



Environmental Statement – Volume 3

Sparkle Street

May 2024

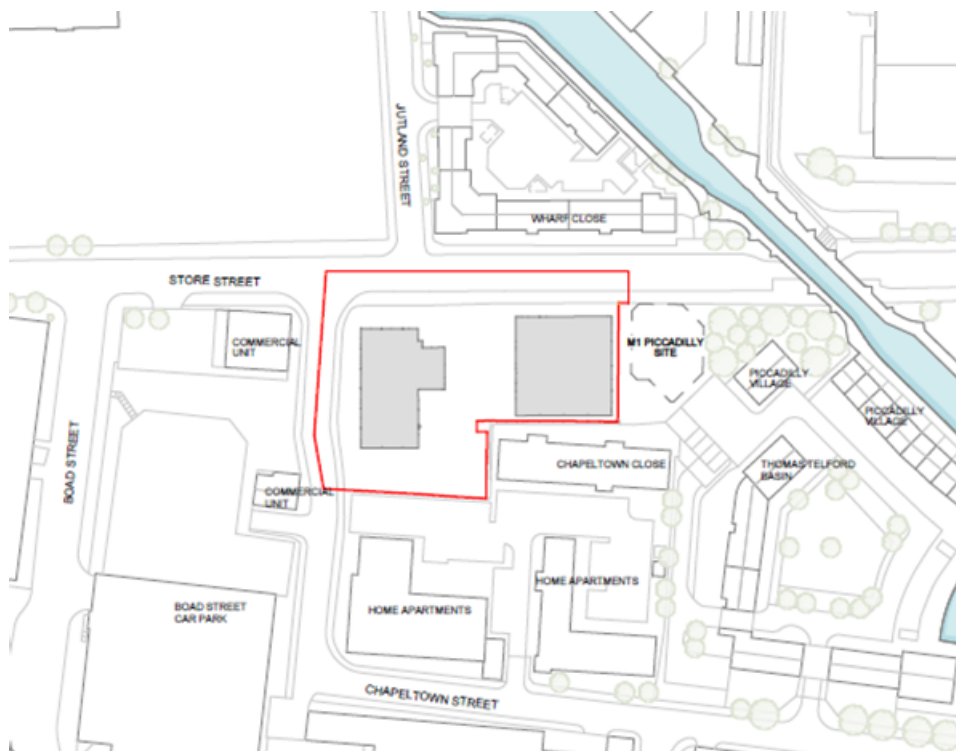
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1. Introduction

- 1.1. This Environmental Statement (ES) Non-Technical Summary (NTS) an application for Full Planning Permission to deliver a residential development of 359 residential units comprising apartments and townhouses, with supporting residential amenity spaces, private terraces, and private garden to the rear ('the Proposed Development'). The Applicant is Foras (Sparkle Street) Ltd.
- 1.2. The Site comprises 0.39 hectares of vacant land located close to Manchester Piccadilly Station and falls within the Manchester Piccadilly Strategic Regeneration Framework (SRF) area. The site is bounded by Store Street to the north, a future development site to the east, Chapeltown Wharf to the south and Sparkle Street to the west ('the Site').
- 1.3. The Site is currently vacant, with its former use being a telephone exchange along with surface car parking and two buildings that were partly used for storage and distribution. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street.
- 1.4. A site location plan is shown at **Figure 1.1**.
- 1.5. The Planning Application seeks permission for the following description of development:
"Full Planning Permission for demolition of existing low rise commercial units and erection of ground plus 27 storey residential development comprising 359 residential units (Use Class C3) with supporting residential amenity, private terraces and private shared garden, highways work, plant, and associated works."
- 1.6. This ES NTS sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the development of the Site.
- 1.7. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) ('the EIA Regulations') and best practice guidance.
- 1.8. The Non-Technical Summary (NTS) is a standalone document and is required under the EIA Regulations.

Figure 1.1. – Site Location Plan



Purpose of the Environmental Impact Assessment and Non-Technical Summary

- 1.9. The purpose of an EIA is explained by the Government in the National Planning Practice Guidance at paragraph 002 (Reference ID: 4-002-20140306), which sets out:
- “The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process.”*
- 1.10. In simple terms, an EIA is an information gathering exercise in relation to the effect that the Proposed Development may have on the local environment when compared to the existing conditions. These are typically carried out on projects of a large scale.
- 1.11. Conducting an EIA is a systematic process, which leads to a final report, the ES.
- 1.12. This NTS is designed to be read on its own. It explains the environmental implications of the Proposed Development to the public, informing them, and allowing them to decide whether they would like more detail on the Proposed Development.
- 1.13. More information and greater technical detail is available in the Environmental Statement (ES). The ES is a separate document which has been submitted as part of the planning application. Please see Section 9, Availability of Environmental Statement for details on how and where to view the ES.

Environmental Impact Assessment Process

- 1.14. The first step is understanding if the Proposed Development meets the criteria set out within legislation, which means that further consideration should be given to if it comprises an EIA development. The legislation sets out different ‘schedules’ of projects and how the EIA should be carried out.
- 1.15. A Proposed Development may then go through a ‘Screening’ and/or a ‘Scoping’ process. This is the process whereby an Applicant may submit a request to the Local Planning Authority for a formal opinion as to whether they consider the Proposed Development to be meet the criteria for an EIA and, if so, what technical topics it considers to be relevant to the EIA.
- 1.16. If an EIA is determined to be required, the Applicant will prepare an ES, which sets out the findings from the technical assessments undertaken. The ES is then submitted to the Local Planning Authority as part of an application for Planning Permission.

Assessment Methodology

Scoping

- 1.17. An EIA Scoping Opinion Request was issued to MCC on the 31st July 2023 (see **Appendix 2.1 of the ES**). The Scoping process identified several technical topics where significant environmental effects as a result of the Proposed Development would be unlikely and would not be assessed further within the EIA process. These topics are:
- Agricultural circumstances;
 - Acoustic and Vibration;
 - Air quality and dust;
 - Archaeology;
 - Aviation;
 - Heritage;
 - Ecology and nature conservation;

- Traffic and Transport;
- Ground conditions;
- Flood Risk and Drainage, and
- TV and Telecommunications.

- 1.18. Further information detailing why each of these technical topics were scoped out of the EIA can be found in **Appendix 2.1 of the ES**. The EIA Scoping Request submitted to the LPA set out that there was an intention to omit both Human Health and Socio-economic chapters from the assessment based on the reason assumption that significant effects were not anticipated.
- 1.19. The LPA however responded in their EIA Scoping Response (**Appendix 2.3 of the ES**) to state that both chapters would be required as they now consider these mandatory to support any EIA development. Therefore, both chapters have been included within this Environmental Statement for completeness. Similarly, the LPA requested that an additional scheme be included in the cumulative scenario as it had been amended and commenced construction since the original EIA Scoping Opinion was submitted.

Approach to Technical Studies

- 1.20. Various technical studies were commenced at an early stage in the development process. The findings of the baseline (existing) environmental studies have played an important role in the design of the Proposed Development by defining the environmental sensitivities, constraints and opportunities associated with the Site.
- 1.21. Design team reviews, attended by members of the project team, were held throughout the pre-application process. These reviews provided a valuable forum for the exchange of information and ensured that the design team was fully aware of the environmental constraints and opportunities, and of the interactions between disciplines. Meetings were also held with Manchester City Council as the Local Planning Authority, as well as pre-application discussions with technical consultees.
- 1.22. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective technical chapters, with a reference list at the end of each chapter.
- 1.23. The technical studies undertaken within the ES have been progressed in a transparent, impartial and unbiased way with equal weight attached, as appropriate, to beneficial and adverse effects. Where possible, this has been based upon quantitative and accepted criteria together with the use of value judgements and expert interpretations.
- 1.24. So that environmental effects arising from the Proposed Development are robustly assessed, unless stated otherwise due to the nature of the technical chapters, the scenarios tested are as follows:
1. Baseline, including developments under construction
 2. Baseline, including developments under construction, with Proposed Development
 3. Scenario 2 plus cumulative schemes with permission but not yet under construction

Who has been involved in the EIA process?

- 1.25. The EIA process has involved communication and collaboration between the Applicant, Deloitte LLP, MCC, the project team (shown in **Table 1.1**), statutory consultees and the public.
- 1.26. **Table 1.1** shows the project team and their roles.

Table 1.1: Project Team

Topic	Assessment carried out by	Qualifications
Town Planning, EIA Coordination	Deloitte LLP	RTPI, RICS, IEMA EIA Quality Mark
Architect	Simpson Haugh and Partners	RIBA

Topic	Assessment carried out by	Qualifications
Climate Change	Deloitte	RTPI, RICS, IEMA EIA Quality Mark, ICE and CMI
Daylight, Sunlight and Overshadowing	GIA	BSc (Hons) MRICS
Townscape and Visual Impact	ReForm	CMLI, PG Dip Landscape Architecture, BA (Hons) Landscape Architecture
Wind Microclimate	GIA	MEng, PhD
Human Health	Enfusion	
Socio Economic	Deloitte	RTPI, RICS, IEMA EIA Quality Mark

What were the results of the EIA?

- 1.27. The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development and summarise the outcomes of the EIA.
- 1.28. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 9) and their technical appendices.
- 1.29. The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.
- 1.30. With regard to the assessment for each topic, the subsequent sections discuss:
- Methodology and scope;
 - Baseline conditions;
 - Likely significant effects of the Proposed Development;
 - Mitigation;
 - Cumulative effects with other developments; and
 - Likely 'residual' effects following mitigation.
- 1.31. A summary of proposed mitigation measures and residual effects is also included in Chapter 10 of the ES Volume 1.

Significance of Effects

- 1.32. The likely effects of the Proposed Development have been classified according to their significance.
- 1.33. Significance is determined as a function of both the scale (magnitude) of change from the existing (baseline) environment and the sensitivity of environmental receptors, such as population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between these factors. Chapter 2 of the ES Volume 1, EIA Methodology, describes this process in greater detail.
- 1.34. This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES chapters Volume 1 (6 to 9).

2. Description of the Proposed Development

Where is the Site?

- 2.1. The ES has been submitted in order to assess the Environmental Impact of the Proposed Development. The Site is located within Manchester City Centre and has been identified for residential development within the HS2 Piccadilly Strategic Regeneration Framework (SRF).
- 2.2. The Site is located adjacent to Sparkle Street and Store Street, approximately 100 metres north of Piccadilly Railway Station in Manchester City Centre.
- 2.3. The Site extends to approximately 0.39 hectares and the Site is bounded Store Street to the north, a future development site to the east, Chapeltown Wharf to the south and Sparkle Street to the west

What is being proposed?

- 2.4. The description of development is as follows:

“Full Planning Permission for demolition of existing low rise commercial units and erection of ground plus 27 storey residential development comprising 359 residential units (Use Class C3) with supporting residential amenity, private terraces and private shared garden, highways work, plant, and associated works.”

- 2.5. The Proposed Development is outlined within **Table 2.1** below.

Table 2.1 – Proposed Development

Measurement	Proposed Parameters
Site area	0.39 hectares
Residential Use (Use Class C3)	354 residential apartments and 5 townhouses (1, 2 and 3 bed types)
Other uses	679 sq. m. (GIA) internal amenity space
Building Height	28 storeys (ground plus 27 storeys; +124.250m AOD or 86.25m AGL)
External Areas	Residents’ garden at level 1 is approximately 600 sq. m. Residents’ terrace at level 10 is approximately 600 sq. m.
Parking	Two on street accessible bays and one car club space. 100% secure cycle parking provision (359 spaces)

- 2.6. The Proposed Development includes:
- 359 high-quality apartments providing a mixture of 1 bed, 2 bed and 3 bed units.
 - Residential amenity spaces for residents.
 - External areas, hard and soft landscaped areas with high quality planting and treatments.
 - 100% secure cycle parking provision (359 spaces).
- 2.7. The Proposed Development will transform the existing un-used brownfield Site, to create a vibrant new community of residents in a highly sustainable location. Upon completion, Sparkle Street will be home to a community of approximately up to c. 700 new residents, the majority of whom are expected to work within the City and make a positive contribution to the local economy, thereby directly supporting Manchester’s regeneration priorities.
- 2.8. The proposed area of high quality landscaped areas will also make a significant contribution to publicly accessible green space within the City Centre. The landscaping proposals have sought to strike a balance between hard and soft landscaping to successfully deliver a scheme that enhances key connections whilst

also increasing biodiversity across the Site. Overall, the redevelopment of Sparkle Street will also extend the urban fabric of the City Centre and fill in a 'gap Site', making a major positive contribution to the on-going regeneration of the Piccadilly Basin.

- 2.9. The ES sets out the findings of an EIA carried out in respect of the Proposed Development.

What is located on the Site at the moment?

- 2.10. The Site boundary extends to approximately 0.39 hectares in total area.
- 2.11. We understand that the Site is largely unoccupied, with its former use being a telephone exchange along with surface car parking and two buildings that are partly used for storage and distribution. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street. The Site is negative contributor to the local environment and street scene in terms of its visual appearance and does not contribute to the City in any meaningful way from a social or economic perspective.
- 2.12. The Site is located within the Greater Manchester Air Quality Management Area.
- 2.13. There are no statutory designated Sites for nature conservation within or immediately adjacent to the Site. The Site and adjacent land are not identified as a Priority Habitat.
- 2.14. The Site is located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding.
- 2.15. The Site is not located within or adjacent to any designated Conservation Areas (CA). The closest Conservation Areas are the Whitworth Street CA that is 280m to the south west and Stevenson Square CA located 250m to the north west.
- 2.1. The Site is not located within or adjacent to any designated Conservation Areas (CA). The closest Conservation Areas are the Whitworth Street CA that is 280m to the southwest and Stevenson Square CA located 250m to the northwest. There are no World Heritage sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the Site or within its immediate vicinity. The Site is therefore not located within or adjacent to a sensitive area.
- 2.2. There are no nationally listed heritage assets on the site however, there are a number of nearby listed assets:
- Approximately 50m northeast of the Site is the Grade II* listed Ashton Canal Aqueduct.
 - The London Warehouse is located 125m to the west of the Site and is Grade II Listed.
 - Piccadilly Station is Grade II Listed, located 100m to the south of the Site.
 - Crusader Works, recently refurbished and located 100m to the east, is Grade II Listed.
 - London Road Fire Station is Grade II* Listed and is located 120m to the southwest of the Site.
- 2.3. Given their proximity to the Site, the proposals may have some effect on these nearby buildings and structures.

Why is this development coming forward?

- 2.4. The Proposed Development is located within the Manchester Piccadilly SRF, which identifies the Site as an opportunity for development within a wider regeneration initiative to unlock the economic potential of the area. The Proposed Development will help to contribute to these ambitions by adding to a residential community within a 'neighbourhood of choice'. It is located on land that is currently limited by its existing use and build on the momentum generated by development coming forward in this part of the City Centre. Sparkle Street will further help to provide a catalyst for other schemes to come forward and unlock the economic potential of the area.

- 2.5. There is a continuing demand for Manchester to provide high quality accommodation to support its economic growth and increasing population. The Proposed Development with 359 apartments across 1, 2 and 3 bed ranges will increase the overall supply of high-quality residential-led accommodation offered for those wanting to live in Manchester City Centre.
- 2.6. Additionally, the Site is suitably located for high-density development owing to its strategic City Centre location. The Site is located within the northern part of the City Centre and is therefore in close proximity to a number of key services, local amenities and economic opportunities within the regional centre. It also benefits from access to multiple sustainable modes of transport including rail, bus, cycling and walking and the Metrolink tram system.
- 2.7. In this respect, the proposals will not only transform and enhance this Site but the scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward.

Who has been consulted?

- 2.8. Pre-application engagement has been undertaken with the Local Planning Authority, Local Ward Councillors, Manchester Airport Group, Historic England, Greater Manchester Police Secure by Design and MCC Highways.
- 2.9. For the public consultation, a website was published online that included a non-technical overview of the forthcoming proposals. The website provided visitors with the opportunity to respond to key questions and provide any additional feedback, which was then reviewed by the Applicant and project team. To ensure the website was well publicised, leaflets were posted to local addresses within the surrounding area. The consultation website provided the opportunity for feedback over a two-week period, during which time a live exhibition event was held on the 20 July 2023. The exhibition sought to provide an opportunity for attendees to be briefed on the proposals by the project team and raise questions in real time.
- 2.10. The evolution of the scheme has been influenced by the findings of public consultations. Further information on this process and the feedback gained is available in the Statement of Consultation submitted in support of the planning application.

What will the redevelopment process involve?

- 2.11. Broadly, the construction process Proposed Development will involve:
- Demolition of existing buildings on site;
 - Site clearance and enabling works;
 - Earthworks, levelling and ground compaction;
 - Laying foundations;
 - Building of the new structures;
 - External works and hard and soft landscaping;
 - Phased completion of public realm and S.278 works;
 - Phased completion of external space and links;
 - Completion of internal finishes to communal space; and
 - Internal fit out of the main structures.
- 2.12. Machinery used during redevelopment will consist of standard demolition and construction plant, and will include plant items such as: excavators, concrete crushing plant, mobile cranes, compacting and vibrating mechanical plant, wheel washing and road sweeping equipment.
- 2.13. The Site will be secured and surrounded with hoardings to ensure public safety and mitigate adverse environmental effects during construction.

How long will it take?

- 2.14. The total construction programme will span a period of approximately three years within which there will be elements of, demolition, ground works, foundations, frame construction, façade cladding and internal fit out. The main construction activities are planned to commence from 2025, with an approximate contract programme duration of 91 weeks leading to an anticipated practical completion in 2028.
- 2.15. The programme is based upon normal working hours in line with MCC Guidance of 7.30hrs to 1800hrs Monday to Friday and 0800hrs to 1400hrs on Saturdays.

3. Alternative Options

Introduction

- 3.1. Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations requires the Applicant to provide an outline of the main alternatives studied and an indication of the main reasons for the choice made, considering the environmental effects.
- 3.2. The form of the Proposed Development has been influenced by a range of factors, including location, surrounding land use and input from MCC, Statutory and Non-Statutory Consultees and other stakeholders.
- 3.3. This chapter reviews the principal land use and siting options explored and the reasoning for the selection of the current design for the Proposed Development which forms the subject of assessment within the ES.
- 3.4. This chapter considers the following four options in the context of the existing Development Brief:
 - The 'do nothing' alternative where the Proposed Development is not progressed.
 - Alternative locations for the Proposed Development.
 - Alternative Uses for the Site.
 - Alternative Scale and Massing for the Proposed Development.

The 'do nothing' Alternative

- 3.5. The 'do nothing' scenario refers to the option of leaving the Site in its current state. This Site is not making an efficient use of land in its existing condition as a low-rise commercial use and is a negative contributor to the local environment and street scene in terms of its visual appearance. It detracts from the character of the area and effectively creates a 'gap-site' between Piccadilly Station and Ancoats and New Islington.
- 3.6. Given Sparkle Street's strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new homes to support population and economic growth. The City Centre location offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment.
- 3.7. The Site falls within the boundary of the Manchester Piccadilly SRF (2018) which identifies the Site as an opportunity for development within a wider regeneration initiative involving the areas surrounding Piccadilly Station.
- 3.8. The Site itself could help to contribute to these ambitions by creating a new, best-in-class residential community within a 'neighbourhood of choice' on land that is currently limited by its existing use. Building on the success of recently approved applications for development coming forward in this part of the City Centre, Sparkle Street could further help to forge the area as a vibrant neighbourhood and will provide a catalyst for other schemes to come forward and unlock the economic potential of the area.
- 3.9. Therefore, the 'do nothing' scenario has been discounted due to the established need for regeneration of this part of the City Centre as well as providing suitable land for the strong demand for high quality housing required by Manchester's growing population.

Consideration of Alternative Locations

- 3.10. The Proposed Development is directly associated in addressing the under-utilisation and strategic location of the Site. The Site is in a highly accessible City Centre location and is identified for redevelopment within the HS2 Piccadilly SRF (2018). These characteristics make the Site a highly suitable location for the Proposed Development.
- 3.11. As aforementioned, the Manchester Piccadilly SRF (2018) has been brought forward to leverage the economic prosperity brought forward by the proximity to Manchester's main railway station. The framework anticipates that several benefits can be achieved through the regeneration of this part of the City Centre:
 - The connectivity associated with a best-in-class multimodal transport hub

- 4,500 new homes
 - 625,000 sqm of commercial office space
 - 100,000 sqm of retail space
 - 1,000 new hotel rooms
 - The creation of numerous high quality public spaces
 - A string of cultural and community use buildings
- 3.12. The SRF splits Piccadilly into different character areas which each have their own distinct development principles according to their immediate context. The Site is located within 'Piccadilly Central', which envisages a dense, mixed-use district focused on high quality public space, with supporting social infrastructure.
- 3.13. As such, there is a clear opportunity for Sparkle Street to contribute directly to securing the economic potential of the area through new, high quality residential development in what is considered integral to the framework given its proximity to the railway station. Whilst there are a range of sites available for large scale residential development, they are needed to meet Manchester's housing targets on a local and regional level.
- 3.14. Therefore, this Chapter does not consider alternative sites within the context of the planning application as there is an identified need to redevelop this specific site as a key contributor to the realisation of the regeneration area.

Consideration of Alternative Uses for the Site

- 3.15. In its existing context, the surrounding area in which the Site is located is predominantly residential with Piccadilly Village to the east, as well as other urban residential buildings along Store Street toward Great Ancoats Street and beyond.
- 3.16. As highlighted within the Manchester Piccadilly SRF, the Site is located within 'Piccadilly Central', which envisages a dense, mixed-use district centred on high quality public space, with supporting social infrastructure. In this area, a mixture of uses is promoted to create a diverse urban environment whilst ensuring economic sustainability.
- 3.17. The Site itself is partially allocated for residential and commercial and shows a revised location for Sparkle Street running through the Site. It was envisioned in the SRF that a more comprehensive redevelopment of the whole area would take place, which is no longer considered to be appropriate. The commercial element of the scheme within the SRF therefore extends beyond the site boundary to the southwest. It would not be practical to bring forward the form of commercial development shown in the endorsed SRF due to the compromised smaller commercial floorplates this would deliver. Instead, a comprehensive redevelopment of the existing site solely for residential does work within the parameters of the Site's allocation within the SRF and therefore has been the focus of design development.
- 3.18. The Proposed Development is therefore a high-density residential scheme comprising of a range high quality 1, 2 and 3 bed apartments for those seeking to live within the City Centre and the social and economic benefits that provides. There is a clearly identified need for City Centre housing to meeting residential demand as identified within MCC's Core Strategy and Greater Manchester Combined Authorities Draft 'Places for Everyone' (2024) plan which emphasises the City Centre as providing a significant of new homes for the region.
- 3.19. For the reasons above, alternative uses were discounted as the proposed residential scheme is considered the most appropriate in the context of this location, responds to identified regeneration priorities and housing need.

Consideration of Alternative Scale and Massing

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

- 3.21. The design team has undertaken detailed analysis informed by expert townscape, heritage, and microclimate advice and assessments to design an appropriate response to the Site's context. These studies have informed the design development as discussed in this Chapter of the Environmental Impact Assessment.
- 3.22. Options testing has allowed for the development of a high-quality building that seeks to acknowledge surrounding development alongside the future aspirations for the area. With a particular focus on density that is reinforced by the target of 4,500 new homes for the SRF area, the SRF envisages an ambitious level of development considered for the wider area around the new station.
- 3.23. Landmark buildings such as the Proposed Development would bookend Store Street and the new envisioned boulevard, forming markers in the city and creating a gateway point of entry. Residential proposals in the SRF range from medium rise to high rise, promoting variety and a mixed offer of housing types such as the Proposed Development.
- 3.24. As highlighted in **Figure 3.1 and 3.2**, the Manchester Piccadilly SRF identifies the Site as being suitable for residential and commercial land uses. Where the taller element of the massing sits on the corner of Store Street and Sparkle Street, the SRF has identified this as commercial which can rise up to 20 (commercial) storeys, whilst heights up to 12 (residential) storeys is identified on the remaining segment of the site area.
- 3.25. To contextualise these indicative height parameters, Simpson Haugh have undertaken an exercise which draws on examples of high-density office schemes in Manchester and seeks to demonstrate what the typical height of a 'commercial storey' equates to in metres, therefore helping to establish height equivalent indicative height parameters for residential.
- 3.26. As shown in **Figure 3.2**, the proposed building height is 86.25m, which is below a robustly established datum of an average 20 storey commercial building. Therefore, it can be demonstrated that the Proposed Development is compliant with parameters set by the approved SRF. By focusing height in this location, and with lower elements on the shoulder this helps to reduce any potential impacts on amenity to the bordering development of lower heights to the south and east.
- 3.27. Furthermore, it is also important to understand the existing and emerging context of development coming forward as the surrounding area undergoes regeneration. The diagram in **Figure 3.3**, prepared by Simpson Haugh overlays the proposed indicative massing of the masterplan shown within the Manchester Piccadilly SRF as well as other consented development sites and schemes under construction. In a very effective way, the diagram illustrates the direction of development coming forward in this part of the city centre. Behind the existing Oxygen tower (32 storeys) future developments of scale are under construction such as The Castings (25 storeys), Victoria House (25 storeys) and the Fairfax (29 storeys), establishing new height datums to the east.
- 3.28. For further information please refer to the Design and Access Statement prepared by SHP. For the reasons above, the proposed scale and massing options is considered to be the most suitable solution to delivering the most efficient use of land and leveraging the highest amount of social and economic benefits for Manchester.

Summary

- 3.29. Where possible, alternative options have been considered throughout the design process and the above summary has set out why the Site is considered suitable for the Proposed Development. This process has been informed by the Manchester Piccadilly SRF, viability, and the desire to create a positive relationship with the surrounding developments.
- 3.30. The Proposed Development has been influenced by pre-application consultation with key stakeholders including local landowners, residents, businesses, statutory consultees, as well as with MCC. On this basis, Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations has been considered.

4. Construction Management and Phasing

- 4.1. The Construction (Design and Management) Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.
- 4.2. Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.
- 4.3. A fundamental aspect of the Principal Contractor's role is the development of a Construction Management Plan, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and through Site investigations.
- 4.4. The Construction Management Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme, and which will ensure the Health and Safety of all those working on or affected by the project works.
- 4.5. Midgard will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on Site) by the Site management team through regular inspections, toolbox talks etc. and also via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on Site, including any accidents or incidents and any matters raised will be dealt with accordingly.
- 4.6. Health and safety is also incorporated as a fundamental aspect of the overall project review, the Applicant has appointed Midgard as Principal Contractor, Midgard can demonstrate competency in the management and execution of Health and Safety. The Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.
- 4.7. Midgard as Main Contractor will at the earliest possible stage of the project enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

5. Climate Change

- 5.1. The requirement to consider a project's impact on climate change was set out in the 2014 amendment to the EIA Directive (2014/52), which has been transposed into UK law in the EIA Regulations. The Directive requires a description of the likely significant effects of the project on the climate, comprising the nature and magnitude of greenhouse gas emissions.
- 5.2. Greenhouse gases have kept the Earth's climate habitable but are now out of balance and threaten how life and where can survive on the planet. Atmospheric levels of carbon dioxide, in particular, are the highest on record and are as a result of anthropogenic (human) activities. This release of carbon dioxide is being trapped in the atmosphere and is known as the greenhouse effect, coupled with levels of methane from agricultural practices and decomposition, and nitrous oxide amongst others.

Assessment Methodology

- 5.3. This ES Chapter assessed the likely impact from greenhouse gas (GHG) emissions from the Proposed Development and their effect on the receptor of the climate. The assessment complies with the EIA Guide to Assessing Greenhouse Gas Emissions and Evaluating their significance (IEMA) 2022. This advocates an approach where GHG emissions are considered and reported in line with the development of the proposals. It calculates baseline emissions, determines the significance and provides strategies for mitigation.
- 5.4. This Assessment examines the embodied carbon emissions from the construction process and materials used throughout the lifespan of the Proposed Development. This includes emissions during construction, operation, replacement and repair, and end-of-life emissions. This was calculated by using OneClickLCA software and in line with the relevant Royal Institute of Chartered Surveyors guidance.

Effects of the development

- 5.5. Regarding impact, the whole life embodied carbon emissions estimated to be generated by the domestic part of the Proposed Development are 558kgCO₂e/m², less the end-of-life carbon. This figure does not exceed the RIBA 2030 target (<600 kgCO₂e/m²) but does not account for end-of-life carbon emissions. Therefore, the significance of effect of the embodied carbon emissions is likely to be minor adverse.
- 5.6. The operational energy estimated to be generated by the domestic part of the Proposed Development is 63 kWh/m²/y. This figure slightly exceeds the RIBA 2025 target (<60 kWh/m²/y). Therefore, the significance of effect of the operational carbon emissions is likely to be moderate adverse.

Mitigation Measures

- 5.7. A lean design philosophy drives both efficiency in terms of material use and therefore embodied carbon but can also provide financial and programme benefits. As set out in the Stage 2 Structural Report, the following have been considered and adopted during the design process:
- *Column arrangement* – the principles for an efficient flat slab design is to ensure the slab is supported on a regular grid to avoid any individual longer spans controlling the slab depth. The grid has been coordinated with the design team to achieve this and enable a 225mm slab.
 - *Transfer structure* – related to the above is the ability to limit transfer slabs or beams. Through this column coordination there is only a single transfer beam required on the project which saves on the embodied carbon.
 - *Screeds* – often secondary non-structural screeds are used to provide a suitable floor finish. By focusing on achieving the required finish to the unformed face of the concrete slab, screed has been removed which saves materials and removes the requirement for a secondary 'wet' trade. Direct applied finishes to the concrete slab will be adopted on this project.

- 5.8. *Modern Methods of Construction (MMC)* – Presently the design has been based on in-situ construction. However the current element sizes safeguard the potential to utilise elements which can be manufactured off site to reduce material use and waste. Opportunities for this project would be:
- Precast concrete columns, slabs and walls.
 - Precast Concrete Stairs (or other forms of pre-assembled stairs)
 - Pre-fabricated welded reinforcement – i.e. Bamtec
- 5.9. *Demolition / Earthworks* – the minimise the volume of materials being taken off-site by crushing the existing hardstanding and brick obstructions to re-use for the piling matt and review of levels to achieve a cut and fill balance.

Concreting Works

- 5.10. The vast majority of the structure of the Proposed Development is to be reinforced concrete and thus the following measures are recommended to be adopted to improve the embodied carbon performance. It is important that the balance between the reduction of embodied CO₂ of concrete and the design, specification, construction method and contract programme are considered.
- 5.11. When developing the solution and the specification for the concrete, the following should be considered:
- Only specify responsibly sourced concrete and reinforcement.
 - Consider specifying strength at 56 days rather than the conventional 28 days, where early strength gains are not required as this reduces the required cement content. This may not be appropriate for the upper floor slabs due to the programme implications of being able to strike the formwork.
 - Specify cement replacement products such as Ground Granulated Blast-furnace Slag (GGBS), to reduce the Portland Cement content. The codes allow a maximum GGBS replacement of 70%, and whilst this significantly reduces the embodied carbon it does also slows down the concrete strength gain, which in turn maybe an issue specifically relating to the upper floor plates.
 - Permit the use of admixtures, admixtures can be used to enhance sustainability credentials and reduce the ECO₂ of concrete, as well as modifying its physical properties.
 - Permit the specification of recycled and secondary aggregates. BS8500 already allows producers to use up to 20% of recycled aggregates in many concretes, but an assessment must be made as it may not necessarily be the most sustainable option if they are not available locally.
 - Specify the largest maximum aggregate size conducive to achieving efficient placing and full compaction.
 - Whole life embodied carbon reduction measures including optimising material usage, use of low carbon materials, reducing construction waste and using fewer finish materials (for wall, floor, ceiling, façade).
 - Traffic management measures should be implemented to restrict construction vehicles in certain locations and routes at certain times of the day.
 - The main contractor will be responsible for monitoring the energy, water, and waste data during the construction phase to encourage transparency and accountability. It is necessary to ensure that this is diligently followed.

Operational phase

- 5.12. In addition to primary embedded mitigation within the design, the following measures Robust monitoring of energy consumption (i.e., smart metering) could be ensured:
- Energy efficient equipment should be used in both domestic buildings.
 - Selection of 100% renewable electricity contracts must be ensured, where possible.
 - Water-oriented strategies should be implemented including the installation of efficient plumbing fixtures to reduce ‘non-revenue water’ losses, rainwater harvesting, and xeriscaping.

- 5.13. Over the lifetime of the Proposed Development, as new technologies come in, the lighting and HVAC system should be upgraded, as much as feasible, giving preference to products that are more energy efficient and have an extended lifespan.
- 5.14. Measures proposed in the Interim Travel Plan of the Transport Assessment must be adopted which aim to increase the level of walking, cycling and public transport use to and from the site, and reduce reliance on private cars.

End of life phase

- 5.15. It is necessary to ensure that if the buildings were to be deconstructed, it should be at as late a date as possible. Careful design and specification will help extend the lifetime of the Proposed Development.

Residual effects

- 5.16. Subject to the above mitigation measures being implemented, the residual effects of the construction and operational embodied carbon emissions on the climate are expected to be minor adverse and not significant. The embodied carbon emissions are

6. Daylight, Sunlight and Overshadowing

- 6.1. An assessment has been undertaken to establish the likely significant effects of the proposed development upon the amount of daylight and sunlight received by properties adjacent to the Site.
- 6.2. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight: VSC and NSL. The VSC method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room (i.e. a horizontal 'desktop' plane of 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 6.3. For the assessment of sunlight, the approach considers the APSH for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight). Windows are checked to see if they are facing 90° due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.
- 6.4. The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on March 21 or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).
- 6.5. Five receptors within the surrounding area were identified as having the potential to be impacted on by the proposed development. A total of 309 windows serving 216 rooms have been assessed for daylight and 45 rooms have been assessed for sunlight.
- 6.6. In the Baseline Scenario, out of the 309 windows assessed for daylight, 246 (79%) meet the BRE guidelines for VSC daylight. 199 (92%) of the 216 rooms assessed meet the BRE criteria for NSL daylight. For sunlight, 43 (95%) out of the 45 rooms assessed meet the BRE criteria for both Winter and Annual APSH.
- 6.7. In the Proposed Scenario, regarding daylight, out of the 309 windows assessed for daylight, 138 (44%) meet the BRE guidelines for VSC. 126 (58%) of the 216 rooms assessed meet the BRE criteria for NSL. The effects identified are negligible to moderate adverse in nature and are not significant. Given the context of the Site, no further mitigation is considered necessary.
- 6.8. For sunlight, 35 (78%) of the 45 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are negligible to minor adverse in nature and are not significant. Given the context of the Site, no further mitigation is considered necessary.

7. Townscape and Visual Impact

Scope of assessment

- 7.1. The Townscape and Visual Impact Assessment considers the existing or 'baseline' conditions of the Site and predicts the magnitude of change and levels of effects as a result of development on the Site. The methodology of the TVIA is structured to identify townscape and visual effects separately.

Methodology

- 7.2. 'Townscape effects' identifies existing townscape features such as urban grain, massing of existing built form, topography, open space areas and key movement which may be affected by the architectural proposals on the Site. The combination of townscape elements and their arrangement is what provides an area with its unique sense of place, or 'character'.
- 7.3. For the assessment, townscape character areas have been identified and used to assess the predicted effects of the development on the character of the existing townscape setting. Nine townscape character areas are identified, and their condition, value, and sensitivity to change described. These are then used to understand the magnitude of change and predicted level of townscape effects as a result of development on the Site.
- 7.4. Visual effects are assessed through the identification of twelve representative viewpoints, which are located at a range of distances from the Site. Manchester City Council does not have any protected views and tall buildings have previously been encouraged in this part of the city. Consequently, the zone of visual influence and key views for this scheme were discussed and agreed with Historic England at pre-application stage in order to assess the potential visual impact of the Proposed Development.
- 7.5. Similar to townscape effects, each view is assessed according to its baseline or existing condition, and how sensitive it is to change.
- 7.6. This Townscape and Visual Assessment is carried out with recognition towards the approved Manchester Piccadilly SRF and specifically the allocation of tall buildings on the Site. The assessment also considers, from a townscape and visual perspective, how the developed building design has progressed the broad, strategic principles of the SRF as part of a detailed design response. This includes the design measures described within the 'Design Proposals and Embedded Mitigation' section earlier within this chapter.
- 7.7. In a number of instances, the nature of the effect has been identified as 'neutral'. A neutral outcome is considered in balance, to be as a result of any adverse or beneficial effects counteracting each other. The developed design principles and embedded mitigation measures such as materiality, layout and massing, are considered to be a key contributing factor in offsetting instances where the proposed development, by its very nature as a tall building, may be considered more incongruous in the context of certain townscape or visual receptors.
- 7.8. A 'cumulative' assessment has also been produced which looks at a number of other future developments in the centre which are consented. In the cumulative assessment the Site is assessed for its townscape and visual effects in relation to these developments, on the assumption that, in the future, these other developments will be built.

Baseline condition

- 7.9. The baseline conditions identify the study area that will be assessed against the Site proposals.
- 7.10. The Site is in the Piccadilly district of the Manchester City area. The Site is 0.39 hectares in size and is located on Store Street, a secondary road that connects between Great Ancoats Street to the northeast and the A6 Piccadilly to the southwest. Store Street comprises a wide two-lane carriageway with footpaths either side. The edges of Store Street vary significantly and include a number of conditions. This creates notably different levels of containment and contrasting characteristics along its length.

- 7.11. The Piccadilly area has a generally varied and ad hoc street arrangement, which becomes less formal to the south and southeast at the peripheries of the city. Within the Northern Quarter and Ancoats to the northwest, the street structure is notably tighter and more formalised in a northeast to southwest grid structure, which is largely representative of the wider city centre arrangement.
- 7.12. Buildings within the Piccadilly area are generally of a medium to large scale, comprising a mixture of apartment buildings, industrial units, office buildings, hotels and a multi-storey car park. The urban grain is relatively dense, with some variation and has a predominant northeast to southwest orientation. Building block clusters generally range in size and layout.
- 7.13. There are no listed buildings or statutory designations on the Site. Listed buildings and structures within the surrounding Piccadilly area are limited and spread out, and primarily Grade II Listed. Approximately 100m northeast along Store Street is the Grade II* Listed Store Street Aqueduct. The largest concentration of historic designations is within the nearby Stevenson Square Smithfield and Ancoats Conservation Areas to the northwest of the Site. In these areas, there is a large number of Grade II Listed Buildings, with some Grade II* Listed Buildings distributed throughout.
- 7.14. Existing vegetation is limited to the site edges. Established mixed shrub planting, self-set vegetation and several mature trees run along the outside of the Store Street and Sparkle Street fence. A block of informal mixed shrub and trees is situated to the southern area of the site.

Design Proposals and Embedded Mitigation

- 7.15. The design of the building has been subject to extensive pre-application discussions and consultation in order to refine the form and appearance of the building and respond to the townscape and visual context. Through this process, potential adverse townscape and visual effects have been identified, and eliminated or reduced, and positive effects enhanced. Mitigation of adverse townscape and visual effects is therefore embedded in the Proposed Development, and no “applied” mitigation is proposed.
- 7.16. The embedded mitigation proposals contribute to the assimilation of the Proposed Development within the local townscape and visual context. This assimilation is considered to compensate for the adverse effects of the tower’s silhouette within the skyline, both with regards to the magnitude of change and the nature of the proposals.
- 7.17. The public realm and landscape proposals have also undergone an equally rigorous design and review process. These will make a positive contribution to the townscape and visual environment at ground level and will improve the pedestrian environment. However, these will only be perceivable a short distance away from the Site and will not mitigate any of the townscape or visual effects of the Proposed Development.

Residual townscape effects

- 7.18. As set out within the assessment methodology (Appendix 8.2), only those townscape effects identified as Moderate and above (i.e. Moderate, Moderate – Major or Major) are considered to be significant.
- 7.19. Of the nine Townscape Character Areas assessed, none are identified as experiencing ‘Significant’ effects.
- 7.20. The predicted townscape Effects to TCA 1 Piccadilly and TCA 6 New Islington are Minor- Moderate Beneficial and Minor – Moderate Neutral respectively. The predicted Townscape for other seven Townscape Character Areas is negligible.
- 7.21. In the cumulative assessment, the townscape effects of the Proposed Development are predicted to be reduced in TCA 1 Piccadilly. This is due to the increased presence of other tall, large-scale and contemporary development within the TCA. The townscape effects are also anticipated to reduce within TCA 6 New Islington, which is also due to the increased presence of other tall, large-scale and contemporary development within the TCA. The townscape effects of the other TCAs will remain the same at Negligible.

Residual visual effects

- 7.22. As set out within the assessment methodology (Appendix 8.2), only those visual effects identified as Moderate and above (i.e. Moderate, Moderate – Major or Major) are considered to be significant. Of the twelve representative viewpoints five are assessed as ‘significant’. These include:
- Moderate Neutral Visual Effects to Views 04, 09 and 10;

- Moderate-Major Neutral Effects to View 08
- Moderate Adverse Visual Effects to View 07.

- 7.23. The visual effects to the remaining seven viewpoints range from Negligible to Minor-Moderate Neutral.
- 7.24. In many of the views, the magnitude of change and resulting predicted level of cumulative visual effects will remain the same as the assessment of views without the cumulative sites. This is because cumulative sites are not visible within the majority of views.
- 7.25. Views 07 is the only view that will result is a reduction of the visual effects brought about by the presence of cumulative sites within the view. This is due to the increased presence of another tall, large-scale and contemporary development in the view.

8. Wind Microclimate

- 8.1. Wind microclimate is the study of wind conditions at pedestrian level, to determine whether the wind speeds experienced are safe and suitable for the intended pedestrian activities at a given location.
- 8.2. The wind microclimate has been assessed through comparison of computational simulations of the wind around the site and surrounding area with and without the Proposed Development.
- 8.3. Conditions have been assessed on local thoroughfares, building entrances (both for the Proposed Development and surrounding buildings), existing ground floor amenity spaces and elevated level balconies, proposed amenity spaces (both at ground and elevated levels) and proposed private terraces (both at ground and elevated levels).
- 8.4. Mitigation has been included (in the form of a 2000mm tall by 720mm wide screen, with 50% perforations) to ensure safe wind conditions at ground level.
- 8.5. The inclusion of the Proposed Development with mitigation measures changes the local wind conditions but does not make them unsuitable in any case.

9. Human Health

What is Human Health?

- 9.1. Human health and well-being are affected by a complex interaction of multiple factors, such as access to health and social care, healthy food, freedom from pollution to air/land/water, access to open and green space, reducing crime and fear of crime, and availability of housing, employment, and other services. Health is not just absence of disease but rather a combination of a person's physical, mental, and social well-being. This interaction of different factors can be organised into four themes for healthy urban living – Healthy Housing; Active Travel; Healthy Environment; and Vibrant Neighbourhoods.

What has been assessed?

- 9.2. A checklist of topics that are relevant to development proposals and health and wellbeing issues was used to help identify the topics that may be significant. The topics that were scoped into the EIA through the scoping process were considered for those aspects of the studies that are relevant to human health. Summary relevant findings were taken from the impact assessment of each factor scoped as significant for this proposed development and that contributes to human health and well-being – housing, townscape and visual impact, sunlight and daylight amenity, wind microclimate, socioeconomic, and climate change. Effects have been assessed using professional judgment according to the themes for healthy urban living – social environment and health-related behaviour; economic environment; bio-physical environment; and institutional and built environment.

What is the effect of the Proposed Development for Human Health?

- 9.3. The site is located within the city centre, in the Piccadilly Ward, and where residents generally have very good health. Piccadilly is one of the least deprived Wards in the City according to the Index of Multiple deprivation (IMD). The majority of the population living in the area are aged between 16 and 39, and this group tend to be more healthy than other groups. The provision of additional 359 residential apartments will have moderate beneficial effects since access to good quality housing is known to have positive effects for human health and wellbeing.
- 9.4. There will also be some minor beneficial effects for employment and the local economy during both the construction phase. Overall, this will also contribute to the vibrancy of local neighbourhoods. There is likely to be less risk of crime since there will be new occupied buildings and thus less risk to wellbeing through fear of crime. No significant adverse effects were found with regard to provision and availability of healthcare and educational facilities, open space and amenity space. Being a city centre location, there is wide range of leisure, cultural, amenity and recreational facilities within easy accessibility.
- 9.5. For potential townscape, visual and heritage effects, mitigation measures have been embedded into the location and design of the proposed development such that impacts on townscape character were found to be negligible or minor beneficial. Effects on views ranged from negligible to moderate adverse – not significant in such a city centre location.
- 9.6. Overall, the location of the site in an area with excellent accessibility to public transport, and with varied access to pedestrian and cycle networks for employment, services, and facilities in the city centre, will encourage active travel with likely major positive effects in the local area.
- 9.7. Changes to daylight or sunlight, and the wind microclimate can adversely affect health and well-being with regard to a healthy environment. Effects were found to be not significant with regard to daylight and sunlight.
- 9.8. The buildings are proposed with high sustainability design and consistent with a city centre location such that overall effects contribute towards need, and are compatible with, the wider societal infrastructure. Potential environmental impacts associated with townscape, daylight/sunlight, climate change and wind, have been mitigated such that they are not significant. No other significant adverse residual effects were identified and therefore, no further mitigation measures are required. The design of the proposed development has been

founded upon sustainability principles such that objectives for health housing, active travel, healthy environmental quality and vibrant neighbourhoods are progressed.

10. Socio-Economic

- 10.1. Chapter 11, prepared by Deloitte, focuses on assessing the socio-economic impacts of a proposed development on the site and its surrounding area. It covers both the construction and operational phases of the development. The aim is to provide a comprehensive understanding of the potential effects, as well as propose mitigation measures to address any significant negative impacts.
- 10.2. The report acknowledges that there are currently no recognised criteria for assessing socio-economic impacts, but Deloitte has drawn on its expertise and experience to develop a structured approach. Where quantification of impacts is not possible, qualitative judgments have been made. The most up-to-date data from official published sources has been used, although there are some limitations in the baseline data. Deloitte has made efforts to gather data that closely aligns with the chosen study area and clearly indicates the geography to which the collected data refers.
- 10.3. The policy context of the assessment is set by the National Planning Policy Framework (NPPF) published in 2023. The NPPF outlines the government's planning policies for England and emphasizes the importance of achieving sustainable development. The planning system is guided by three interdependent objectives: economic, social, and environmental.
- 10.4. To establish the baseline socio-economic conditions, the report analyses key indicators such as population, housing tenure, education, healthcare, employment, and deprivation. Trends in the change over time of these indicators are compared to those for the Northwest region and the nation as a whole. The report also considers how the baseline conditions would evolve in the absence of the proposed development, taking into account wider macro-economic factors.
- 10.5. The assessment methodology includes three scenarios: baseline conditions including developments under construction, baseline conditions including developments under construction with the proposed development, and cumulative effects of the proposed development and other schemes with permission but not yet under construction. These scenarios help evaluate the significance of the socio-economic effects.
- 10.6. The study area for the assessment varies depending on the effect being assessed. It includes local, district, and sub-regional levels. The effects of the proposed development are considered across these geographies, taking into account relevant catchments, administrative boundaries, and walking distances from the site.
- 10.7. The report identifies the likely socio-economic effects of the proposed development and their relevant receptors. These effects include changes in temporary employment during the construction stage, direct operational employment, economic performance (Gross Value Added and spend), annual fiscal contributions in the form of business rates and council tax, demand for healthcare facilities (GP services and dentists), demand for early years and primary school places, demand for secondary school places, and demand for the use of existing open space and amenity space.
- 10.8. The significance of each effect on the receptors is evaluated based on their sensitivity, which is categorized as high, medium, low, or negligible. The sensitivity is determined by reviewing the baseline position of each receptor. This assessment helps to identify the potential impacts and prioritize mitigation measures accordingly.
- 10.9. In conclusion, the report provides a comprehensive assessment of the socio-economic impacts of the Proposed Development. The assessment of significance, as presented in Table 11.6, helps to understand the potential effects on various receptors and identifies that the Proposed Development will have a moderate, short term beneficial effect during the construction phase due to the uplift in employment, with a longer term moderate beneficial effect on the local authority revenue due to Council Tax receipts and associated expenditure from residents. It will have a negligible to minor adverse effect on local schools and health services, but these are not expected to be significant.

11. Availability of Environmental Statement

11.1. The ES is available for public viewing online via MCC's Public Access website, and during normal office hours at the following address:

Planning Department
Manchester City Council
Town Hall
Manchester
M2 5DB

11.2. The ES may be purchased in volumes, the costs for which are set out below:

- Volume 1: ES Main Text and Figures - £150
- Volume 2: ES Appendices - £150
- Volume 3: Non-Technical Summary (NTS) - £15
- Full Copy (Volumes 1, 2 and 3) of the ES on CD - £15

11.3. For copies of any of the above please contact the Trinity Islands Team at Deloitte:

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