



33-41 Cheetham Hill Road, Environmental Statement

Volume III: Non-Technical Summary

Iceni Projects on behalf of ZX
Cheetham Hill Developments
Limited

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Introduction

This Non-Technical Summary ('NTS') presents a summary of the findings of an Environmental Impact Assessment ('EIA'). It has been prepared by Icen Projects on behalf of ZX Cheetham Hill Developments (hereafter referred to as the 'Applicant'). The EIA accompanies a full (detailed) planning application submitted to Manchester City Council ('MCC') for the residential development at 33-41 Cheetham Hill Road (the 'Site').

The Applicant seeks full (detailed) planning permission¹ for the *'Demolition of existing on-site buildings and structures and development of part 17 / part 23 storey building to accommodate residential apartments (Class C3), along with ancillary resident amenity facilities, ground floor commercial unit (Use Class E), cycle parking, hard and soft landscaping and other ancillary works'*

Figure 1 The Proposed Development



¹ A Full Planning Application is a detailed proposal for developments that are not covered by a householder application or permitted development rights.

Figure 2 shows the land within the planning application boundary. This is known as the Red Line Boundary and is referred to as the 'Site'.

Figure 2 Red Line Boundary



Where is the Site?

The Site is rectangular in shape and extends to approximately 0.12 ha. It is situated on the corner of Cheetham Hill Road and Carnarvon Road, located within the administrative boundary of MCC. The Site comprises a vacant parcel of land which contains a disused garage and shelter.

The Site is bounded by the following:

- The north of the Site is bounded by Carnarvon Street, directly beyond is a commercial unit. To the north east, planning permission was granted in November 2016 for the erection of a 16 storey building to form 192 residential apartments (Application Reference: 113914/FO/2016), for which construction is not yet underway.
- The east of the Site is bounded by Cheetham Hill Road, directly beyond is a petrol filling station and a cluster of tall residential units, including 'The Hallmark Manchester'.
- The south of the Site is bound by ICICI Bank UK with Park Place Road located beyond. Directly beyond, is an approved application (Reference number: 138302/FO/2023) for the erection of a part-25 and part-15 storey residential building comprising 154 apartments, for which demolition of the existing structure and construction of the proposals is not yet underway.
- The west of the Site is bound by Gibson Place road, beyond which sits low and mid-rise light commercial premises.

The surrounding landscape is characterised as urban, comprising a mix of commercial and residential properties. The area surrounding the Site is comprised of emerging and existing developments of local significance.

What are the environmental sensitivities?

Water Environment and Flood Risk

The Site lies entirely within Flood Zone 1, which indicates the lowest probability of fluvial/tidal flooding. The Site is typically at very low risk of surface water flooding, however small areas of low risk exist on roads surrounding the Site.

The nearest surface water feature is the River Irk, located circa 180m south of the Site.

Air Quality

The Site is situated within Manchester Air Quality Management Area (AQMA)².

Noise

The primary source of noise is from vehicular activity along A665 Cheetham Hill Road.

Arboriculture

There is no Ancient Woodland or Tree Preservation Orders³ (TPOs) located within or near to the Site.

Ecology

There are no European designations⁴ within the immediate area of the Site, and nor does the Site include any statutory⁵ or non-statutory⁶ designated sites.

The nearest statutory designated site is 'The Cliff / Kersal Dale' Local Nature Reserve (LNR)⁷, located approximately 2.4km north west of the Site.

Built Heritage

The Site is not located within a Conservation Area⁸. There are no Listed Buildings⁹ or Scheduled Monuments¹⁰ in the immediate proximity of the Site. The nearest Conservation Areas are the Cathedral and Shudehill Conservation Areas approximately 300m to the south of the nearest Site boundary.

The nearest listed buildings to the Site are:

- Former Synagogue (at 19 Cheetham Hill Road) (Grade II), located circa 93m south;
- St Chad's Cheetham Hill First World War Memorial (Grade II), located circa 126m north east; and
- Roman Catholic Church of St Chad and attached Presbytery and boundary walls on Cheetham Hill Road (Grade II), located circa 141m north east.

Accessibility and Transport

The Site has frontages to Carnarvon Street, Gibson Place, and Cheetham Hill with two existing vehicle access points from Cheetham Hill and one existing vehicle access from Carnarvon Street.

Victoria Station is located circa 300m south of the Site, within a 10-minute walk, which can be used to access mainline trains offering service coverage of Greater Manchester and Northwest destination.

The nearest bus stops to the Site are located on Cheetham Hill Road, adjacent to the Site. These stops include 'Park Place' to the south and 'St Chad's Catholic Church' to the north.

² An AQMA is declared for an area where the local air quality is unlikely to meet the Governments national air quality objectives.

³ A TPO is put in place by a local authority in order to protect specific trees, groups of trees or woodlands from damage or removal because of any amenity they add to the area.

⁴ A European designated site is being used to refer to what were previously known as Natura Sites. This recognises that Special Protection Areas and Special Areas of Conservation protect species and habitats shared across Europe and were originally designated under European legislation.

⁵ Statutory designation sites have protection under UK, European and international law.

⁶ Non-Statutory designation sites receive some protection from development via local planning documents.

⁷ A LNR is a protected area of land designated by a local authority because of its special natural interest and/or educational value.

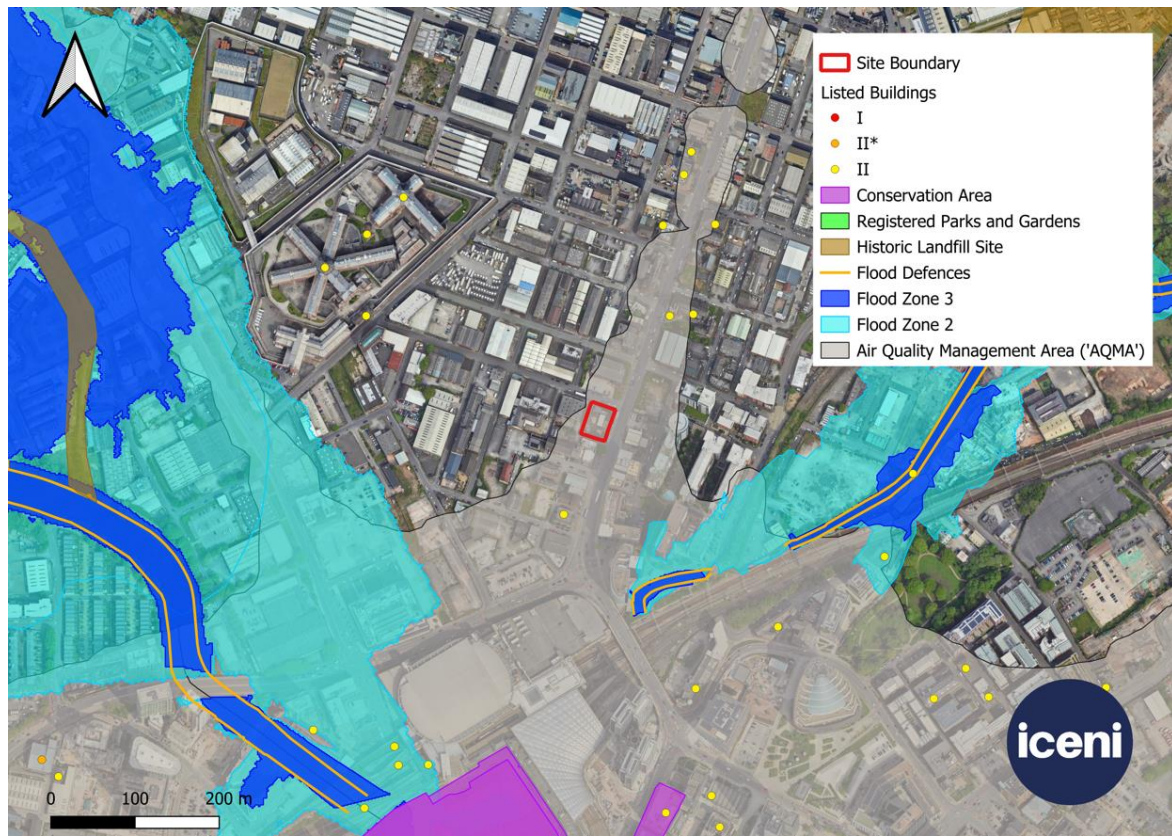
⁸ A Conservation Area is an of notable environmental or historical interest or importance which is protected by law against undesirable changes.

⁹ A Listed building is a building of great historical or artistic value that has official protection to prevent it from being changed or destroyed. A listed building is included on a statutory list and assigned a Grade I, II, or II* according to its level of historic interest.

¹⁰ A Scheduled Monument is a nationally important archaeological site or historic building, given protection against unauthorised change.

Figure 3 shows the key environmental designations within and in proximity to the Site.

Figure 3 Environmental Sensitivities



Background to the EIA Process

The Need for EIA

An Environmental Statement ('ES') records the findings of an EIA. An ES allows the possible environmental impact of a Proposed Development to be taken into account. *The Town and Country Planning (Environmental Impact Assessment) Regulations 2017* (the 'EIA Regulations') describe when an EIA is required by law. The EIA Regulations also describe what information must be included in an ES. The Proposed Development falls within the EIA Regulation category of 'Urban Development Projects'. The thresholds for such developments that require an EIA are:

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

In an EIA, a specialist will determine the significance of an environmental impact relating to their topic. They will do this by assessing who or what is being affected – the 'who' or 'what' affected is known as the receptor. They will also consider how sensitive the receptor is (e.g. high sensitivity versus low sensitivity) They will also assess how big the change is from the existing conditions at the Site – this is known as magnitude of impact.

If needed, the specialist will then suggest mitigation measures, which will reduce, avoid, or offset these environmental effects. Residual effect are those effects that will remain after mitigation measures are put in place.

Approach to the ES

A Scoping Report was sent to MCC in October 2023. The Scoping Report requested MCC's opinion on the topics that were proposed to be included in the ES.

In writing their Scoping Opinion, MCC also requested the opinion of statutory consultees¹¹ and non-statutory consultees¹², including Natural England, Environment Agency and Greater Manchester Ecology Unit.

MCC provided their Scoping Opinion in December 2023 confirming that the following nine topics should be included as chapters in the ES, and confirmed/ provided commentary on the proposed assessment methodologies for each technical discipline:

- Climate Change;
- Built heritage;
- Human health;
- Townscape and visual impact assessment;
- Socio-economics;
- Sunlight, daylight and overshadowing;
- Wind microclimate;
- Summary of Residual Effects; and
- Summary of Interaction of Effects.

The ES is made up of three volumes. These are shown in **Table 1**.

Table 1 Structure of the ES Report

Topic		Author
Volume I: Main Text		
1	Introduction	Iceni Projects
2	Site and Surroundings	
3	Proposed Development	
4	Consideration of Alternatives and Design Evolution	
5	EIA Methodology and Significance Criteria	
6	Construction methodology	
7	Climate Change	Lifeproven
8	Built Heritage	Stephen Levrant Heritage Architecture
9	Human Health	King Street Planning
10	Townscape and Visual Impact Assessment ('TVIA')	Chris Burnett Associates
11	Socio-Economics	Brookdale Consulting
12	Sunlight, Daylight and Overshadowing	Proximity

¹¹ A statutory consultee is legally required to be consulted.

¹² A non-statutory consultee are organisations and bodies, identified in national planning policy who should be consulted on relevant planning applications.

Topic		Author
13	Wind Microclimate	Architectural aerodynamics
14	Residual Effects	Iceni Projects (with input from the EIA team)
15	Summary of Interaction of Effects	
Vol II	Technical Appendices	Various
Vol III	Non-Technical Summary ('NTS') (this document)	Iceni Projects (with input from the EIA team)

The Proposed Development

The Applicant is applying for '*demolition of existing on-site buildings and structures and development of part 17 / part 23 storey building to accommodate residential apartments (Class C3), along with ancillary resident amenity facilities, ground floor commercial unit (Use Class E), cycle parking, hard and soft landscaping and other ancillary works*'.

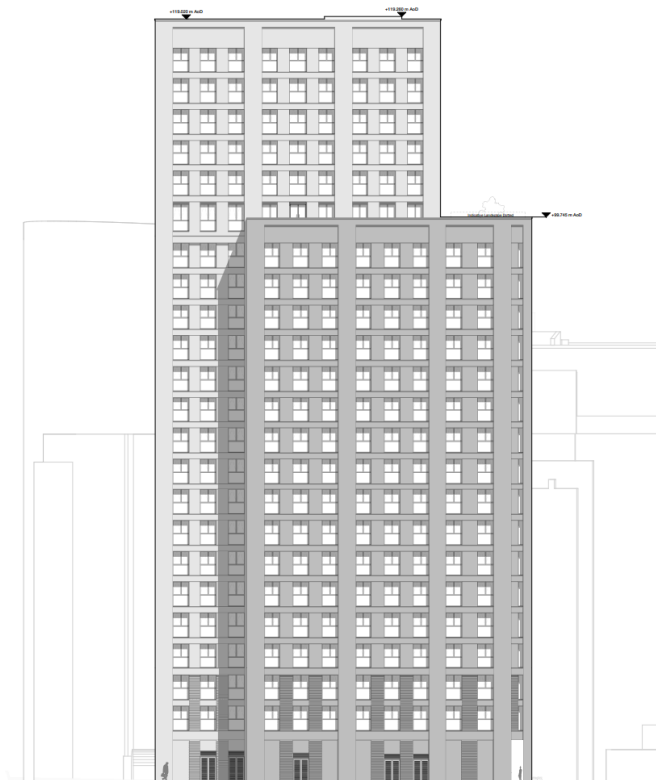
Overview

The Proposed Development will comprise a total of 237 residential apartments which will range from 1-bed to 2-bed flats. Commercial space extending to 91sqm will be located at the ground floor of the residential block.

The residential block will comprise of a part 17 and part 23 storey block, with the tallest element located in the northern part of the Site. The 17th storey, the floorplate would cut back in size and step in height. See **Figure 4** below.

The Proposed Development will also provide 477sqm of amenity space (i.e. roof terraces) on the ground and 17th floor of the Proposed Development.

Figure 4 Proposed Elevation



Appearance and Massing

The proposed massing and height of the residential block has been sensitively designed against the surrounding urban and residential context, specifically the cluster of high-rise buildings to the east of the Site, such as Jefferson Place. **Figure 4** (above) shows the proposed height of the residential block.

The materials, colours and textures used for the residential blocks have been selected to complement the surrounding urban context and adjacent developments. The key design details comprise (not limited too):

- Two-tone brick façade to finish the exterior of the building. This will differentiate the interlocking massing and fragment the built form of the Proposed Development;
- Dual aspect living spaces through the provision of slot windows; and
- Obscured and clear glazing can be seen along the ground floor elevations which create a curtain wall.

Figure 5 Appearance of the Site



Access

and Parking

The main entrance to the Proposed Development would be on Cheetham Hill Road, with secondary entrances provided to the bin store on Carnarvon Street and to the cycle store on the southern elevation.

The Proposed Development will be car-free, however, it will provide loading and service bay, two disabled spaces and one care space.

The Proposed Development will provide 237 cycle parking spaces.

Climate Change and Sustainability

The Proposed Development will provide an enjoyable and healthy environment for occupants, through the following measures, (not limited to);

- Sustainable modes of transportation - The Proposed Development will encourage active and sustainable living practices via cycle parking spaces and localised pedestrian route enhancements.

- Local Materials - Where possible, materials and resources used during the construction of the Proposed Development will be sourced from the local area.

Landscape and Public Open Space Provision

The proposed landscaping strategies are proposed on the ground floor and 17th floor of the residential block:

Ground Floor:

- A high-quality package of landscaping is proposed on the street level comprising hard and soft elements that would be used to frame the Proposed Development;
- Raised planters will be introduced along Cheetham Hill Road to provide a soft and attractive linear landscape feature. Species within the raised planters will be chosen to provide high-impact structural features; and
- Additional planting and planters would be provided to the south of the building, encouraging pedestrian movement along the east-west route running to the south of the Site.

17th Floor of the Residential Block:

- Provision of seating to encourage community cohesion and social gatherings; and
- Incorporation of mixed planting with large specimen shrubs / small multi-stemmed trees.

Flood Risk Management

The Site will be designed with attenuation which will reduce the level of runoff from the Site when compared to the pre-development scenario. To minimise the risk of increased flood risk Sustainable Drainage Systems¹³ (SuDS) features will be implemented, such as blue roofs¹⁴ with attenuation tanks¹⁵, soft landscaping, and drainage channels.

Surface water will discharge into the public combined sewer within Carnarvon Street at an agreed discharge rate, subject to agreement with the lead local flood authority (LLFA), Manchester Council, and United Utilities, the provider.

Foul and surface water flows from the Proposed Development will be kept separate within the Site and only combined one manhole prior to discharging into the existing combined sewer.

Construction Timescales

The construction programme for the Proposed Development is estimated to be two years. Subject to planning permission being granted, construction is anticipated to begin on Site Q1 2025 and to be fully operational in 2027.

Construction Methodology

The approach to construction is wide-ranging at this early stage and may be subject to adjustment at the detailed design stage of the project, construction planning or during Site development. This initial assessment is based on reasonable assumptions at this time and allows for the assessment of the realistic worst case demolition / construction phase effects.

A summary of the technical topics within the ES are summarised below.

Technical Assessments

Climate Change

A Climate Change Impact assessment was conducted to assess the likely significance of the Site on climate change. The greenhouse gas emissions from the Proposed Development were compared against current and future baseline conditions, and mitigation measures were explored to prevent, reduce, or offset any significant negative effects.

Emission sources were identified using IEMA and RICS Whole Life Carbon Guidance and professional judgement determined which emission sources were scoped in or out of the assessment. The scope

¹³ SuDS are approaches to manage surface water that take account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity.

¹⁴ A Blue Roof is a roof that is designed to hold water.

¹⁵ An attenuation tanks are large containers that collect and store excess rainwater.

includes all emissions in a development's lifecycle, excluding those that are deemed to contribute a total of less than 5% such as landscaping.

The methodology is in line with IEMA's 'Environmental Impact Assessment Guide to: Assessing Greenhouse Gas Emissions and Evaluating their Significance' which consists of calculating the baseline conditions and establishing the comparison significance for each scoped in emission source. Specifically, comparisons to baseline emissions, contributions towards carbon budgets and alignment with net zero targets were explored.

The Site comprises a vacant building that has been unused for some time and therefore the baseline emissions on Site are considered 0 tCO₂e. However, baselines have also been identified within Manchester (2,095,600 tCO₂e), North-West England, as well as England. Future baseline conditions assessed include carbon budgets for England and Manchester - with the lowest of these being Manchester's 5th and 6th carbon budget (300,000 tCO₂e) – as well as MCC targets for whole life embodied carbon and operational energy for 2025 and 2030.

The magnitude of impact against the current and future baselines are negligible to minor. With the sensitivity of the receptor (the global climate system) being high, the significance of effects are considered to be - at the most - moderate-minor. This is considered not significant.

Specific mitigation measures that were tested include the replacement of materials with high embodied carbon content with more sustainable alternatives. Examples include the use of steel and concrete with recycled content; concrete with ground granulated blast furnace slag content; and hollow clay blocks in place of solid concrete blocks.

The residual impacts lower the whole life embodied carbon of the Proposed Development from 747 kgCO₂e/m² to 658 kgCO₂e/m², however this had no impact on the overall significance, which is still minor and therefore not significant.

Summary of Residual Impacts

The impacts of the Proposed Development on climate change is considered not significant as the magnitude of impact is negligible or minor, in addition to the application of mitigation measures. The contribution towards carbon budgets and the current baseline are all negligible. The impact towards net zero targets is minor.

Summary of Mitigation Measures

Measures have been incorporated into the early stages of design of the Proposed Development to avoid, reduce, or offset significant environmental effects. Where this has not been possible, further mitigation measures are proposed. Mitigation measures that have been recommended comprise best practice in design and construction and operation.

In addition to applying feasible enhancement measures as outlined above, the suggested approach for the Proposed Development involves neutralising any remaining emissions using carbon credits to attain net-zero emissions, with a focus on offsets that capture greenhouse gas emissions from the atmosphere. Some examples include afforestation, ecosystem restoration, bioenergy with carbon capture and storage (BECCS) and direct air capture with carbon storage (DACCS) and mineralisation.

Built Heritage

Chapter 8: Built Heritage of the ES, alongside the appended Heritage Statement (Appendix 8.1 of the ES), aided by the views, has demonstrated that the Proposed Development would introduce a new buildings of scale into the vacant Site, and which, in the case of two heritage assets within the study area, would have a material effect on their setting and impact to a minor or lower degree on the ability to appreciate their heritage significance. The overall nature of this effect is judged to be limited, and a Negligible-Minor Adverse effect is concluded. This is owing primarily to their proximity to the Site and their expected intervisibility with the new buildings and a prediction of how this might change or diminish from an experience and appreciation of the historic buildings to a degree.

Neutral effects have been identified for the remaining six of the eight scoped-in heritage assets and both of the conservation areas (Cathedral Conservation Area and Shudehill Conservation Area), which are not significant.

The detailed design of the Proposed Development has offered the opportunity to limit and reduce the impacts identified through the stepped design of the new building and the design/ selection of materials, although it is not considered that this will change the residual effects identified (it is expected that the

effects will remain with the same range of the identified impacts). Hoarding will also be implemented during construction to minimise effects to the settings of heritage receptors.

No significant cumulative effects have been identified.

Human Health

Chapter 9: Human Health has been prepared to establish the likely health related effects of the Proposed Development both on and off-site during the construction and operational phases. The assessment also describes the methods used to assess the effects; the baseline conditions currently existing at the site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant adverse effects; cumulative effects and the likely residual effects.

Chapter 9: Human Health broadly follows the expected methodology for an Health Impact Assessment ("HIA"). HIA is a systematic approach to identify the differential health and wellbeing impacts, both positive and negative, of projects and plans. The assessment of health is particularly concerned with the distribution of certain effects within a population, as different groups are likely to be affected in different ways. It therefore looks at how health and social determinants might be affected by a Proposed Development.

The aim of HIAs is to support and add value to the decision-making process by providing a systematic analysis of the potential impacts, as well as recommending opportunities, where appropriate, to mitigate negative impacts and reduce health inequalities.

The receptor groups identified include:

- Construction workers;
- Existing off-site residents;
- Existing off-site non-residential uses; and
- Future on site residents and site users.

Baseline

A comprehensive baseline assessment has been undertaken as part of Chapter 9: Human Health. This has identified the following headline matters:

- There are no residential receptors on Site. The nearest existing residential properties are located in the Hallmark apartment building located on the opposite side of Cheetham Hill Road to the southeast. In addition, a 16-storey apartment building has received planning permission on the corner of Cheetham Hill Road and Lord Street, located c. 20m northeast.
- According to Office of National Statistics (ONS) mid-year population estimates for 2022, Manchester has a total population of 569,000. Within this, the Cheetham ward accounts for 3.7% of the population at 21,474. The health of residents in Manchester is generally worse than the national average. The life expectancy for both males and females is below that of the North West and England.
- There are 9,000 economically active residents in Cheetham. ONS data show that economic activity in the Cheetham ward is 56.8%, just below Manchester at 59%, which is around the level for the North West at 59%. Employment forecasts in the Greater Manchester Forecasting Model show employment in Greater Manchester is forecast to grow by 12% (183,000) jobs from 2017 to 2037. The city of Manchester is expected to provide a large share of this employment growth, especially if new development sites are brought forward, with Cheetham being a key city centre ward with growth potential for housing to support employment.
- The Professional, Scientific and Technical sector accounts for the largest proportion of employment in Manchester at 14.1%, closely followed by Human health and Social work at 12.3%, then Administrative and Support Services at 11.6% of employment.

Potential environmental conditions which could impact existing and future residents have been considered, including noise, air quality, flood risk, wind, and levels of daylight and sunlight.

Construction Phase

During the construction phase, the Proposed Development could result in a series of effects, following the implementation of mitigation.

- Socioeconomics – Minor beneficial (not significant) effects associated with increased spending in the local economy and job creation. The Applicant has also made a commitment to securing a Local Labour Agreement which will source labour resources within the site's local area.
- Socioeconomics – Negligible impact to the local area due to disruption from construction.
- Contaminated Land – Potential effects associated with contaminated land impacts associated with the construction activities, and potential risks associated with ground gas. Receptors include construction workers and existing off-site human health receptors. These impacts would be mitigated by a suite of intrusive investigations, followed by implementation of a suitable remediation strategy agreed with the Council. As a result, the effects are considered to be negligible to minor adverse (not significant).
- Air Quality and Dust – Potential effects associated with dust and increased airborne pollutants associated with demolition, earthworks, construction and trackout operations. Following the implementation of mitigation recommended by the Institute of Air Quality and Management, and secured via a Construction Environmental Management Plan ("CEMP") the likely effects are anticipated to be negligible to minor adverse (not significant).
- Noise and Vibration – Potential effects are associated with general construction activities and vibration associated with piling. The measures would be mitigated via a CEMP, and the effects could be minor to moderate adverse (not significant), on a temporary basis.
- Traffic and Transport – The Proposed Development would increase the number of construction vehicles on the local highways network. This would include HGVs delivering goods and services, as well as the movement of workers. Construction vehicular movements would be managed by a Construction Traffic Management Plan ("CTMP") and secured by condition. The residual effect is considered to be negligible to minor adverse (not significant).
- Townscape and Visual – Potential effects are likely to be significant during the construction phase due to the disturbance to townscape and visual receptors. The impacts are anticipated to moderate adverse (significant). The effects will be mitigated by a CEMP, but the level of effect is unchanged.

Operational Phase

During the operational phase, there are a number of potential effects on human health receptors:

- Socio-economics – Potential human health related effects include increased housing choice, quality, type and mix; and creation of jobs – both of these elements could lead to beneficial effects for the health determinants and deprivation for the area. The effect is considered to be minor to moderate beneficial (not significant). The assessment has reviewed existing social infrastructure including schools, GPs and dental surgeries. There appears to be sufficient capacity in primary and secondary schools to accommodate any pupil yield generated by the development. This, however, is expected to be limited given the City Centre nature of the site, and its target market unlikely to be young families. A number of dentists and GP surgeries appear to be accepting new patients based on the NHS Choices website. Therefore, the impacts on social infrastructure is anticipated to be negligible to minor adverse (not significant).
- Air Quality – The assessment has confirmed the Site is suitable for future residents. Other operational phase effects identified included a change in the distribution of pollutants as a result of the Proposed Development. The assessment confirmed the effects to future and existing receptors is negligible (not significant).
- Noise – The design has built in certain noise abatement measures to ensure the internal noise levels for future residents meet the required criteria. This has included glazing, ventilation and façade improvements to mitigate road traffic noise. The effects are, therefore, considered to be negligible (not significant). The private amenity space on Level 17 meets the required noise levels, and similarly the effects are considered to be negligible (not significant). There could be noise associated with plant and the ground floor commercial/ amenity space. Once these elements are known at the next design phase, the necessary noise mitigation/management plans can be agreed with the Council. This can be secured by condition. The likely effects are negligible to minor adverse (not significant).
- Traffic and Transport – The Proposed Development is car-free and therefore the only trips associated with the operational phase will be delivery and servicing, and those associated with

disabled residents or users of the new car club sharing scheme. By delivering a car free development, this will encourage residents to travel to and from the site via sustainable means and improve their general health and wellbeing, likely resulting in a negligible to minor beneficial (not significant) effect.

- Wind – The design of the scheme has evolved based on the prevailing wind conditions to minimise on-site and off-site adverse wind impacts. The off-site conditions, with the Proposed Development in place are considered suitable. Elevated conditions are anticipated on the private amenity space at Level 17, but this would be mitigated via landscaping, parapet and screening measures which can be secured by condition. The residual effect is anticipated to be negligible (not significant).
- Daylight, Sunlight and Overshadowing – The identified receptors include Jefferson Place; Britton House; The Hallmark; and 4 Park Place. No significant effects have been identified, which range from negligible to minor adverse.

There are significant human health effects associated with the Proposed Development solely in relation to Townscape and Visual receptors. The first is during the construction phase as these operations tend to be at odds with the site's setting and the visual amenity of identified receptors. The effect is moderate adverse (significant) and will cease upon completion of the construction phase, during which hoarding will be erected to contribute to screening the activity and plant of the construction phase. Whilst during operation, the Proposed Development would lead to an improvement to the townscape and the Site's regeneration, with certain receptors subject to moderate beneficial (significant) effects.

No significant cumulative effects have been identified.

Townscape and Visual Impact Assessment

Chapter 10: TVIA examines the impact that the Proposed Development will have on the townscape of Manchester and on the townscape character zones immediately surrounding the Proposed Development in particular and on people, referred to as visual receptors. It does so in a systematic, rational, and objective way using established methodologies and practices consistent with Guidelines for Landscape Visual Impact Assessment 3rd edition.

A computer modelling process was employed to provide a series of verified (Accurate Visual Representation) images to Visualization Type 4 in accordance with guidance on the Visual Representation of Development Proposals, Technical Guidance note 06/19. The results, set out in Appendix 6.2 illustrate accurately the nature of the impact that the Proposed Development will have on a series of selected Representative Viewpoints, and on the surrounding townscape, on a 360 degree basis.

The Zone of Theoretical Visibility (ZTV) established that, despite the scale of the Proposed Development, it would be far from universally visible as a combination of topography and tight urban development combine to obscure it from much of Manchester, especially from the City Centre itself.

Although it is not possible to provide one single summary value for the impact the Proposed Development will have on Manchester it is possible to summarise the effects in general terms.

In this regard, of the 14 Representative Viewpoints, 4 recorded moderate significance of effect (significant), 6 minor effects, 3 negligible effects and 2 where no impact was registered and 4 were considered to be significant in EA regulation terms.

The TVIA suggests that the Proposed Development will have a clear effect on the townscape and visual receptors of north Manchester and Cheetham Hill Road in particular and that these effects are considered to be largely beneficial in nature. This is due to the strength of design and the way in which the Proposed Development addresses its setting and also, most importantly, neighbouring development.

No significant cumulative effects have been identified.

Socio-Economics

The assessment considers local population, jobs, unemployment, and housing, as well as local provision of schools, dentists and GPs. It goes on to consider the socio-economic effects during construction and operation of the Proposed Development. The scope was agreed with MCC.

The construction spend will support construction jobs during building. This will have multiplier effects through indirect (supply chain) and induced (employee spend supporting further jobs) impacts. These are quantified and their significance evaluated.

The operational effects are measured based on the number of new residents and their local spending which will create local jobs. It also considers how many will go on to work in the local economy. There is a small amount of business space created which also will create some new jobs.

The effect on local social and community infrastructure is also assessed including childcare, schools, dentists, GPs, and local greenspace.

Overall, the Proposed Development is not predicted to result in any significant adverse socio-economic effects.

Population is expected to grow in the study area highlighting a need for new homes. New employment is expected in Manchester and housing is required to accommodate new workers. Unemployment is low and vacancies remain high. The supply of homes has not been enough to support future growth. There is plenty of local provision of nurseries and schools with spaces to accommodate the new development. GPs locally are accepting new patients while half of dentists are accepting new patients for free dental care. There are two parks and gardens within one mile.

The Proposed Development will see some short-term disruption to the local area during construction with an overall Moderate Adverse impact, which is Not Significant in EIA terms. The design and timings for the construction programme will take this into account to minimise these effects, avoiding rush hour where possible for logistics and limiting noisy activities at unsocial times.

There will be a short-term employment gain for the construction industry with a negligible to minor beneficial impact rating, which is not significant. Potential adverse effects will be mitigated through implementation of the CEMP.

On completion, the Proposed Development is assessed as having a positive and lasting impact in the area with minor to moderately beneficial effects (not significant). As such, no mitigation measures are required, although beneficial effects may be enhanced through promotion of local employment.

In terms of residual environmental effects, implementation of best practice will reduce effects from moderate adverse in the short-term to a short-term negligible residual effect in the inner study area, which is not significant. As the effects of the completed development are assessed as moderate beneficial no additional mitigation measures are required so the residual impacts remain the same and are rated as not significant.

No significant cumulative effects have been identified.

Sunlight, Daylight and Overshadowing

The impact of the Proposed Development on the daylight and sunlight amenity of the neighbouring receptors has been assessed for the operational phase of the Proposed Development. Inspection of the Site and the buildings in the vicinity, the following neighbouring buildings and external amenity spaces have been identified as relevant receptors that merit impact appraisal:

- Britton House, Lord Street;
- Jefferson Place, Fernie Street;
- The Hallmark, 6 Cheetham Hill Road; and,
4 Park Place.

Due to distance from the Site or orientation, there are no other residential buildings in the wider vicinity of the Site which would experience material impact on daylight and sunlight amenity, nor merit impact appraisal.

A technical analysis has been undertaken. A technical analysis is the computerised measurement of daylight and sunlight values as they currently exist (the baseline condition) and following the Proposed Development (the proposed condition).

Qualitative analysis is made of the daylight and sunlight levels during construction of the Proposed development, to also include other development sites that are in the proximity of the properties surrounding the Site, this is to establish the cumulative impact on the daylight and sunlight amenity of the neighbouring receptors.

Impacts on Sunlight and Daylight Amenity during the Operational Phase

In the proposed condition Britton House and The Hallmark would experience negligible impacts on daylight amenity that are not significant. Jefferson Place and 4 Park Place would experience minor adverse effects on daylight amenity that are not significant.

All receptors would experience reductions in sunlight amenity that are not significant.

No mitigation is proposed, and residual impacts are as identified in the Chapter.

Cumulative impacts on Daylight and Sunlight Amenity

There are no cumulative impacts on the daylight and sunlight amenity of Britton House or 4 Park Place.

There are cumulative impacts on daylight amenity of the Jefferson Place and The Hallmark. These cumulative impacts are the result of not only the cumulative massing, but also design features of these neighbouring buildings which inherently limit daylight amenity.

Further, cumulative impacts are present to only a localised minority of these neighbouring buildings as a whole. The majority of these neighbouring buildings would experience negligible cumulative impacts.

No significant cumulative effects have been identified.

Wind Microclimate

A study has been carried out to assess the wind microclimate for the Proposed Development.

The study has employed computational modelling (CFD) to predict the strength of wind speeds that will occur following the introduction of the Proposed Development.

This suitability of wind conditions is determined using the widely accepted Lawson criteria to determine the suitability of wind conditions on site and the impact of the Proposed Development on the surrounding area.

Wind conditions within and around the existing site are predicted to meet the safety criteria for wind and comfortable for intended uses.

Upon the introduction of Proposed Development within existing surrounds, both on the ground and terrace level, wind conditions will remain safe and suitable for intended uses within and around the Site.

No significant cumulative effects have been identified.

Cumulative Effects

The EIA Regulations require an ES to describe the likely effects of a development on the environment when taken cumulatively with other environmental effects and any current or prospective development (typically which has been granted planning permission) in the vicinity of the Site. There are two types of cumulative effect, which are commonly known as 'Type 1' and 'Type 2' effects respectively. These are generally defined as follows:

Type 1: The combined effect of individual effects, for example noise, airborne dust or traffic on a single receptor (defined as 'intra-effects'); and

Type 2: The combined effects of nearby development schemes which are either consented or under construction which may, on an individual basis, not be significant but, cumulatively, have a likely significant effect (defined as 'cumulative effects' 'inter-effects').

The list of cumulative schemes for consideration within the environmental topic assessment was agreed by MCC.

No significant cumulative effects have been identified in technical chapters 7 to 13.

Residual Effects

In summary, significant environmental effects during construction and operational phases include the following:

Table 2 Summary of Significant Environmental Effects

What is the effect	What will be a beneficial or adverse effect	How big will the effect be?
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During Construction		
TVIA (in Human Health ES Chapter)	Adverse	Moderate
During Operation		
TVIA (in Human Health ES Chapter)	Beneficial	Moderate
TVIA – 3 Cheetham Hill Road	Beneficial	Moderate
TVIA – 4 Cheetham Hill Road	Beneficial	Moderate
TVIA – 5 Cheetham Hill Road	Beneficial	Moderate
TVIA – 6 Cheetham Hill Road	Beneficial	Moderate

The Proposed Development will bring forward multiple benefits, in relation to:

- Contribution to towards local housing targets brought by the new residential dwellings;
- Employment opportunities brought forward by demolition and construction, and the provision of new commercial units. The provision of new housing will generate additional income which will contribute positively to Manchester's economy;
- The beneficial townscape and visual effects and delivery of a landmark building of scale and high-quality architecture, that would help to create a neighbourhood that is varied in character and has a sense of place; and
- The Proposed Development will encourage sustainable modes of transportation. This will encourage healthier lifestyles.

Availability of ES Volumes

All volumes of the ES (including the NTS) are available to view online on the MCC website at the following link: [Simple Search \(manchester.gov.uk\)](https://www.manchester.gov.uk/simple-search)

Hardcopies (£250) or electronic copies (free of charge) of the ES can be provided, and the all volumes of the ES can be inspected at MCC's offices.

If you need help in locating the ES, please do get in touch. The contact details are:

Telephone: 020 3640 8508

Email: impact_management@iceniprojects.com