on Laystall Street, adjacent to the Residence Inn Manchester Piccadilly. The proposed development includes 5214 sqm for hotel use (total of 154 rooms), 27 sqm for a conference room and 130 sqm for a bar/coffee or restaurant.

Receptor	Distance from the Proposed Development	Description
128911/FO/2020 Erection of 9 storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3 storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking	106m west	Approved in February 2022 with construction yet to be implemented. This application is on an unallocated site between Ducie Street, Brock Street, Pigeon Street and Laystall Street. The proposed development includes 560sqm of commercial space (Class E).
137346/FO/2023: Erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents' amenity space (Use Class C3a) (265 new dwellings), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works following demolition of existing structures Land bounded by Naval Street to the North, Poland Street to the East, Jersey Street to the South and Radium Street to the West, Manchester	210m north	Approved in December 2023 and is yet to be implemented, this application is on an unallocated site between Naval Street, Poland Street, Jersey Street and Radium Street. The proposed development includes 1250sqm of commercial space (Use Class E).

Table 3.4 - WCH facilities in the study area

Receptor	Distance from the Proposed Development	Description
Medlock Valley Way	250m south-east of the Site	Medlock Valley Way is defined as a Major Recreational Route on the MCC Interactive Proposals Map. Medlock Valley Way is a promoted long-distance pathway which follows the course of the River Medlock through the whole of East Manchester, running from Ducie Street, south of the Site, and finishing at Bishop Park north east of Oldham[43]. The route is predominately used for recreation and commuting (frequently). There are no similar alternatives to this route in this location.
Rochdale Canal towpath	25m Adjacent to the north of the Site	Rochdale Canal towpath is defined as a Major Recreational Route on the MCC Interactive Proposals Map, connecting the city centre of Manchester to the Pennine Hills[44]. The Rochdale Canal also forms part of the circular South Pennine Water Trail and the National Cycle Network (NCN) Route 66 runs along the towpath for most of the way. It is likely to be used frequently (daily) for recreation and commuting (for residents in East Manchester). There are no similar alternatives to this route in this location.
NCN Route 66	180m east of the Site	NCN Route 66 is a cycle route which connects Manchester Piccadilly Railway Station to East Manchester. The route runs along Old Mill Street, Weybridge Road and the Rochdale Canal towpath. The route is likely to be used frequently (daily) for both commuting and recreation, in particular commuters living in east Manchester travelling to the railway station and employment. Alternatives to this route would involve on-road cycling.
Non-designated footpath at Great Ancoats Street	Adjacent to the southern boundary of the Site	This is an important footpath which runs west to east along the southern boundary of the Proposed Development, running parallel to the Inner Relief Road (Great Ancoats Street). The route is used regularly (daily) by commuters and others, including those attending nearby community facilities, including vulnerable travellers such as the elderly, school children, people with disabilities and particular sensitivities. Footfall increases significantly on match days at the

[43] LDWA.2024. Medlock Valley Way. Available at: Medlock Valley Way - LDWA Long Distance Paths
[44] Canal and Rivers Trust. 2024. Rochdale Canal towpath. Available at : Rochdale Canal | Canal Route Planner (canalrivertrust.org.uk)

Receptor	Distance from the Proposed Development	Description
		Etihad Stadium with the footpath acting as a busy through route between Manchester city centre and the stadium. Due to the Inner Relief Road acting as a barrier for WCH, there are few alternatives to this route.
Non-designated footpath at Old Mill Street	160m east	This is an important footpath which runs northwards just to the east of the Proposed Development, forming the eastern boundary of the former Central Retail Park site. The route is used regularly (daily) by commuters and others, including those attending nearby community facilities, including vulnerable travellers such as the elderly, school children, people with disabilities and particular sensitivities. The New Islington tram stop is towards the east of the Site and can be accessed through Old Mill Street. Footfall increases significantly on match days at the Etihad Stadium with the footpath acting as a busy through route between Manchester city centre and the stadium. There are few suitable alternatives to this route.
Hugh Oldham Way	Adjacent	Hugh Oldham Way is a private road which runs along the northern boundary of the Proposed Development (separated by a wire fence) and accessed from Old Mill Street, which provides the only vehicular access to Co-op Academy New Islington. Whilst this is predominantly a vehicular route, it is also likely to be used by pedestrians and cyclists either to gain access to the school or by people loitering outside New Islington Medical Practice (usage unknown but likely to be fairly low). This route has been included as a precautionary measure in the assessment. There are no alternatives to this route.
Pedestrian access to Co-op Academy New Islington, off the Rochdale Canal	Adjacent to the northern corner of the Site (closest access point)	Pedestrian access to Co-op Academy New Islington is only available from two points. The first access is from the active travel route along the Rochdale Canal Towpath which links to Redhill Street by two footbridges, just to the west and north-west of the Proposed Development. The route is used frequently (daily during school term time) by children travelling to/from Co-op Academy New Islington from the south and areas of the west, walking past the Site. There is one alternative route to access the school, further to the north, from Cotton Field Park; however, this is likely to be mostly used by users of Old Mill Street and those travelling to the school from the east and north.
Non-designated footpath at Redhill Street	50m west	This is an important footpath which runs northeast, less than 50m west of the Proposed Development, connected to the Rochdale Canal by a small pedestrian overbridge. The route is used regularly (daily) by commuters and others, such as those attending nearby community

Receptor	Distance from the Proposed Development	Description
		facilities. Footfall increases significantly on match days at the Etihad Stadium with the footpath acting as a through route between Manchester city centre and the stadium. There are very few suitable alternatives to this route.
Members of Ancoats Run Club	15m	Ancoats Run Club members meet at the bridge in front of the main entrance to Royal Mills, approximately 50m from the Site. Ancoats Run Club is run entirely by volunteers. Typical meet-up times include Mondays, Wednesdays and Fridays at 7:15am, Tuesdays and Thursdays at 6.30pm, and occasional park runs on Saturdays and Sundays.

4. Residual Human Health Effects Summary

Table 4.1 - Human Health Assessment residual effects

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
All sub-populations/ vulnerable groups within study area	High	**Changes to air quality**: Impacts from construction activities including demolition, earthworks, construction and trackout, and changes in emissions from construction vehicles will increase exposure to dust and pollutants	Specific mitigation measures have been set out in the air quality assessment in Chapter 7, which in general terms will be covered by the CEMP. Measures include site management and monitoring, dust suppression techniques particularly during ground-breaking, use of wheel wash facilities, regular maintenance and cleaning of site access roads etc. Construction traffic will not exceed 100 AADT LDV or 25 AADT HDV (within the AQMA) averaged over a year.	Minor adverse Direct Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to noise levels and sources**: Impacts from construction activities including site clearance, piling and construction vehicle movements will result in changes to noise and vibration levels.	Specific mitigation measures have been set out in the noise and vibration assessment in Chapter 16, which in general terms will be covered by the CEMP, including a Noise and Vibration Management Plan and temporary traffic diversions. Mitigation measures include noise limits and checks on plant, use of silencers, careful selection of construction methods, use of acoustic barriers and other containment measures, restrictions on deliveries, neighbourhood liaison and liaison with the Local Authority, and avoiding night-time working where practicable.	Minor adverse Direct Local Temporary Certain	Not significant	Further assessment of anticipated duration of noisy works is recommended to be undertaken by the Contractor when detailed phasing is available and should form part of the CEMP, to ensure no breaches of temporal thresholds.	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to sources of pollution and environmental exposures:** construction activities, namely the creation and use of working areas, movement of plant, machinery and vehicles, introduction of earthworks, materials stockpiles and other features will introduce disruptive elements that could generate pollution, mobilise any contamination and change environmental exposures during construction. The proposed development will also alter ground and water conditions, visual and environmental amenity, wind and microclimate.	Specific mitigation is included in Chapters 11, 12, 15, 19 and 20. Whilst these chapters include specific mitigation measures, in general terms this will be covered by the CEMP and pollution prevention and incident control. Measures include dust suppression techniques, piling risk assessments, working methods to manage groundwater and surface water, reducing material use and waste generation, on-site management of materials and waste, treatment and disposal, safe storage and use of fuel and oil, pollution incident control, achieving high recycling and recovery rates, preparation of a Site Waste Management Plan, Soil Handling Management Plan, Pollution Prevention and Control Management Plan, adherence to Pollution Prevention and Construction Industry Research and Information Association (CIRIA) guidelines, use of temporary protective fencing to delineate the working areas, site boundaries and protect sensitive features from disturbance, and restrict access.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring that could result in additional mitigation being triggered, for example, in respect of encountering unexpected contamination.	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to townscape amenity:** Construction activities such as the introduction of noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic at the Site and moving through the local area will introduce disruptive elements during construction and affect townscape amenity.	Mitigation is provided in the CEMP which will seek to reduce the magnitude of in-combination disruptive impacts of the construction works of the Proposed Development on the character, appearance and functionality of the surrounding townscape. Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development	Minor adverse Direct and indirect, cumulative (in-combination) Local Temporary (evolving) Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers.	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working	Minor adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
			hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.				
All sub-populations/ vulnerable groups within study area	High	**Changes to characteristics of the transport network:** Changes in access and accessibility across a range of modes, road conditions and vehicle numbers will result in short term health impacts. Such impacts could be direct in terms of disruption to the use of existing routes, and indirect in terms of disruption to established access routes between residences, employment and key services and facilities. This issue has been informed by Chapter 18: Traffic and Transport, notably the impact on the local transport network and vehicular trip generation.	Specific mitigation is included in the Transport chapter (Chapter 18) and covered by the CEMP. Measures include ensuring that construction traffic travels on the strategic road network whenever possible and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. A Construction Traffic Management Plan (CTMP) will set out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This will consider construction traffic volumes, movements and timings, and management, including how best to accommodate construction staff traffic from a sustainable movement point of view. The CEMP will also require measures to secure continuity of access to residents, businesses and key services throughout construction activities, to be developed in detail through the CTMP.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to access to private property and housing**: No private dwellings will be demolished or require land take to construct or accommodate the Proposed Development. During construction, there will be temporary disruptions to access to nearby dwellings from construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on access to private dwellings, with details provided in the CEMP. General mitigation includes the appointment of a Community Liaison Officer (CLO) to keep residents up to date and minimise effects and maintaining access to private property and housing as much as possible. The CTMP will also be required to maintain access to residences throughout construction.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to access to work and training:** No businesses will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to business activity and accessibility and change to commuter times. This could have particular impacts for people living, working or attending resources near the Proposed Development. Other impacts include the local procurement of goods and services, opportunities for local employment, and the presence of a transient construction workforce.	Mitigation, involving early planning and rules and monitoring to reduce disruption severity, will be used to reduce effects. General mitigation will ensure that any temporary disruptions to local businesses and access to work and training is minimised, with details provided in the CEMP and CTMP. Measures include liaison with local businesses throughout the construction phase, minimising disruptions and maintaining access for residents and local business as much as practicable. The approach to managing the construction workforce will be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution, achieving optimum staff productivity by providing high quality staff and site-wide workforce facilities and services, providing a healthy and safe working environment whilst ensuring that people can move to where they need to be in the right numbers and at the right time, and avoiding or mitigating potential impacts on the local community.	Minor adverse to minor beneficial Direct and indirect Local and regional Temporary Uncertain	Not significant	N/A	Minor adverse to minor beneficial (Not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to availability / accessibility of community assets supporting health:** No formal (i.e. consented) community facilities will be demolished or require land take to construct or accommodate the Proposed Development.	General mitigation will be incorporated to minimise effects on community assets, with details provided in the CEMP. This includes the appointment of a Community Liaison Officer (CLO) to keep the local community up to date and minimise effects and maintaining access to community assets as much as possible.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
		During construction there will be adverse impacts from disruptions to activity at community assets and accessibility of those assets. This could have particular impacts for people living closest to the Proposed Development. During construction, there will be temporary disruptions and amenity effects to nearby community receptors from the introduction of construction activities and construction traffic.					
All sub-populations/ vulnerable groups within study area	High	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** Construction activities may result in adverse amenity impacts to open space, recreation and leisure-time facilities, which could impact health and wellbeing and accessibility/ participation in physical activity.	General mitigation will be incorporated to limit the magnitude of impacts on green and open spaces, recreation and leisure-time activities, with details provided in the CEMP. Access for residents and communities to open space, green space and recreation and leisure activities will be maintained as far as is reasonably practicable to do so, and the duration of any severance or loss of access to these areas will be minimised, including during the establishment of new open space or greenspace.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to air quality:** Impacts from construction activities including demolition, earthworks, construction and trackout, and changes in emissions from construction vehicles will increase exposure to dust and pollutants:	Specific mitigation measures have been set out in the air quality assessment in Chapter 7, which in general terms will be covered by the CEMP. Measures include site management and monitoring, dust suppression techniques particularly during ground-breaking, use of wheel wash facilities, regular maintenance and cleaning of site access roads etc. Construction traffic will not exceed 100 AADT LDV or 25 AADT HDV (within the AQMA) averaged over a year.	Minor adverse Direct Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to noise levels and sources:** Impacts from construction activities including site clearance, piling and construction vehicle movements will result in changes to noise and vibration levels.	Specific mitigation measures have been set out in the noise and vibration assessment in Chapter 16, which in general terms will be covered by the CEMP, including a Noise and Vibration Management Plan and temporary traffic diversions. Mitigation measures include noise limits and checks on plant, use of silencers, careful selection of construction methods, use of acoustic barriers and other containment measures, restrictions on deliveries, neighbourhood liaison and liaison with the Local Authority, and avoiding night-time working where practicable.	Minor adverse Direct Local Temporary Certain	Not significant	Further assessment of anticipated duration of noisy works is recommended to be undertaken by the Contractor when detailed phasing is available and should form part of the CEMP, to ensure no breaches of temporal thresholds.	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to sources of pollution and environmental exposures:** construction activities, namely the creation and use of working areas, movement of plant, machinery and vehicles, introduction of earthworks, materials stockpiles and other features will introduce disruptive elements that could generate pollution, mobilise any contamination and change environmental exposures during construction. The proposed development will also alter ground and water conditions, visual and environmental amenity, wind and microclimate.	Specific mitigation is included in Chapters 11, 12, 15, 19 and 20. Whilst these chapters include specific mitigation measures, in general terms this will be covered by the CEMP and pollution prevention and incident control. Measures include dust suppression techniques, piling risk assessments, working methods to manage groundwater and surface water, reducing material use and waste generation, on-site management of materials and waste, treatment and disposal, safe storage and use of fuel and oil, pollution incident control, achieving high recycling and recovery rates, preparation of a Site Waste Management Plan, Soil Handling Management Plan, Pollution Prevention and Control Management Plan, adherence to Pollution Prevention and Construction Industry Research and Information Association (CIRIA) guidelines, use of temporary protective fencing to delineate the working areas, site boundaries and protect sensitive features from disturbance, and restrict access.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring that could result in additional mitigation being triggered, for example, in respect of encountering unexpected contamination.	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP,	High	**Changes to townscape amenity:** Construction activities such as the introduction of noise, dust, vibrations,	Mitigation is provided in the CEMP which will seek to reduce the magnitude of in-combination disruptive impacts of the construction	Minor adverse Direct and indirect,	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Pharmacy and Ancoats Dental Practice		visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic at the Site and moving through the local area will introduce disruptive elements during construction and affect townscape amenity.	works of the Proposed Development on the character, appearance and functionality of the surrounding townscape. Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development	cumulative (in-combination) Local Temporary (evolving) Certain		being triggered, for example, in respect of specific issues raised that emerge during construction activities.	
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers.	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.	Minor adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to characteristics of the transport network:** Changes in access and accessibility across a range of modes, road conditions and vehicle numbers will result in short term health impacts. Such impacts could be direct in terms of disruption to the use of existing routes, and indirect in terms of disruption to established access routes between residences, employment and key services and facilities. This issue has been informed by Chapter 18: Traffic and Transport, notably the impact on the local transport network and vehicular trip generation.	Specific mitigation is included in the Transport chapter (Chapter 18) and covered by the CEMP. Measures include ensuring that construction traffic travels on the strategic road network whenever possible and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. A Construction Traffic Management Plan (CTMP) will set out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This will consider construction traffic volumes, movements and timings, and management, including how best to accommodate construction staff traffic from a sustainable movement point of view. The CEMP will also require measures to secure continuity of access to residents, businesses and key services throughout construction activities, to be developed in detail through the CTMP.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to access to work and training:** No businesses will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to business activity and accessibility and change to commuter times. This could have particular impacts for people living, working or attending resources near the Proposed Development.	Mitigation, involving early planning and rules and monitoring to reduce disruption severity, will be used to reduce effects. General mitigation will ensure that any temporary disruptions to local businesses and access to work and training is minimised, with details provided in the CEMP and CTMP. Measures include liaison with local businesses throughout the construction phase, minimising disruptions and maintaining access for residents and local business as much as practicable. The approach to managing the construction workforce will be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution, achieving optimum staff	Minor adverse Direct and indirect Local and regional Temporary Certain	Not significant	N/A	Minor adverse (Not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
		Other impacts include the local procurement of goods and services, opportunities for local employment, and the presence of a transient construction workforce.	productivity by providing high quality staff and site-wide workforce facilities and services, providing a healthy and safe working environment whilst ensuring that people can move to where they need to be in the right numbers and at the right time, and avoiding or mitigating potential impacts on the local community.				
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to availability / accessibility of community assets supporting health:** No formal (i.e. consented) community facilities will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to activity at community assets and accessibility of those assets. This could have particular impacts for people living closest to the Proposed Development. During construction, there will be temporary disruptions and amenity effects to nearby community receptors from the introduction of construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on community assets, with details provided in the CEMP. This includes the appointment of a Community Liaison Officer (CLO) to keep the local community up to date and minimise effects and maintaining access to community assets as much as possible.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** Construction activities may result in adverse amenity impacts to open space, recreation and leisure-time facilities, which could impact health and wellbeing and accessibility/ participation in physical activity.	General mitigation will be incorporated to limit the magnitude of impacts on green and open spaces, recreation and leisure-time activities, with details provided in the CEMP. Access for residents and communities to open space, green space and recreation and leisure activities will be maintained as far as is reasonably practicable to do so, and the duration of any severance or loss of access to these areas will be minimised, including during the establishment of new open space or greenspace.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Negligible adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to air quality**: Impacts from construction activities including demolition, earthworks, construction and trackout, and changes in emissions from construction vehicles will increase exposure to dust and pollutants	Specific mitigation measures have been set out in the air quality assessment in Chapter 7, which in general terms will be covered by the CEMP. Measures include site management and monitoring, dust suppression techniques particularly during ground-breaking, use of wheel wash facilities, regular maintenance and cleaning of site access roads etc. Construction traffic will not exceed 100 AADT LDV or 25 AADT HDV (within the AQMA) averaged over a year.	Minor adverse Direct Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to noise levels and sources**: Impacts from construction activities including site clearance, piling and construction vehicle movements will result in changes to noise and vibration levels.	Specific mitigation measures have been set out in the noise and vibration assessment in Chapter 16, which in general terms will be covered by the CEMP, including a Noise and Vibration Management Plan and temporary traffic diversions. Mitigation measures include noise limits and checks on plant, use of silencers, careful selection of construction methods, use of acoustic barriers and other containment measures, restrictions on deliveries, neighbourhood liaison and liaison with the Local Authority, and avoiding night-time working where practicable.	Minor adverse Direct Local Temporary Certain	Not significant	Further assessment of anticipated duration of noisy works is recommended to be undertaken by the Contractor when detailed phasing is available and should form part of the CEMP, to ensure no breaches of temporal thresholds.	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to sources of pollution and environmental exposures:** construction activities, namely the creation and use of working areas, movement of plant, machinery and vehicles, introduction of earthworks, materials stockpiles and other features will introduce disruptive elements that could generate pollution, mobilise any contamination and change	Specific mitigation is included in Chapters 11, 12, 15, 19 and 20. Whilst these chapters include specific mitigation measures, in general terms this will be covered by the CEMP and pollution prevention and incident control. Measures include dust suppression techniques, piling risk assessments, working methods to manage groundwater and surface water, reducing material use and waste generation, on-site management of materials and waste, treatment and disposal, safe storage and use of fuel and oil, pollution incident control, achieving high recycling and recovery rates, preparation of a Site Waste	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring that could result in additional mitigation being triggered, for example, in respect of encountering unexpected contamination.	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
		environmental exposures during construction. The proposed development will also alter ground and water conditions, visual and environmental amenity, wind and microclimate.	Management Plan, Soil Handling Management Plan, Pollution Prevention and Control Management Plan, adherence to Pollution Prevention and Construction Industry Research and Information Association (CIRIA) guidelines, use of temporary protective fencing to delineate the working areas, site boundaries and protect sensitive features from disturbance, and restrict access.				
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to townscape amenity:** Construction activities such as the introduction of noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic at the Site and moving through the local area will introduce disruptive elements during construction and affect townscape amenity.	Mitigation is provided in the CEMP which will seek to reduce the magnitude of in-combination disruptive impacts of the construction works of the Proposed Development on the character, appearance and functionality of the surrounding townscape. Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development	Minor adverse Direct and indirect, cumulative (in-combination) Local Temporary (evolving) Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers.	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.	Minor adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to characteristics of the transport network:** Changes in access and accessibility across a range of modes, road conditions and vehicle numbers will result in short term health impacts. Such impacts could be direct in terms of disruption to the use of existing routes, and indirect in terms of disruption to established access routes between residences, employment and key services and facilities. This issue has been informed by Chapter 18: Traffic and Transport, notably the impact on the local transport network and vehicular trip generation.	Specific mitigation is included in the Transport chapter (Chapter 18) and covered by the CEMP. Measures include ensuring that construction traffic travels on the strategic road network whenever possible and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. A Construction Traffic Management Plan (CTMP) will set out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This will consider construction traffic volumes, movements and timings, and management, including how best to accommodate construction staff traffic from a sustainable movement point of view. The CEMP will also require measures to secure continuity of access to residents, businesses and key services throughout construction activities, to be developed in detail through the CTMP.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to access to work and training:** No businesses will be demolished or require land take to	Mitigation, involving early planning and rules and monitoring to reduce disruption severity, will be used to reduce effects. General mitigation will ensure that any temporary disruptions to local businesses and access to work and training is minimised, with	Minor adverse Direct and indirect Local and regional	Not significant	N/A	Minor adverse (Not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
		construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to business activity and accessibility and change to commuter times. This could have particular impacts for people living, working or attending resources near the Proposed Development. Other impacts include the local procurement of goods and services, opportunities for local employment, and the presence of a transient construction workforce.	details provided in the CEMP and CTMP. Measures include liaison with local businesses throughout the construction phase, minimising disruptions and maintaining access for residents and local business as much as practicable. The approach to managing the construction workforce will be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution, achieving optimum staff productivity by providing high quality staff and site-wide workforce facilities and services, providing a healthy and safe working environment whilst ensuring that people can move to where they need to be in the right numbers and at the right time, and avoiding or mitigating potential impacts on the local community.	Temporary Certain			
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to availability / accessibility of community assets supporting health:** No formal (i.e. consented) community facilities will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to activity at community assets and accessibility of those assets. This could have particular impacts for people living closest to the Proposed Development. During construction, there will be temporary disruptions and amenity effects to nearby community receptors from the introduction of construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on community assets, with details provided in the CEMP. This includes the appointment of a Community Liaison Officer (CLO) to keep the local community up to date and minimise effects and maintaining access to community assets as much as possible.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** Construction activities may result in adverse amenity impacts to open space, recreation and leisure-time facilities, which could impact health and wellbeing and accessibility/ participation in physical activity.	General mitigation will be incorporated to limit the magnitude of impacts on green and open spaces, recreation and leisure-time activities, with details provided in the CEMP. Access for residents and communities to open space, green space and recreation and leisure activities will be maintained as far as is reasonably practicable to do so, and the duration of any severance or loss of access to these areas will be minimised, including during the establishment of new open space or greenspace.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Negligible adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5[45]	Medium	**Changes to air quality:** Impacts from construction activities including demolition, earthworks, construction and trackout, and changes in emissions from construction vehicles will increase exposure to dust and pollutants	Specific mitigation measures have been set out in the air quality assessment in Chapter 7, which in general terms will be covered by the CEMP. Measures include site management and monitoring, dust suppression techniques particularly during ground-breaking, use of wheel wash facilities, regular maintenance and cleaning of site access roads etc. Construction traffic will not exceed 100 AADT LDV or 25 AADT HDV (within the AQMA) averaged over a year.	Minor adverse Direct Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Wider / general population of the study area	Medium	**Changes to noise levels and sources:** Impacts from construction	Specific mitigation measures have been set out in the noise and vibration assessment in Chapter 16, which in general terms will be	Minor adverse Direct	Not significant	Further assessment of anticipated duration of noisy works is recommended	Minor adverse (not significant)

[45] Residents of properties on Great Ancoats Street (Group A: Figure 14-2 in Vol 5); Residents of properties between Redhill Street and Jersey Street (Group B: Figure 14-2 in Vol 5); Residents of properties between New Union Street, New Islington, Weybridge Road and New Islington Marina Promenade (Group C: Figure 14-2 in Vol 5); Residents of properties south of Old Mill Street (Group E: Figure 14.2 in Vol 5); Residents of properties south of Store Street (Group F, Figure 14-2, Vol 5); Residential units north of Store Street, south of Port Street and west of Great Ancoats Street (Group G: Figure 14-2, Vol 5)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5		activities including site clearance, piling and construction vehicle movements will result in changes to noise and vibration levels.	covered by the CEMP, including a Noise and Vibration Management Plan and temporary traffic diversions. Mitigation measures include noise limits and checks on plant, use of silencers, careful selection of construction methods, use of acoustic barriers and other containment measures, restrictions on deliveries, neighbourhood liaison and liaison with the Local Authority, and avoiding night-time working where practicable.	Local Temporary Certain		to be undertaken by the Contractor when detailed phasing is available and should form part of the CEMP, to ensure no breaches of temporal thresholds.	
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to sources of pollution and environmental exposures:** construction activities, namely the creation and use of working areas, movement of plant, machinery and vehicles, introduction of earthworks, materials stockpiles and other features will introduce disruptive elements that could generate pollution, mobilise any contamination and change environmental exposures during construction. The proposed development will also alter ground and water conditions, visual and environmental amenity, wind and microclimate.	Specific mitigation is included in Chapters 11, 12, 15, 19 and 20. Whilst these chapters include specific mitigation measures, in general terms this will be covered by the CEMP and pollution prevention and incident control. Measures include dust suppression techniques, piling risk assessments, working methods to manage groundwater and surface water, reducing material use and waste generation, on-site management of materials and waste, treatment and disposal, safe storage and use of fuel and oil, pollution incident control, achieving high recycling and recovery rates, preparation of a Site Waste Management Plan, Soil Handling Management Plan, Pollution Prevention and Control Management Plan, adherence to Pollution Prevention and Construction Industry Research and Information Association (CIRIA) guidelines, use of temporary protective fencing to delineate the working areas, site boundaries and protect sensitive features from disturbance, and restrict access.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring that could result in additional mitigation being triggered, for example, in respect of encountering unexpected contamination.	Minor adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to townscape amenity:** Construction activities such as the introduction of noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic at the Site and moving through the local area will introduce disruptive elements during construction and affect townscape amenity.	Mitigation is provided in the CEMP which will seek to reduce the magnitude of in-combination disruptive impacts of the construction works of the Proposed Development on the character, appearance and functionality of the surrounding townscape. Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development	Minor adverse Direct and indirect, cumulative (in-combination) Local Temporary (evolving) Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers. The predicted magnitude of impact becomes negligible with increased distance from the Site.	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.	Minor / negligible adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor / Negligible adverse (not significant)
Wider / general population of the study area	Medium	**Changes to characteristics of the transport network:** Changes in access	Specific mitigation is included in the Transport chapter (Chapter 18) and covered by the CEMP. Measures include ensuring that	Negligible adverse	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback	Negligible adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5		and accessibility across a range of modes, road conditions and vehicle numbers will result in short term health impacts. Such impacts could be direct in terms of disruption to the use of existing routes, and indirect in terms of disruption to established access routes between residences, employment and key services and facilities. This issue has been informed by Chapter 18: Traffic and Transport, notably the impact on the local transport network and vehicular trip generation.	construction traffic travels on the strategic road network whenever possible and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. A Construction Traffic Management Plan (CTMP) will set out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This will consider construction traffic volumes, movements and timings, and management, including how best to accommodate construction staff traffic from a sustainable movement point of view. The CEMP will also require measures to secure continuity of access to residents, businesses and key services throughout construction activities, to be developed in detail through the CTMP.	Direct and indirect Local Temporary Certain		that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to access to private property and housing**: No private dwellings will be demolished or require land take to construct or accommodate the Proposed Development. During construction, there will be temporary disruptions to access to nearby dwellings from construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on access to private dwellings, with details provided in the CEMP. General mitigation includes the appointment of a Community Liaison Officer (CLO) to keep residents up to date and minimise effects and maintaining access to private property and housing as much as possible. The CTMP will also be required to maintain access to residences throughout construction.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Negligible adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to access to work and training:** No businesses will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to business activity and accessibility and change to commuter times. This could have particular impacts for people living, working or attending resources near the Proposed Development. Other impacts include the local procurement of goods and services, opportunities for local employment, and the presence of a transient construction workforce.	Mitigation, involving early planning and rules and monitoring to reduce disruption severity, will be used to reduce effects. General mitigation will ensure that any temporary disruptions to local businesses and access to work and training is minimised, with details provided in the CEMP and CTMP. Measures include liaison with local businesses throughout the construction phase, minimising disruptions and maintaining access for residents and local business as much as practicable. The approach to managing the construction workforce will be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution, achieving optimum staff productivity by providing high quality staff and site-wide workforce facilities and services, providing a healthy and safe working environment whilst ensuring that people can move to where they need to be in the right numbers and at the right time, and avoiding or mitigating potential impacts on the local community.	Minor adverse (existing residents and wider population) to minor beneficial (wider population) Direct and indirect Local and regional Temporary Uncertain	Not significant	N/A	Minor adverse (Not significant) for existing residents and wider population Minor beneficial (not significant) for wider population
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to availability / accessibility of community assets supporting health:** No formal (i.e. consented) community facilities will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to activity at community assets and accessibility of those assets. This could have particular impacts for people living closest to the Proposed Development. During construction, there will be temporary disruptions and amenity effects to nearby community receptors from the introduction of construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on community assets, with details provided in the CEMP. This includes the appointment of a Community Liaison Officer (CLO) to keep the local community up to date and minimise effects and maintaining access to community assets as much as possible.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Negligible adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 14-2 in Vol 5	Medium	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** Construction activities may result in adverse amenity impacts to open space, recreation and leisure-time facilities, which could impact health and wellbeing and accessibility/ participation in physical activity.	General mitigation will be incorporated to limit the magnitude of impacts on green and open spaces, recreation and leisure-time activities, with details provided in the CEMP. Access for residents and communities to open space, green space and recreation and leisure activities will be maintained as far as is reasonably practicable to do so, and the duration of any severance or loss of access to these areas will be minimised, including during the establishment of new open space or greenspace.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Negligible adverse (not significant)
Construction workers	Medium	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers.	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.	Minor adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Construction workers	Medium	**Changes to access to work and training:** No businesses will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to business activity and accessibility and change to commuter times. This could have particular impacts for people living, working or attending resources near the Proposed Development. Other impacts include the local procurement of goods and services, opportunities for local employment, and the presence of a transient construction workforce.	Mitigation, involving early planning and rules and monitoring to reduce disruption severity, will be used to reduce effects. General mitigation will ensure that any temporary disruptions to local businesses and access to work and training is minimised, with details provided in the CEMP and CTMP. Measures include liaison with local businesses throughout the construction phase, minimising disruptions and maintaining access for residents and local business as much as practicable. The approach to managing the construction workforce will be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution, achieving optimum staff productivity by providing high quality staff and site-wide workforce facilities and services, providing a healthy and safe working environment whilst ensuring that people can move to where they need to be in the right numbers and at the right time, and avoiding or mitigating potential impacts on the local community.	Minor beneficial Direct and indirect Local and regional Temporary Certain	Not significant	N/A	Minor beneficial (Not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5)	Medium	**Changes to air quality**: Impacts from construction activities including demolition, earthworks, construction and trackout, and changes in emissions from construction vehicles will increase exposure to dust and pollutants	Specific mitigation measures have been set out in the air quality assessment in Chapter 7, which in general terms will be covered by the CEMP. Measures include site management and monitoring, dust suppression techniques particularly during ground-breaking, use of wheel wash facilities, regular maintenance and cleaning of site access roads etc. Construction traffic will not exceed 100 AADT LDV or 25 AADT HDV (within the AQMA) averaged over a year.	Minor adverse Direct Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Users of PROW and WCH routes[46]							
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to noise levels and sources:** Impacts from construction activities including site clearance, piling and construction vehicle movements will result in changes to noise and vibration levels.	Specific mitigation measures have been set out in the noise and vibration assessment in Chapter 16, which in general terms will be covered by the CEMP, including a Noise and Vibration Management Plan and temporary traffic diversions. Mitigation measures include noise limits and checks on plant, use of silencers, careful selection of construction methods, use of acoustic barriers and other containment measures, restrictions on deliveries, neighbourhood liaison and liaison with the Local Authority, and avoiding night-time working where practicable.	Minor adverse Direct Local Temporary Certain	Not significant	Further assessment of anticipated duration of noisy works is recommended to be undertaken by the Contractor when detailed phasing is available and should form part of the CEMP, to ensure no breaches of temporal thresholds.	Minor adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to sources of pollution and environmental exposures:** construction activities, namely the creation and use of working areas, movement of plant, machinery and vehicles, introduction of earthworks, materials stockpiles and other features will introduce disruptive elements that could generate pollution, mobilise any contamination and change environmental exposures during construction. The proposed development will also alter ground and water conditions, visual and environmental amenity, wind and microclimate.	Specific mitigation is included in Chapters 11, 12, 15, 19 and 20. Whilst these chapters include specific mitigation measures, in general terms this will be covered by the CEMP and pollution prevention and incident control. Measures include dust suppression techniques, piling risk assessments, working methods to manage groundwater and surface water, reducing material use and waste generation, on-site management of materials and waste, treatment and disposal, safe storage and use of fuel and oil, pollution incident control, achieving high recycling and recovery rates, preparation of a Site Waste Management Plan, Soil Handling Management Plan, Pollution Prevention and Control Management Plan, adherence to Pollution Prevention and Construction Industry Research and Information Association (CIRIA) guidelines, use of temporary protective fencing to delineate the working areas, site boundaries and protect sensitive features from disturbance, and restrict access.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring that could result in additional mitigation being triggered, for example, in respect of encountering unexpected contamination.	Minor adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to townscape amenity:** Construction activities such as the introduction of noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic at the Site and moving through the local area will introduce disruptive elements during construction and affect townscape amenity.	Mitigation is provided in the CEMP which will seek to reduce the magnitude of in-combination disruptive impacts of the construction works of the Proposed Development on the character, appearance and functionality of the surrounding townscape. Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development	Minor adverse Direct and indirect, cumulative (in-combination) Local Temporary (evolving) Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers. The Traffic and transport	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working	Minor adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)

[46] Includes Medlock Valley Way, Rochdale Canal Towpath, NCN Route 66, pedestrian use of Great Ancoats Street, Old Mill Street, Hugh Oldham Way, Redhill Street and routes to Co-op Academy New Islington, plus members of Ancoats Run Club

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
			hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.				
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to characteristics of the transport network:** Changes in access and accessibility across a range of modes, road conditions and vehicle numbers will result in short term health impacts. Such impacts could be direct in terms of disruption to the use of existing routes, and indirect in terms of disruption to established access routes between residences, employment and key services and facilities. This issue has been informed by Chapter 18: Traffic and Transport, notably the impact on the local transport network and vehicular trip generation.	Specific mitigation is included in the Transport chapter (Chapter 18) and covered by the CEMP. Measures include ensuring that construction traffic travels on the strategic road network whenever possible and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. A Construction Traffic Management Plan (CTMP) will set out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This will consider construction traffic volumes, movements and timings, and management, including how best to accommodate construction staff traffic from a sustainable movement point of view. The CEMP will also require measures to secure continuity of access to residents, businesses and key services throughout construction activities, to be developed in detail through the CTMP.	Minor / Negligible adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant) for users of PROW and WCH routes Negligible adverse (not significant) for other receptors in this category
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to availability / accessibility of community assets supporting health:** No formal (i.e. consented) community facilities will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to activity at community assets and accessibility of those assets. This could have particular impacts for people living closest to the Proposed Development. During construction, there will be temporary disruptions and amenity effects to nearby community receptors from the introduction of construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on community assets, with details provided in the CEMP. This includes the appointment of a Community Liaison Officer (CLO) to keep the local community up to date and minimise effects and maintaining access to community assets as much as possible.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 14-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** Construction activities may result in adverse amenity impacts to open space, recreation and leisure-time facilities, which could impact health and wellbeing and accessibility/ participation in physical activity.	General mitigation will be incorporated to limit the magnitude of impacts on green and open spaces, recreation and leisure-time activities, with details provided in the CEMP. Access for residents and communities to open space, green space and recreation and leisure activities will be maintained as far as is reasonably practicable to do so, and the duration of any severance or loss of access to these areas will be minimised, including during the establishment of new open space or greenspace.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Businesses located on Great Ancoats Street[47]	Low	**Changes to air quality**: Impacts from construction activities including	Specific mitigation measures have been set out in the air quality assessment in Chapter 7, which in general terms will be covered	Minor adverse Direct	Not significant	N/A	Minor adverse (not significant)

[47] Includes Urban Exchange retail outlet, Residence Inn, Diecast multi-purpose events space

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
(Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina[48] (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street		demolition, earthworks, construction and trackout, and changes in emissions from construction vehicles will increase exposure to dust and pollutants	by the CEMP. Measures include site management and monitoring, dust suppression techniques particularly during ground-breaking, use of wheel wash facilities, regular maintenance and cleaning of site access roads etc. Construction traffic will not exceed 100 AADT LDV or 25 AADT HDV (within the AQMA) averaged over a year.	Local Temporary Certain			
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street	Low	**Changes to noise levels and sources:** Impacts from construction activities including site clearance, piling and construction vehicle movements will result in changes to noise and vibration levels.	Specific mitigation measures have been set out in the noise and vibration assessment in Chapter 16, which in general terms will be covered by the CEMP, including a Noise and Vibration Management Plan and temporary traffic diversions. Mitigation measures include noise limits and checks on plant, use of silencers, careful selection of construction methods, use of acoustic barriers and other containment measures, restrictions on deliveries, neighbourhood liaison and liaison with the Local Authority, and avoiding night-time working where practicable.	Minor adverse Direct Local Temporary Certain	Not significant	Further assessment of anticipated duration of noisy works is recommended to be undertaken by the Contractor when detailed phasing is available and should form part of the CEMP, to ensure no breaches of temporal thresholds.	Minor adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street	Low	**Changes to sources of pollution and environmental exposures:** construction activities, namely the creation and use of working areas, movement of plant, machinery and vehicles, introduction of earthworks, materials stockpiles and other features will introduce disruptive elements that could generate pollution, mobilise any contamination and change environmental exposures during construction. The proposed development will also alter ground and water conditions, visual and environmental amenity, wind and microclimate.	Specific mitigation is included in Chapters 11, 12, 15, 19 and 20. Whilst these chapters include specific mitigation measures, in general terms this will be covered by the CEMP and pollution prevention and incident control. Measures include dust suppression techniques, piling risk assessments, working methods to manage groundwater and surface water, reducing material use and waste generation, on-site management of materials and waste, treatment and disposal, safe storage and use of fuel and oil, pollution incident control, achieving high recycling and recovery rates, preparation of a Site Waste Management Plan, Soil Handling Management Plan, Pollution Prevention and Control Management Plan, adherence to Pollution Prevention and Construction Industry Research and Information Association (CIRIA) guidelines, use of temporary protective fencing to delineate the working areas, site boundaries and protect sensitive features from disturbance, and restrict access.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring that could result in additional mitigation being triggered, for example, in respect of encountering unexpected contamination.	Minor adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5)	Low	**Changes to townscape amenity:** Construction activities such as the introduction of noise, dust, vibrations, visual impacts from hoardings, construction equipment/machinery and scaffolding, and increased levels of construction traffic at the Site and	Mitigation is provided in the CEMP which will seek to reduce the magnitude of in-combination disruptive impacts of the construction works of the Proposed Development on the character, appearance and functionality of the surrounding townscape. Comprehensive Construction Method Statements prepared by appointed contractors should be submitted alongside the planning	Minor adverse Direct and indirect, cumulative (in-combination) Local	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor adverse (not significant)

[48] Includes Pollen Bakery, Cask Bar and Flawd Wine Bar

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street		moving through the local area will introduce disruptive elements during construction and affect townscape amenity.	application to mitigate against the direct and indirect impacts of the construction phase of the Proposed Development	Temporary (evolving) Certain			
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street	Low	**Changes to risk of injuries and death:** The introduction of construction activities and a construction site/ compounds, added to an increase in vehicle movements associated with construction activities, will introduce new risks of injuries and death for residents, the general public and construction workers. The predicted magnitude of impact becomes negligible with increased distance from the Site.	Mitigation is included in the Traffic and transport chapter (Chapter 18), which is covered by the CEMP and CTMP. In general terms this includes measures to ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. Additional requirements will be determined based on the risks arising from construction activities. Measures will be employed to ensure that construction sites are kept secure, with controls on the people and materials entering and leaving the site. General mitigation will form part of the standard Health and Safety process, and the CEMP will include occupational healthcare for all construction workers during working hours. Outside of working hours, contact details will be provided to direct to appropriate healthcare/ social care providers. A Stakeholder Management Plan will be developed to inform relevant parties of the timings of the works and manage impacts on community safety, with a focus on prevention where practicable. A process for the local community to register public concerns, with contact details provided will be made available.	Minor / negligible adverse Direct Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Minor / Negligible adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street	Low	**Changes to characteristics of the transport network:** Changes in access and accessibility across a range of modes, road conditions and vehicle numbers will result in short term health impacts. Such impacts could be direct in terms of disruption to the use of existing routes, and indirect in terms of disruption to established access routes between residences, employment and key services and facilities. This issue has been informed by Chapter 18: Traffic and Transport, notably the impact on the local transport network and vehicular trip generation.	Specific mitigation is included in the Transport chapter (Chapter 18) and covered by the CEMP. Measures include ensuring that construction traffic travels on the strategic road network whenever possible and also travels outside of the AM and PM peak traffic hours, in addition to general construction practices. A Construction Traffic Management Plan (CTMP) will set out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This will consider construction traffic volumes, movements and timings, and management, including how best to accommodate construction staff traffic from a sustainable movement point of view. The CEMP will also require measures to secure continuity of access to residents, businesses and key services throughout construction activities, to be developed in detail through the CTMP.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Negligible adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5)	Low	**Changes to access to work and training:** No businesses will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to business activity and accessibility and change to commuter times. This could	Mitigation, involving early planning and rules and monitoring to reduce disruption severity, will be used to reduce effects. General mitigation will ensure that any temporary disruptions to local businesses and access to work and training is minimised, with details provided in the CEMP and CTMP. Measures include liaison with local businesses throughout the construction phase, minimising disruptions and maintaining access for residents and local business as much as practicable.	Minor beneficial Direct and indirect Local Temporary Certain	Not significant	N/A	Minor beneficial (Not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street		have particular impacts for people living, working or attending resources near the Proposed Development. Other impacts include the local procurement of goods and services, opportunities for local employment, and the presence of a transient construction workforce.	The approach to managing the construction workforce will be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution, achieving optimum staff productivity by providing high quality staff and site-wide workforce facilities and services, providing a healthy and safe working environment whilst ensuring that people can move to where they need to be in the right numbers and at the right time, and avoiding or mitigating potential impacts on the local community.				
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street	Low	**Changes to availability / accessibility of community assets supporting health:** No formal (i.e. consented) community facilities will be demolished or require land take to construct or accommodate the Proposed Development. During construction there will be adverse impacts from disruptions to activity at community assets and accessibility of those assets. This could have particular impacts for people living closest to the Proposed Development. During construction, there will be temporary disruptions and amenity effects to nearby community receptors from the introduction of construction activities and construction traffic.	General mitigation will be incorporated to minimise effects on community assets, with details provided in the CEMP. This includes the appointment of a Community Liaison Officer (CLO) to keep the local community up to date and minimise effects and maintaining access to community assets as much as possible.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	The CEMP will include monitoring and opportunities for stakeholder feedback that could result in additional mitigation being triggered, for example, in respect of specific issues raised that emerge during construction activities.	Negligible adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 14.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 14-2, Vol 5) Businesses at Redhill Street (Group B: Figure 14-2, Vol 5) Businesses north of Store Street, south of Port Street and west of Great Ancoats Street	Low	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** Construction activities may result in adverse amenity impacts to open space, recreation and leisure-time facilities, which could impact health and wellbeing and accessibility/ participation in physical activity.	General mitigation will be incorporated to limit the magnitude of impacts on green and open spaces, recreation and leisure-time activities, with details provided in the CEMP. Access for residents and communities to open space, green space and recreation and leisure activities will be maintained as far as is reasonably practicable to do so, and the duration of any severance or loss of access to these areas will be minimised, including during the establishment of new open space or greenspace.	Negligible adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Negligible adverse (not significant)
RFFPs							
135675/FO/2022 – 267 residential units at Tariff Street above 185sqm ground floor commercial units (Use Class E (excluding E(b)))	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. However, discharge application CDN/23/0497 is accompanied by a CMP which details mitigation for these impacts for the RFFP.	CEMP for the Proposed Development RFFP CMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
122598/FO/2019 – 94 residential units at New Islington Marina above 504 sqm ground floor commercial units (Use Classes A1 – A4, B1 and D1)	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. Discharge application CDN/24/0624 included the submission of a CMP for the development.	CEMP for the Proposed Development RFFP CMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)
132574/FO/2021 – 4 townhouses at Paradise Wharf	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. Discharge application CDN/21/0487 included the submission of a CMP for the development.	CEMP for the Proposed Development RFFP CMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)
126608/FO/2020 – 66 residential units between Store Street and Ashton Canal	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. However, Discharge application CDN/21/0072 is accompanied by an Outline Construction CMP which details mitigation for these impacts associated with the RFFP.	CEMP for the Proposed Development RFFP OCMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)
128911/FO/2020 – 89 residential units at Laystall Street above 560 sqm of commercial space (Class E)	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. However, the application is accompanied by an OCMP that details mitigation for these impacts from the RFFP.	CEMP for the Proposed Development RFFP OCMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)
137346/FO/2023 – 256 residential units at Poland Street above 1250 sqm of commercial space (Class E)	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative	CEMP for the Proposed Development RFFP CMP implementation.	Minor adverse Cumulative (additive) Local Temporary	Not significant	None identified	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Construction							
		adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. Discharge application CDN/24/0624 included the submission of a CMP for the development.		Uncertain			
135662/FO/2022 – 154 bedroom hotel at Laystall Street	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors – the RFFP is due to enter operation after January 2027. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. However, the RFFP is accompanied by a Construction Management Plan (OCMP) which details mitigation for these impacts.	CEMP for the Proposed Development RFFP CMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)
128191/FO/2020 – 5 office buildings and flexible ground floor use at land between Ashton Canal and Pollard Street	N/A at construction stage	**Concurrent construction:** There is potential for construction impacts of the Proposed Development to interact with those of the construction stages of the RFFP to generate additive cumulative adverse effects upon nearby receptors. The construction period specific impacts that are likely to occur include noise and vibration impacts, traffic impacts and air quality impacts. However, the RFFP is accompanied by an Outline Construction Management Plan (OCMP) which details mitigation for these impacts.	CEMP for the Proposed Development RFFP OCMP implementation.	Minor adverse Cumulative (additive) Local Temporary Uncertain	Not significant	None identified	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
All sub-populations/ vulnerable groups within study area	High	**Changes to air quality**: Impacts from vehicle emissions and operational sources (e.g. plant) will alter exposure to pollutants	The focus for managing air quality is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures include achieving the highest standard of sustainable design, reduced on-site car parking and promotion of active travel sustainable transport options. There is no project specific embedded mitigation in regard to operational vehicle emissions.	Minor adverse Direct (plant)' Indirect (vehicles) Local Permanent (plant, but evolving re: vehicles) Certain (plant) Uncertain (vehicles)	Not significant	N/A	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
All sub-populations/ vulnerable groups within study area	High	**Changes to noise levels and sources**: Impacts from new mechanical plant and vehicle movements associated with the Proposed Development will result in changes to noise and vibration levels.	The focus for managing noise is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures to reduce noise impacts include achieving the highest standard of sustainable design, the location and position of the proposed plant on the roof of the buildings to maximise the distance between the source and receptors, and orientation of the buildings to provide an element of shielding to nearby sensitive receptors from road noise along Great Ancoats Street, in particular in relation to Co-op Academy.	Minor adverse Direct Local Permanent Certain	Not significant	N/A	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to sources of pollution and environmental exposures:** operation of the Proposed Development will alter environmental exposures, particularly related to wind and microclimate, daylight, sunlight and overshadowing, solar glare, waste arisings, potential for soil erosion and permanent changes to drainage.	The focus for managing combined environmental and amenity impacts is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. It is assumed that the Proposed Development will be operated in accordance with the relevant regulations, best practice guidance and pollution prevention. Mitigation measures include achieving the highest standard of sustainable design, optimal massing that balances the amount of accommodation provided against the impact on surrounding neighbours, including robustly testing against the impacts from wind, daylight and sunlight, solar glare etc., buildings lower in height in certain locations to respect sensitive receptors, ensuring that access to neighbouring assets, such as Co-op Academy remains secure, appropriate lighting that avoids light spill and glare; soft landscaping to minimise environmental impacts such as from wind, consideration of flood risk and drainage including the use of Sustainable Drainage Systems (SuDS) to control surface run off, minimise materials use and waste generation.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to townscape amenity:** the Proposed Development will introduce new premises and landscaped areas, also associated with operational activities, which will deliver permanent changes to townscape amenity.	The focus for managing impacts on townscape amenity is set out in the design and layout of the Proposed Development. It is considered that any adverse impacts judged to result from the height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the Proposed Development's embedded design mitigation, particularly the new public realm, landscaping and the activation of the Great Ancoats Street frontage.	Negligible adverse Direct and indirect, cumulative (in-combination) Local Permanent (evolving) Certain	Not significant	N/A	Negligible adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to access to work and training:** The Proposed Development is expected to bring jobs to the study area through the provision of 58,000 sqm of office floorspace and 1,000 sqm of retail floorspace. It is estimated that the office space will provide 7,000 full-time equivalent roles (FTEs) with the	The specific operational requirements of the Proposed Development have been carefully considered to ensure the proposed design provides the best and most efficient layout required, resulting in the socio-economic benefits identified. One of the key planning considerations of the Proposed Development is to boost the local economy and employment. This includes social value and opportunities for local communities during operation of the development. There is an expectation that	Minor beneficial Direct and indirect Local and regional Permanent Certain	Not significant	N/A	Minor beneficial (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
		retail space expected to support 50 FTEs. The Proposed Development will improve the local and Greater Manchester economy. Connectivity to nearby local businesses will improve and there will be increased footfall and linked visitor trips.	new additional jobs will be created in the Piccadilly and Ancoats and Beswick wards, as well as safeguarded jobs already in GMCA's Government Estate. In addition, the majority of the economic benefits of the retail jobs will be felt by those inside the two wards, with the focus on local people currently unemployed or with poor labour market contributions.				
All sub-populations/ vulnerable groups within study area	High	**Changes to availability / accessibility of community assets supporting health:** The Proposed Development includes public realm works that will enhance WCH connectivity to community assets. Impacts to public services may occur directly and indirectly through an increase in the number of people working in the area leading potentially to changes to the population profile if workers move into the study area. This could increase demand for healthcare services, public services, and other community facilities in the locality.	The focus for community assets is the embedded measures set out in the design, layout and operation of the Proposed Development. This includes much improved permeability and connectivity to the surrounding area.	Minor beneficial (access) and minor adverse (availability/ demand) Direct and indirect Local Permanent (evolving) Certain	Not significant	N/A	Minor beneficial and minor adverse (not significant)
All sub-populations/ vulnerable groups within study area	High	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** the Proposed Development envisages the creation of a high quality, sustainable development that includes an attractive public realm. The new space and improved connectivity to nearby greenspaces will provide an appealing recreational facility for local residents, new office workers, employees and visitors. Increased activity levels may contribute to a greater sense of personal confidence and security; as well as generating increased demand for use at recreational facilities already within the study area, which could generate pressure on such sites.	The design and layout of this space has been designed to enhance amenity value, usability and accessibility, with the potential to create a useable, permeable space for all demographic groups.	Minor beneficial Direct and indirect Local Permanent Certain	Not significant	N/A	Minor beneficial (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP,	High	**Changes to air quality**: Impacts from vehicle emissions and operational	The focus for managing air quality is the embedded environmental measures set out in the design, layout and operation of the Proposed Development.	Minor adverse Direct (plant)' Indirect (vehicles)	Not significant	N/A	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
Pharmacy and Ancoats Dental Practice		sources (e.g. plant) will alter exposure to pollutants	Measures include achieving the highest standard of sustainable design, reduced on-site car parking and promotion of active travel sustainable transport options. There is no project specific embedded mitigation in regard to operational vehicle emissions.	Local Permanent (plant, but evolving re: vehicles) Certain (plant) Uncertain (vehicles)			
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to noise levels and sources**: Impacts from new mechanical plant and vehicle movements associated with the Proposed Development will result in changes to noise and vibration levels.	The focus for managing noise is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures to reduce noise impacts include achieving the highest standard of sustainable design, the location and position of the proposed plant on the roof of the buildings to maximise the distance between the source and receptors, and orientation of the buildings to provide an element of shielding to nearby sensitive receptors from road noise along Great Ancoats Street, in particular in relation to Co-op Academy.	Negligible adverse Direct Local Permanent Certain	Not significant	N/A	Negligible adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to sources of pollution and environmental exposures:** operation of the Proposed Development will alter environmental exposures, particularly related to wind and microclimate, daylight, sunlight and overshadowing, solar glare, waste arisings, potential for soil erosion and permanent changes to drainage.	The focus for managing combined environmental and amenity impacts is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. It is assumed that the Proposed Development will be operated in accordance with the relevant regulations, best practice guidance and pollution prevention. Mitigation measures include achieving the highest standard of sustainable design, optimal massing that balances the amount of accommodation provided against the impact on surrounding neighbours, including robustly testing against the impacts from wind, daylight and sunlight, solar glare etc., buildings lower in height in certain locations to respect sensitive receptors, ensuring that access to neighbouring assets, such as Co-op Academy remains secure, appropriate lighting that avoids light spill and glare; soft landscaping to minimise environmental impacts such as from wind, consideration of flood risk and drainage including the use of Sustainable Drainage Systems (SuDS) to control surface run off, minimise materials use and waste generation.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to townscape amenity:** the Proposed Development will introduce new premises and landscaped areas, also associated with operational activities, which will deliver permanent changes to townscape amenity.	The focus for managing impacts on townscape amenity is set out in the design and layout of the Proposed Development. It is considered that any adverse impacts judged to result from the height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the Proposed Development's embedded design mitigation, particularly the new public realm, landscaping and the activation of the Great Ancoats Street frontage.	Negligible adverse Direct and indirect, cumulative (in-combination) Local Permanent (evolving) Certain	Not significant	N/A	Negligible adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to access to work and training:** The Proposed Development is expected to bring jobs to the study area through the provision of 58,000 sqm of office floorspace and 1,000 sqm of retail floorspace. It is estimated that the office space will provide 7,000 full-time equivalent roles (FTEs) with the retail space expected to support 50 FTEs. The Proposed Development will improve the local and Greater Manchester economy. Connectivity to nearby local businesses will improve and there will be increased footfall and linked visitor trips.	The specific operational requirements of the Proposed Development have been carefully considered to ensure the proposed design provides the best and most efficient layout required, resulting in the socio-economic benefits identified. One of the key planning considerations of the Proposed Development is to boost the local economy and employment. This includes social value and opportunities for local communities during operation of the development. There is an expectation that new additional jobs will be created in the Piccadilly and Ancoats and Beswick wards, as well as safeguarded jobs already in GMCA's Government Estate. In addition, the majority of the economic benefits of the retail jobs will be felt by those inside the two wards, with the focus on local people currently unemployed or with poor labour market contributions.	Minor beneficial Direct and indirect Local and regional Permanent Certain	Not significant	N/A	Minor beneficial (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to availability / accessibility of community assets supporting health:** The Proposed Development includes public realm works that will enhance WCH connectivity to community assets. Impacts to public services may occur directly and indirectly through an increase in the number of people working in the area leading potentially to changes to the population profile if workers move into the study area. This could increase demand for healthcare services, public services, and other community facilities in the locality.	The focus for community assets is the embedded measures set out in the design, layout and operation of the Proposed Development. This includes much improved permeability and connectivity to the surrounding area.	Minor beneficial (access) and minor adverse (availability/ demand) Direct and indirect Local Permanent (evolving) Certain	Not significant	N/A	Minor beneficial and minor adverse (not significant)
Employers, employees and users of New Islington Medical Practice, UVMP, Pharmacy and Ancoats Dental Practice	High	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** the Proposed Development envisages the creation of a high quality, sustainable development that includes an attractive public realm. The new space and improved connectivity to nearby greenspaces will provide an appealing recreational facility for local residents, new office workers, employees and visitors. Increased activity levels may contribute to a greater sense of personal confidence and security; as well as	The design and layout of this space has been designed to enhance amenity value, usability and accessibility, with the potential to create a useable, permeable space for all demographic groups.	Minor beneficial Direct and indirect Local Permanent Certain	Not significant	N/A	Minor beneficial (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
		generating increased demand for use at recreational facilities already within the study area, which could generate pressure on such sites.					
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to air quality**: Impacts from vehicle emissions and operational sources (e.g. plant) will alter exposure to pollutants	The focus for managing air quality is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures include achieving the highest standard of sustainable design, reduced on-site car parking and promotion of active travel sustainable transport options. There is no project specific embedded mitigation in regard to operational vehicle emissions.	Minor adverse Direct (plant)' Indirect (vehicles) Local Permanent (plant, but evolving re: vehicles) Certain (plant) Uncertain (vehicles)	Not significant	N/A	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to noise levels and sources**: Impacts from new mechanical plant and vehicle movements associated with the Proposed Development will result in changes to noise and vibration levels.	The focus for managing noise is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures to reduce noise impacts include achieving the highest standard of sustainable design, the location and position of the proposed plant on the roof of the buildings to maximise the distance between the source and receptors, and orientation of the buildings to provide an element of shielding to nearby sensitive receptors from road noise along Great Ancoats Street, in particular in relation to Co-op Academy.	Minor adverse Direct Local Permanent Certain	Not significant	N/A	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to sources of pollution and environmental exposures:** operation of the Proposed Development will alter environmental exposures, particularly related to wind and microclimate, daylight, sunlight and overshadowing, solar glare, waste arisings, potential for soil erosion and permanent changes to drainage.	The focus for managing combined environmental and amenity impacts is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. It is assumed that the Proposed Development will be operated in accordance with the relevant regulations, best practice guidance and pollution prevention. Mitigation measures include achieving the highest standard of sustainable design, optimal massing that balances the amount of accommodation provided against the impact on surrounding neighbours, including robustly testing against the impacts from wind, daylight and sunlight, solar glare etc., buildings lower in height in certain locations to respect sensitive receptors, ensuring that access to neighbouring assets, such as Co-op Academy remains secure, appropriate lighting that avoids light spill and glare; soft landscaping to minimise environmental impacts such as from wind, consideration of flood risk and drainage including the use of Sustainable Drainage Systems (SuDS) to control surface run off, minimise materials use and waste generation.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to townscape amenity:** the Proposed Development will introduce new premises and landscaped areas,	The focus for managing impacts on townscape amenity is set out in the design and layout of the Proposed Development. It is considered that any adverse impacts judged to result from the	Minor adverse Direct and indirect,	Not significant	N/A	Minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
		also associated with operational activities, which will deliver permanent changes to townscape amenity.	height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the Proposed Development's embedded design mitigation, particularly the new public realm, landscaping and the activation of the Great Ancoats Street frontage.	cumulative (in-combination) Local Permanent (evolving) Certain			
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to access to work and training:** The Proposed Development is expected to bring jobs to the study area through the provision of 58,000 sqm of office floorspace and 1,000 sqm of retail floorspace. It is estimated that the office space will provide 7,000 full-time equivalent roles (FTEs) with the retail space expected to support 50 FTEs. The Proposed Development will improve the local and Greater Manchester economy. Connectivity to nearby local businesses will improve and there will be increased footfall and linked visitor trips.	The specific operational requirements of the Proposed Development have been carefully considered to ensure the proposed design provides the best and most efficient layout required, resulting in the socio-economic benefits identified. One of the key planning considerations of the Proposed Development is to boost the local economy and employment. This includes social value and opportunities for local communities during operation of the development. There is an expectation that new additional jobs will be created in the Piccadilly and Ancoats and Beswick wards, as well as safeguarded jobs already in GMCA's Government Estate. In addition, the majority of the economic benefits of the retail jobs will be felt by those inside the two wards, with the focus on local people currently unemployed or with poor labour market contributions.	Minor beneficial Direct and indirect Local and regional Permanent Certain	Not significant	N/A	Minor beneficial (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to availability / accessibility of community assets supporting health:** The Proposed Development includes public realm works that will enhance WCH connectivity to community assets. Impacts to public services may occur directly and indirectly through an increase in the number of people working in the area leading potentially to changes to the population profile if workers move into the study area. This could increase demand for healthcare services, public services, and other community facilities in the locality.	The focus for community assets is the embedded measures set out in the design, layout and operation of the Proposed Development. This includes much improved permeability and connectivity to the surrounding area.	Minor beneficial (access) and minor adverse (availability/ demand) Direct and indirect Local Permanent (evolving) Certain	Not significant	N/A	Minor beneficial and minor adverse (not significant)
Employees and pupils at Co-op Academy New Islington Primary School	High	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** the Proposed Development envisages the creation of a high quality, sustainable development that includes an attractive public realm. The new space and improved connectivity to nearby greenspaces will	The design and layout of this space has been designed to enhance amenity value, usability and accessibility, with the potential to create a useable, permeable space for all demographic groups.	Minor beneficial Direct and indirect Local Permanent Certain	Not significant	N/A	Minor beneficial (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
		provide an appealing recreational facility for local residents, new office workers, employees and visitors. Increased activity levels may contribute to a greater sense of personal confidence and security; as well as generating increased demand for use at recreational facilities already within the study area, which could generate pressure on such sites.					
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5[49]	Medium	**Changes to air quality**: Impacts from vehicle emissions and operational sources (e.g. plant) will alter exposure to pollutants	The focus for managing air quality is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures include achieving the highest standard of sustainable design, reduced on-site car parking and promotion of active travel sustainable transport options. There is no project specific embedded mitigation in regard to operational vehicle emissions.	Negligible adverse Direct (plant)' Indirect (vehicles) Local Permanent (plant, but evolving re: vehicles) Certain (plant) Uncertain (vehicles)	Not significant	N/A	Negligible adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5	Medium	**Changes to noise levels and sources**: Impacts from new mechanical plant and vehicle movements associated with the Proposed Development will result in changes to noise and vibration levels.	The focus for managing noise is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures to reduce noise impacts include achieving the highest standard of sustainable design, the location and position of the proposed plant on the roof of the buildings to maximise the distance between the source and receptors, and orientation of the buildings to provide an element of shielding to nearby sensitive receptors from road noise along Great Ancoats Street, in particular in relation to Co-op Academy.	Negligible adverse Direct Local Permanent Certain	Not significant	N/A	Negligible adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5	Medium	**Changes to sources of pollution and environmental exposures:** operation of the Proposed Development will alter environmental exposures, particularly related to wind and microclimate, daylight, sunlight and overshadowing, solar glare, waste arisings, potential for soil erosion and permanent changes to drainage.	The focus for managing combined environmental and amenity impacts is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. It is assumed that the Proposed Development will be operated in accordance with the relevant regulations, best practice guidance and pollution prevention. Mitigation measures include achieving the highest standard of sustainable design, optimal massing that balances the amount of accommodation provided against the impact on surrounding	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)

[49] Residents of properties on Great Ancoats Street (Group A: Figure 13-2 in Vol 5); Residents of properties between Redhill Street and Jersey Street (Group B: Figure 13-2 in Vol 5); Residents of properties between New Union Street, New Islington, Weybridge Road and New Islington Marina Promenade (Group C: Figure 13-2 in Vol 5); Residents of properties south of Old Mill Street (Group E: Figure 13-2 in Vol 5); Residents of properties south of Store Street (Group F, Figure 13-2, Vol 5); Residential units north of Store Street, south of Port Street and west of Great Ancoats Street (Group G: Figure 13-2, Vol 5)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
			neighbours, including robustly testing against the impacts from wind, daylight and sunlight, solar glare etc., buildings lower in height in certain locations to respect sensitive receptors, ensuring that access to neighbouring assets, such as Co-op Academy remains secure, appropriate lighting that avoids light spill and glare; soft landscaping to minimise environmental impacts such as from wind, consideration of flood risk and drainage including the use of Sustainable Drainage Systems (SuDS) to control surface run off, minimise materials use and waste generation.				
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5	Medium	**Changes to townscape amenity:** the Proposed Development will introduce new premises and landscaped areas, also associated with operational activities, which will deliver permanent changes to townscape amenity.	The focus for managing impacts on townscape amenity is set out in the design and layout of the Proposed Development. It is considered that any adverse impacts judged to result from the height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the Proposed Development's embedded design mitigation, particularly the new public realm, landscaping and the activation of the Great Ancoats Street frontage.	Negligible adverse Direct and indirect, cumulative (in-combination) Local Permanent (evolving) Certain	Not significant	N/A	Negligible adverse (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5	Medium	**Changes to access to work and training:** The Proposed Development is expected to bring jobs to the study area through the provision of 58,000 sqm of office floorspace and 1,000 sqm of retail floorspace. It is estimated that the office space will provide 7,000 full-time equivalent roles (FTEs) with the retail space expected to support 50 FTEs. The Proposed Development will improve the local and Greater Manchester economy. Connectivity to nearby local businesses will improve and there will be increased footfall and linked visitor trips.	The specific operational requirements of the Proposed Development have been carefully considered to ensure the proposed design provides the best and most efficient layout required, resulting in the socio-economic benefits identified. One of the key planning considerations of the Proposed Development is to boost the local economy and employment. This includes social value and opportunities for local communities during operation of the development. There is an expectation that new additional jobs will be created in the Piccadilly and Ancoats and Beswick wards, as well as safeguarded jobs already in GMCA's Government Estate. In addition, the majority of the economic benefits of the retail jobs will be felt by those inside the two wards, with the focus on local people currently unemployed or with poor labour market contributions.	Minor beneficial Direct and indirect Local and regional Permanent Certain	Not significant	N/A	Minor beneficial (not significant)
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5	Medium	**Changes to availability / accessibility of community assets supporting health:** The Proposed Development includes public realm works that will enhance WCH connectivity to community assets. Impacts to public services may occur directly and indirectly through an increase in the number of people working in the area leading potentially to changes to the population profile if workers move into	The focus for community assets is the embedded measures set out in the design, layout and operation of the Proposed Development. This includes much improved permeability and connectivity to the surrounding area.	Minor beneficial (access) and minor adverse (availability/ demand) Direct and indirect Local Permanent (evolving) Certain	Not significant	N/A	Minor beneficial and minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
		the study area. This could increase demand for healthcare services, public services, and other community facilities in the locality.					
Wider / general population of the study area Residents of properties in Groups A, B, C, E, F, G, Figure 13-2 in Vol 5	Medium	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** the Proposed Development envisages the creation of a high quality, sustainable development that includes an attractive public realm. The new space and improved connectivity to nearby greenspaces will provide an appealing recreational facility for local residents, new office workers, employees and visitors. Increased activity levels may contribute to a greater sense of personal confidence and security; as well as generating increased demand for use at recreational facilities already within the study area, which could generate pressure on such sites.	The design and layout of this space has been designed to enhance amenity value, usability and accessibility, with the potential to create a useable, permeable space for all demographic groups.	Minor beneficial (wider population) Negligible beneficial (residential clusters) Direct and indirect Local Permanent Certain	Not significant	N/A	Minor beneficial (not significant) for wider population Negligible beneficial (not significant) for residential clusters
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 13-2 in Vol 5) Users of PROW and WCH routes[50]	Medium	**Changes to air quality**: Impacts from vehicle emissions and operational sources (e.g. plant) will alter exposure to pollutants	The focus for managing air quality is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures include achieving the highest standard of sustainable design, reduced on-site car parking and promotion of active travel sustainable transport options. There is no project specific embedded mitigation in regard to operational vehicle emissions.	Negligible adverse Direct (plant)' Indirect (vehicles) Local Permanent (plant, but evolving re: vehicles) Certain (plant) Uncertain (vehicles)	Not significant	N/A	Negligible adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 13-2 in Vol 5)	Medium	**Changes to noise levels and sources**: Impacts from new mechanical plant and vehicle movements associated with the Proposed Development will result in changes to noise and vibration levels.	The focus for managing noise is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures to reduce noise impacts include achieving the highest standard of sustainable design, the location and position of the proposed plant on the roof of the buildings to maximise the distance between the source and receptors, and orientation of the	Negligible adverse Direct Local Permanent Certain	Not significant	N/A	Negligible adverse (not significant)

[50] Includes Medlock Valley Way, Rochdale Canal Towpath, NCN Route 66, pedestrian use of Great Ancoats Street, Old Mill Street, Hugh Oldham Way, Redhill Street and routes to Co-op Academy New Islington, plus members of Ancoats Run Club

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
Users of PROW and WCH routes			buildings to provide an element of shielding to nearby sensitive receptors from road noise along Great Ancoats Street, in particular in relation to Co-op Academy.				
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 13-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to sources of pollution and environmental exposures:** operation of the Proposed Development will alter environmental exposures, particularly related to wind and microclimate, daylight, sunlight and overshadowing, solar glare, waste arisings, potential for soil erosion and permanent changes to drainage.	The focus for managing combined environmental and amenity impacts is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. It is assumed that the Proposed Development will be operated in accordance with the relevant regulations, best practice guidance and pollution prevention. Mitigation measures include achieving the highest standard of sustainable design, optimal massing that balances the amount of accommodation provided against the impact on surrounding neighbours, including robustly testing against the impacts from wind, daylight and sunlight, solar glare etc., buildings lower in height in certain locations to respect sensitive receptors, ensuring that access to neighbouring assets, such as Co-op Academy remains secure, appropriate lighting that avoids light spill and glare; soft landscaping to minimise environmental impacts such as from wind, consideration of flood risk and drainage including the use of Sustainable Drainage Systems (SuDS) to control surface run off, minimise materials use and waste generation.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 13-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to townscape amenity:** the Proposed Development will introduce new premises and landscaped areas, also associated with operational activities, which will deliver permanent changes to townscape amenity.	The focus for managing impacts on townscape amenity is set out in the design and layout of the Proposed Development. It is considered that any adverse impacts judged to result from the height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the Proposed Development's embedded design mitigation, particularly the new public realm, landscaping and the activation of the Great Ancoats Street frontage.	Negligible adverse Direct and indirect, cumulative (in-combination) Local Permanent (evolving) Certain	Not significant	N/A	Negligible adverse (not significant)
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 13-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to availability / accessibility of community assets supporting health:** The Proposed Development includes public realm works that will enhance WCH connectivity to community assets. Impacts to public services may occur directly and indirectly through an increase in the number of people working in the area leading potentially to changes to the population profile if workers move into the study area. This could increase demand for healthcare services, public services, and other community facilities in the locality.	The focus for community assets is the embedded measures set out in the design, layout and operation of the Proposed Development. This includes much improved permeability and connectivity to the surrounding area.	Minor beneficial (access) and minor adverse (availability/ demand) Direct and indirect Local Permanent (evolving) Certain	Not significant	N/A	Minor beneficial and minor adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
Users of Cotton Field Park and New Islington Marina Residential and visitor moorings at Islington Marina (Group D: Figure 13-2 in Vol 5) Users of PROW and WCH routes	Medium	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** the Proposed Development envisages the creation of a high quality, sustainable development that includes an attractive public realm. The new space and improved connectivity to nearby greenspaces will provide an appealing recreational facility for local residents, new office workers, employees and visitors. Increased activity levels may contribute to a greater sense of personal confidence and security; as well as generating increased demand for use at recreational facilities already within the study area, which could generate pressure on such sites.	The design and layout of this space has been designed to enhance amenity value, usability and accessibility, with the potential to create a useable, permeable space for all demographic groups.	Minor beneficial Direct and indirect Local Permanent Certain	Not significant	N/A	Minor beneficial (not significant)
Businesses located on Great Ancoats Street[51] (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina[52] (Group C, Figure 13-2, Vol 5) Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)	Low	**Changes to air quality**: Impacts from vehicle emissions and operational sources (e.g. plant) will alter exposure to pollutants	The focus for managing air quality is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures include achieving the highest standard of sustainable design, reduced on-site car parking and promotion of active travel sustainable transport options. There is no project specific embedded mitigation in regard to operational vehicle emissions.	Negligible adverse Direct (plant)' Indirect (vehicles) Local Permanent (plant, but evolving re: vehicles) Certain (plant) Uncertain (vehicles)	Not significant	N/A	Negligible adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 13-2, Vol 5)	Low	**Changes to noise levels and sources**: Impacts from new mechanical plant and vehicle movements associated with the Proposed Development will result in changes to noise and vibration levels.	The focus for managing noise is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. Measures to reduce noise impacts include achieving the highest standard of sustainable design, the location and position of the proposed plant on the roof of the buildings to maximise the distance between the source and receptors, and orientation of the buildings to provide an element of shielding to nearby sensitive	Minor adverse (hotel) Negligible adverse (other receptors) Direct Local Permanent Certain	Not significant	N/A	Minor adverse (not significant) for hotel Negligible adverse (not significant) for

[51] Includes Urban Exchange retail outlet, Residence Inn, Diecast multi-purpose events space
[52] Includes Pollen Bakery, Cask Bar and Flawd Wine Bar

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)			receptors from road noise along Great Ancoats Street, in particular in relation to Co-op Academy.				other receptors in group
Businesses located on Great Ancoats Street (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 13-2, Vol 5) Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)	Low	**Changes to sources of pollution and environmental exposures:** operation of the Proposed Development will alter environmental exposures, particularly related to wind and microclimate, daylight, sunlight and overshadowing, solar glare, waste arisings, potential for soil erosion and permanent changes to drainage.	The focus for managing combined environmental and amenity impacts is the embedded environmental measures set out in the design, layout and operation of the Proposed Development. It is assumed that the Proposed Development will be operated in accordance with the relevant regulations, best practice guidance and pollution prevention. Mitigation measures include achieving the highest standard of sustainable design, optimal massing that balances the amount of accommodation provided against the impact on surrounding neighbours, including robustly testing against the impacts from wind, daylight and sunlight, solar glare etc., buildings lower in height in certain locations to respect sensitive receptors, ensuring that access to neighbouring assets, such as Co-op Academy remains secure, appropriate lighting that avoids light spill and glare; soft landscaping to minimise environmental impacts such as from wind, consideration of flood risk and drainage including the use of Sustainable Drainage Systems (SuDS) to control surface run off, minimise materials use and waste generation.	Minor adverse Direct and indirect Local Temporary Certain	Not significant	N/A	Minor adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 13-2, Vol 5) Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)	Low	**Changes to townscape amenity:** the Proposed Development will introduce new premises and landscaped areas, also associated with operational activities, which will deliver permanent changes to townscape amenity.	The focus for managing impacts on townscape amenity is set out in the design and layout of the Proposed Development. It is considered that any adverse impacts judged to result from the height, scale and massing of the Proposed Development on surrounding townscape receptors is balanced by the Proposed Development's embedded design mitigation, particularly the new public realm, landscaping and the activation of the Great Ancoats Street frontage.	Negligible adverse Direct and indirect, cumulative (in-combination) Local Permanent (evolving) Certain	Not significant	N/A	Negligible adverse (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
Businesses located on Great Ancoats Street (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 13-2, Vol 5) Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)	Low	**Changes to access to work and training:** The Proposed Development is expected to bring jobs to the study area through the provision of 58,000 sqm of office floorspace and 1,000 sqm of retail floorspace. It is estimated that the office space will provide 7,000 full-time equivalent roles (FTEs) with the retail space expected to support 50 FTEs. The Proposed Development will improve the local and Greater Manchester economy. Connectivity to nearby local businesses will improve and there will be increased footfall and linked visitor trips.	The specific operational requirements of the Proposed Development have been carefully considered to ensure the proposed design provides the best and most efficient layout required, resulting in the socio-economic benefits identified. One of the key planning considerations of the Proposed Development is to boost the local economy and employment. This includes social value and opportunities for local communities during operation of the development. There is an expectation that new additional jobs will be created in the Piccadilly and Ancoats and Beswick wards, as well as safeguarded jobs already in GMCA's Government Estate. In addition, the majority of the economic benefits of the retail jobs will be felt by those inside the two wards, with the focus on local people currently unemployed or with poor labour market contributions.	Minor beneficial Direct and indirect Local and regional Permanent Certain	Not significant	N/A	Minor beneficial (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 13-2, Vol 5) Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)	Low	**Changes to availability / accessibility of community assets supporting health:** The Proposed Development includes public realm works that will enhance WCH connectivity to community assets. Impacts to public services may occur directly and indirectly through an increase in the number of people working in the area leading potentially to changes to the population profile if workers move into the study area. This could increase demand for healthcare services, public services, and other community facilities in the locality.	The focus for community assets is the embedded measures set out in the design, layout and operation of the Proposed Development. This includes much improved permeability and connectivity to the surrounding area.	Minor beneficial (access) and minor adverse (availability/ demand) Direct and indirect Local Permanent (evolving) Certain	Not significant	N/A	Minor beneficial and minor adverse (not significant)
Businesses located on Great Ancoats Street (Group A, Figure 13.2, Vol 5) Businesses at New Islington Marina (Group C, Figure 13-2, Vol 5) Businesses at Redhill Street (Group B: Figure 13-2, Vol 5)	Low	**Changes to availability / accessibility of green space, open space, recreation and leisure time activities:** the Proposed Development envisages the creation of a high quality, sustainable development that includes an attractive public realm. The new space and improved connectivity to nearby greenspaces will provide an appealing recreational facility for local residents, new office workers, employees and visitors. Increased activity levels may contribute to a greater sense of personal confidence and security; as well as	The design and layout of this space has been designed to enhance amenity value, usability and accessibility, with the potential to create a useable, permeable space for all demographic groups.	Negligible beneficial Direct and indirect Local Permanent Certain	Not significant	N/A	Negligible beneficial (not significant)

Resource / receptor – affected group	Sensitivity of receptor	Activity or impact	Embedded design mitigation	Effect Magnitude Type Spatial extent Duration Likelihood	Significance of effect	Additional mitigation	Residual effect
Operation							
		generating increased demand for use at recreational facilities already within the study area, which could generate pressure on such sites.					
RFFPs							
135675/FO/2022 – 267 residential units at Tariff Street above 185sqm ground floor commercial units (Use Class E (excluding E(b)))	High (new receptors at operation)	The RFFP will create 267 new homes that will introduce new residential receptors to the study area; plus ground floor commercial uses that will also bring new receptors to the study area. During operation, there is the potential for additive traffic impacts and increased demand for local services.	Travel Plan for the Proposed Development. RFFP TA and traffic management measures for operational use. No parking provision for residents or commercial uses.	Negligible adverse Cumulative (additive) Local Permanent Certain	Not significant	None identified	Negligible adverse (not significant)
126608/FO/2020 – 66 residential units between Store Street and Ashton Canal	Medium (new receptors at operation)	The RFFP will create 66 new homes that will introduce new residential receptors to the study area. During operation, there is the potential for additive traffic impacts and increased demand for local services.	Travel Plan for the Proposed Development. RFFP TA and traffic management measures for operational use.	Minor adverse Cumulative (additive) Local Permanent Certain	Not significant	None identified	Minor adverse (not significant)
135662/FO/2022 – 154 bedroom hotel at Laystall Street	Medium (new receptors)	The RFFP will create hotel accommodation that will introduce new temporary visitors as receptors within the study area. During operation, there is very limited potential for additive impacts on a very limited portion of the transport network.	Travel Plan for the Proposed Development RFFP TA and traffic management measures for operational use. No customer parking provision.	Negligible adverse Cumulative (additive) Local Permanent Certain	Not significant	None identified	Negligible adverse
128191/FO/2020 – 5 office buildings and flexible ground floor use at land between Ashton Canal and Pollard Street	Medium (new receptors at operation)	The RFFP will create employment that will introduce new receptors to the study area. During operation, there is the potential for additive traffic impacts to occur.	Travel Plan for Proposed Development RFFP TA and traffic management measures for operational use.	Negligible adverse Cumulative (additive) Local Permanent Certain	Not significant	None identified	Negligible adverse

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