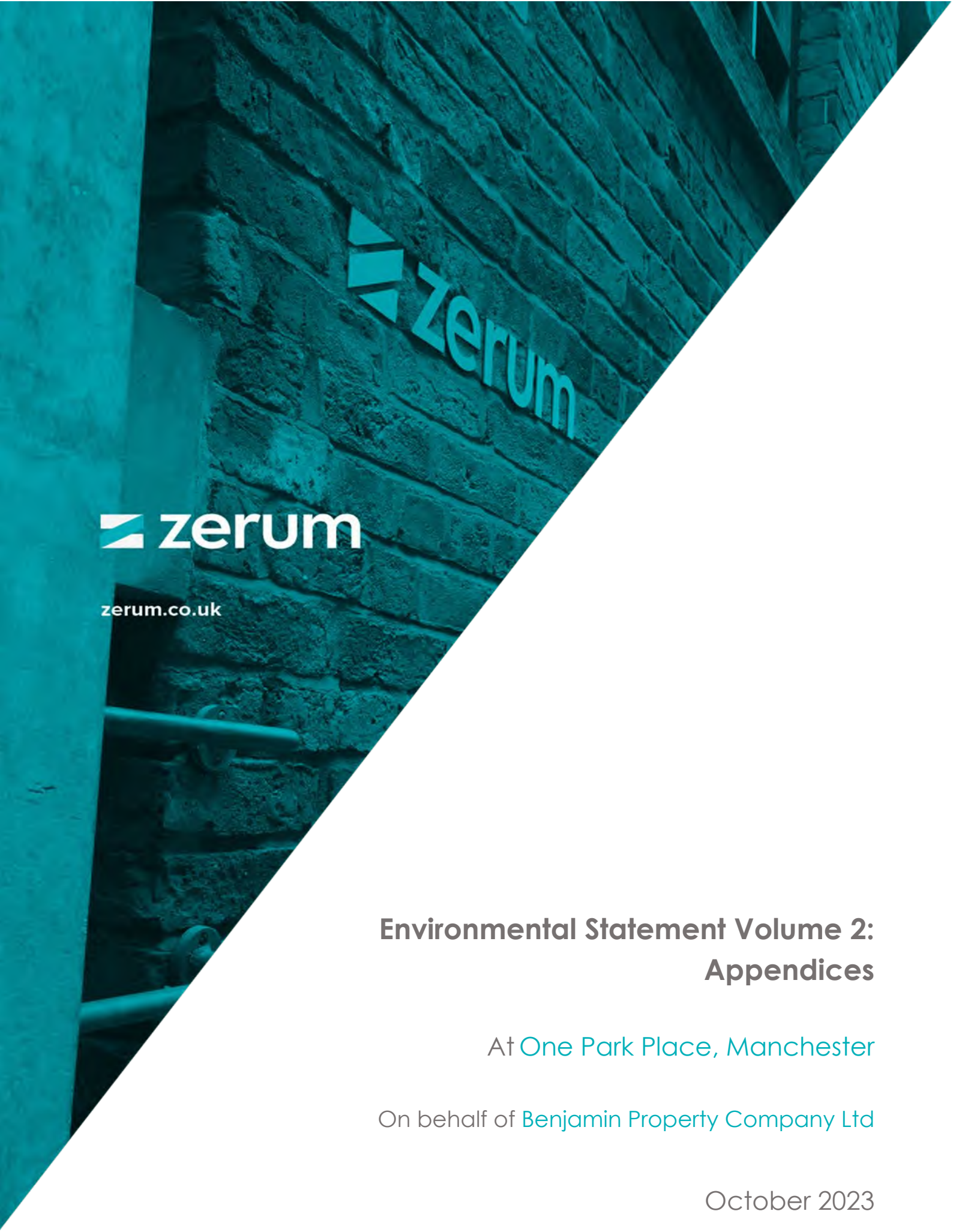


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Environmental Statement Volume 2: Appendices

At One Park Place, Manchester

On behalf of Benjamin Property Company Ltd

October 2023

1. Introduction

List of Appendices

1.1 EIA Scoping Report

1.2 EIA Scoping Opinion

1.1 EIA Scoping Report



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Environmental Impact Assessment – Scoping Report

At One Park Place, Manchester

On behalf of Benjamin Property Company Ltd

August 2023

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1. INTRODUCTION

1.1 This report presents a request to Manchester City Council ('MCC') to adopt an Environmental Impact Assessment (EIA) Scoping Opinion for a residential-led mixed use development proposed at land bound by Park Place and Cheetham Hill Road, hereafter referred to as the 'site'.

1.2 This EIA Scoping Report has been prepared in order to obtain an Environmental Impact Assessment Scoping Opinion from MCC in accordance with Part 4 of the Town and Country Planning (EIA) Regulations 2017 (as amended) hereafter referred to as 'the EIA Regulations'.

1.3 The applicant intends to submit a full planning application in Autumn 2023. A full description of the proposed development, including the anticipated quantum, is provided in Section 3 of this report.

1.4 A number of environmental baseline studies, assessments and reports have commenced and are at various stages of production. These studies have informed this report where appropriate and support the conclusions of this Scoping report with technical input. The final environmental reports will be submitted as part of the full planning application to be made available in due course. A proposed list of documents to support the planning application is provided at Appendix B.

1.5 Under Part 4 Regulation 15(2), the applicant making the scoping request must provide the following information:

- A plan sufficient to identify the land;
- A brief description of the nature and purpose of the development, including its location and technical capacity;
- An explanation of the likely significant effects of the development on the environment; and
- Such other information or representation as the person making the request may wish to provide or make.

1.6 Regulation 15(5) requires the planning authority to adopt a Scoping Opinion within 5 weeks of receiving the request for a Scoping Opinion from the applicant. Regulation 15(6) requires the authority to take into account the following information:

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

REQUIREMENT FOR ENVIRONMENTAL IMPACT ASSESSMENT

1.7 The EIA Regulations set out projects that require an EIA in Schedule 1, and projects that may require an EIA are set out in Schedule 2. The proposed development is not Schedule 1 development.

1.8 Schedule 2 relates to development, other than exempt development, of a description mentioned in column 1 of the table in Schedule 2 of the EIA Regulations, where "*Any part of the development is to be carried out in a sensitive area; or any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively met or exceeded'*.

1.9 With regards to the first criteria for a Schedule 2 development, according to the EIA Regulations, a "sensitive area" relates to any of the following:

- "Land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;
- A National Park within the meaning of the National Parks and Access to the Countryside Act 1949;
- The Broads;
- A property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage;
- A scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979;
- an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000 as confirmed by the Secretary of State; or
- A European site"

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

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

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

1.12 The proposed development exceeds the threshold of 150 units as 154 units are proposed.

1.13 As outlined within the Planning Practice Guidance (PPG) (2014) as amended, when a proposed project is listed in the first column and exceeds the relevant thresholds or criteria set out in the second column, the proposal needs to be screened by the local planning authority to determine whether significant effects on the environment are likely and hence whether an Environmental Impact Assessment is required.

1.14 Following pre-application discussions with Senior Officers at MCC, it is accepted that an Environmental Statement is required.

CONSULTATION TO DATE

1.15 The project team have engaged in pre-application discussions with MCC over the course of the year. Pre-application discussions are continuing to progress, and a detailed planning application will be submitted to MCC in Autumn 2023.

1.16 Public consultation events will take place ahead of submitting the planning application. Feedback received as a result of the consultation exercise will be compiled and reported on within the final Environmental Impact Statement.

STRUCTURE OF THE SCREENING REPORT

1.17 The remaining sections of this Screening Report are set out as follows:

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

2. SITE AND SURROUNDINGS

THE EXISTING SITE

2.1 The proposed development site is c. 0.1 hectares and is located to the north of Manchester City Centre, within the area of Cheetham Hill and the City Centre Fringe. The site is previously developed and currently occupied by a single storey light industrial unit with a pitched roof and a flat-roofed single storey extension, with associated surface car parking and hardstanding to the rear.

THE SURROUNDING AREA

2.2 The site is bound to the north by Park Place, to the east by Cheetham Hill Road, to the south by 21 Cheetham Hill Road, currently a furniture shop, and to the west by 3a Park Place.

2.3 The site's surroundings are characterised by retail premises, residential use, and offices. In general, the wider surrounding area is occupied by manufacturing premises, surface car parks and retail premises.

2.4 HMP Manchester lies c. 330 m to the east of the site. To the south of the site c. 150m is the boundary of the City Centre.

2.5 The area around the site has a range of land uses. To the north of the site is Park Place, and the building at 25-31 Cheetham Hill Road is a bank. A recently completed residential building known as The Hallmark lies on the opposite side of Cheetham Hill Road, which ranges from 10 to 15 storeys high. To the south-east of the site is a hotel. To the south, the adjacent property is in retail use and a law chamber is located in the Grade II Listed Former Synagogue. To the south-west is a large surface car park accessed from Skip Place. To the west of the site is a three-storey brick building understood to be in office use.

2.6 The area to the east on the other side of Cheetham Hill Road, known as the Green Quarter, is a primarily residential area with buildings of 8-16 storeys tall.

2.7 The site is within easy walking distance of the City Centre where there are many public transport connections. Both Victoria Station and Shudehill Interchange are approximately 10 minutes walking distance from the site, providing train, tram and bus links. From Victoria Station, the Metrolink runs to Rochdale, East Didsbury, Bury and Piccadilly.

2.8 Bus stops are also located less than 100m to the south of the site on Cheetham Hill Road. The site is located 200m to the north of the junction with the A6042 Ring Road, a main arterial road providing road access northwards away from the City Centre and also direct access on to the outer ring road of Manchester City Centre.

2.9 The shops, services and leisure facilities in Manchester City Centre are located less than a 10-minute walk to the south. Local shops and services are also located along Cheetham Hill.

DESIGNATIONS

2.10 There are no ecology or environmental designations covering the site and it predominantly consists of hardstanding. There are no trees on the site or on adjacent sites that could be affected by the development.

2.11 Adjacent to the site is an Air Quality Management Area (AQMA) that covers Cheetham Hill Road. There is potential for the exposure of future occupants to poor air quality and for emissions generated by the site during operation to increase pollution levels in this sensitive area.

2.12 The site is located in Flood Risk Zone 1.

2.13 There are no Listed buildings on site and the site is not located in a Conservation Area.

PLANNING HISTORY

2.14 The planning history of the site is limited, with no recent applications.

2.15 In 1991, an application for the erection of a warehouse and associated offices after demolition of existing warehouse was approved (ref. 0383362). In 1977 an application for an extension to existing cash and carry warehouse was approved (ref. F06642).

THE PROPOSED DEVELOPMENT

2.16 At present, the proposed development described here should be considered to be indicative only and will develop further during the design process and whilst the EIA is progressed.

2.17 The Scoping Report provides a mechanism for consulting on and agreeing the content and methodology of the ES at an early stage in the process. Definition of the scope is dependent upon the current state of knowledge about the design of the proposed development and how it is proposed to be implemented.

PROPOSALS FOR THE SITE

2.18 It is proposed that full planning permission is sought for the demolition of the existing buildings at the site and a mixed-use residential-led development of up to 24 storeys in height is erected, with commercial units at the ground and mezzanine floor level. Amenity areas are provided at ground floor and first floor, and a resident roof garden is proposed on the 15th floor. The current proposals are aiming to deliver 154 residential units in total.

2.19 The draft description of development is:

"Demolition of the existing building and erection of a part 24 and part 14 storey residential tower comprising 154 units with ground floor commercial units (Use Class

E), associated resident amenity space and cycle parking, substation, servicing, and associated landscaping works".

2.20 Appendix A provides the Site Location Plan.

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

DEMOLITION AND CONSTRUCTION

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

2.23 It is anticipated that the development could commence during Q3 2024 following the grant of planning permission and the construction programme would take 25 months.

QUANTUM OF DEVELOPMENT

2.24 The proposed development includes 154 residential apartments (Use Class C3); 284 sq.m of commercial floorspace over ground and mezzanine floors; 284sq.m of amenity space; a rooftop terrace and a public courtyard.

2.25 The proposed development will take the form of single building, part 14 and 24 storeys in height.

2.26 The proposed development will be car-free, reflecting its sustainable location and proximity to the City Centre and public transport nodes at Victoria and Shudehill.

3. PLANNING POLICY FRAMEWORK

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

NATIONAL PLANNING POLICY

3.2 The ES will have regard to the National Planning Policy Framework (NPPF) (July 2021), which sets out the Government's planning policies for England and how these should be applied.

3.3 The ES will also have regard to the Planning Practice Guidance (PPG) where relevant (June 2021). The PPG is a web-based resource which brings together planning guidance on various topics into one place.

LOCAL AND REGIONAL PLANNING POLICY AND GUIDANCE

3.4 The ES will have regard to the planning policies set out in MCC's Local Development Framework Core Strategy Development Plan (July 2012) that are relevant to the proposed development and the saved policies of the Unitary Development Plan for the City of Manchester (1995).

3.5 The ES will also have regard to Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan.

- The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance adopted April 2007; and
- Providing for Housing Choice – Supplementary Planning Document and Planning Guidance adopted 2nd September 2008.

3.6 The ES will have regard to the planning policies set out in MCC's Local Development Framework Core Strategy Development Plan (July 2012) that are relevant to the proposed development.

3.7 The ES will also have regard to Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan. The period of consultation for this document closed on 3rd October 2021.

3.8 Other supplementary planning documents that may be relevant to the proposed development include the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance adopted April 2007; and Providing for Housing Choice – Supplementary Planning Document and Planning Guidance adopted September 2008.

SITE ALLOCATIONS AND DESIGNATIONS

3.9 The site lies within the Great Ducie Street Strategic Regeneration Framework area, which was endorsed by Cabinet in November 2018. The SRF envisages the regeneration of the area. Within the SRF, the masterplans identify the site as being suitable for residential development with active uses on the ground floor. The site was identified as Plot 60, suitable to deliver a 20-29 storey high building.

3.10 Within the Park Place character area, the masterplan seeks to improve the quality and quantity of commercial use in this area, provide commercial space to be attractive to existing businesses and attract new users, and introduce new residential uses and higher density development as a way of facilitating improvements in commercial floorspace.

4. PROPOSED APPROACH TO EIA

PURPOSE

4.1 The purpose of an EIA is to predict the effect of a proposed development on its surrounding environment and, where appropriate, to identify, evaluate and develop methods to mitigate significant effects.

4.2 An EIA is conducted by establishing baseline conditions for a number of topic areas and comparing these with the conditions that are predicted to occur were the scheme to be constructed and operated, to identify likely changes in environmental conditions. Environmental effects on sensitive and valued receptors (e.g. people, built resources and natural resources) as a result of the changes are then predicted and their significance determined.

4.3 The output of the EIA is an ES that is submitted with the planning application. A robust ES will allow the planning authority to make an informed decision on the scheme in terms of its environmental effects.

SCOPE OF THE ASSESSMENT

Technical Scope

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

4.5 The following topics are those considered for inclusion in the Environmental Impact Assessment. The proposed scope and methodology of each chapter is set out in Section 5.

- Daylight and Sunlight
- Greenhouse Gas Emissions
- Heritage
- Socio-Economics
- Townscape and Visual Impact Assessment
- Wind Microclimate

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

Geographic Scope

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

Temporal Scope

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

4.9 As set out in Section 2, it is anticipated that the development could commence during 2024, and be complete in 2026. The programme for the construction works will be confirmed within the ES and will be assessed appropriately as part of the technical assessments.

Baseline and Future Baseline Scenario

4.10 The existing baseline conditions will be reviewed, including the identification of existing receptors (2023).

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

CUMULATIVE SCOPE

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

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

- Those submitted for planning via a planning application, permitted/with a resolution to grant permission or under construction;
- Schemes within c. 300m of the site, within the A56 Great Ducie Street, the A6042 Ring Road and Red Bank/the River Irwell; and

- Those schemes with 100 or more residential units or 10,000 square metres or greater Gross External Area (GEA).

4.14 Table 4.1 provides the list of proposed cumulative developments.

Table 4.1: Proposed Cumulative Developments

Name	Application ref.	Description	Status and programme
Approved			
New Victoria, Corporation Street	134092/FO/2022	Erection of a 10 storey office building (Use Class E) plus basement, a ground floor commercial unit (Use Class E), with associated external amenity in the form of roof terraces, plant, substation, cycle parking, hard and soft landscaping, access and servicing and other associated works	Approved 20.10.2022 Office phase to complete Q4 2025
	128667/JO/2020	Variation of condition 2 (specified plans) attached to previously approved planning application 111777/FO/2016/C1 to allow for changes to the approved plans to include formation of a new enclosed amenity use bridge link between the two approved residential buildings at upper ground floor level only, together with roof top amenity space/terrace on top of new bridge link.	Approved 19.03.2021 Residential phase under construction and close to completion
	111777/FO/2016/C	Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (178 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car	Approved 29.09.2016

		parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works.	
Land bound by Great Ducie Street	132416/FO/2021	Erection of two buildings part 27, 20, 17 storeys and part 11 and 10 storeys to form a mixed use development comprising of 461 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (718 sqm) together with public realm including courtyard pocket park, landscaping, car parking and other associated works	Approved 30.06.2022 Construction has not yet commenced
Former Boddingtons Brewery site, Dutton Street	118831/FO/2018	Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works	Approved 28.02.2019 Permission implemented and construction phase began May 2023

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

4.16 As a matter of good practice, an EIA should ordinarily consider those schemes that have been submitted for planning ahead of the scheme being assessed. In doing so, each ES submitted to the local authority will present a cumulative effects assessment which evolves as each application comes forward. However, it is acknowledged that in some instances certain schemes are submitted at a very similar time and we would therefore welcome feedback in this regard from MCC i.e. on any other schemes anticipated for planning submission in Q4 2023 that should be considered in the inter-project cumulative effects assessment.

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

DEFINING SIGNIFICANCE

4.18 The ES will report on those environmental effects arising from the proposed development that are considered likely to be significant. There is no statutory definition for what is significant, but in many cases, there are accepted methods for quantifying effects and determining the threshold of significance. Where a more qualitative approach is needed, a significant effect can be defined for the purposes of the assessment as an effect which, either in isolation or combination with others, should be taken into account in the decision-making process. Where there are professional institute-specific guidelines for assessment methodologies, these will be followed and are briefly set out under the relevant disciplines in section 6 of this report. Where there is no specific guidance, there will be a consistent approach to determination and in terminology, as set out below.

4.19 Receptor sensitivity will be defined as high, moderate, low or negligible and magnitude of change will be defined as large, medium, small or negligible. Significance of effect will then be determined using the following matrix. The classification of the effect will also consider the permanence, , duration, frequency, direct, adverse, neutral or beneficial effect.

4.20 A significant effect is one which is judged as moderate or major. Where there is a level of subjectivity, professional opinion will be used by the assessment author.

Table 4.2: Matrix for determining effect significance

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

MITIGATION AND RESIDUAL EFFECTS

4.21 During the EIA, there will be an ongoing design process to ensure that mitigation of any likely environmental effects is designed into the proposed development.

4.22 Proposals for mitigation will consider the following hierarchy:

1. Avoidance of significant effect,
2. Reduction of the impact
3. Finding a way to reverse/repair the effect; and
4. As a last resort, compensation

4.23 The residual effects will then be assessed using the same matrix as above, taking account of any mitigation proposed. Assuming mitigation applied, will then be

classified as not significant (generally effects considered minor or negligible) or still significant (generally effects considered to be moderate or major). The residual effects will be presented within each individual topic chapter and summarised in a chapter entitled residual effects and conclusions.

CUMULATIVE EFFECTS

4.24 Cumulative effects are the combined effects of several development schemes in conjunction with the proposed development, which may on an individual basis be non-significant but cumulatively have a significant effect.

4.25 Cumulative effects can occur either as interactions between multiple effects of the proposed development on one receptor (intra-project effects) or through the effect of multiple development schemes on a receptor (inter-project effects).

4.26 The effects presented within each technical chapter will be reviewed to identify the potential for interactive effects and therefore cumulative effects. Where there is more than one effect on a particular receptor, the cumulative effect will be determined and if found to be significant, further mitigation will be proposed if necessary. This review of intra-project cumulative effects will be set out in the Cumulative Effects ES chapter.

4.27 Only residual impacts classified as being of minor, moderate or major significance will be considered in relation to the potential for the combined effects of individual impacts. Residual impacts of negligible significance will be excluded from the assessment of their combined effects by virtue of their definition.

DEVELOPMENT ALTERNATIVES

4.28 The EIA process provides an opportunity to influence the design evolution of a development taking into account potential environmental constraints and opportunities into consideration before a final decision is taken on design. The ES will include a chapter considered the main alternatives in the design process.

4.29 The Great Ducie Street Strategic Regeneration Framework (November 2018) does not form part of the adopted development plan, it is a material consideration for any planning application made on the site. The application site is identified by the Masterplans as a mixed-use building, with ground floor commercial units and residential to the west, and typical upper floors being in residential use. On this basis, a detailed assessment of the need for the housing site and consideration of alternative sites is not considered necessary for the scope of this EIA.

4.30 It is proposed that the alternatives and design evolution section of the ES will consider the 'do nothing' option, which assumes the continuation of the site as a vacant unit. Secondly, an 'alternative designs' scenario will summarise the evolution of the submitted design proposal.

PROPOSED STRUCTURE OF THE ES

4.31 The ES for the proposed development will comprise the following documents:

- Environmental Statement Volume 1: Main Document
- Environmental Statement Volume 2: Appendices
- Environmental Statement Volume 3: Non-Technical Summary

4.32 Volume 1 will be structured into the following chapters.

- Chapter 1: Introduction, prepared by Zerum
- Chapter 2: The Site, prepared by Zerum
- Chapter 3: Alternatives and Design Evolution, prepared by Zerum
- Chapter 4: The Proposed Development, prepared by Zerum
- Chapter 5: Planning Policy, prepared by Zerum
- Chapter 6: Methodology, prepared by Zerum
- Chapter 7: Daylight/Sunlight, prepared by GIA
- Chapter 8: Greenhouse Gas Emissions, prepared by Buro Happold
- Chapter 9: Heritage, prepared by Stephen Levrant Heritage Architecture
- Chapter 10: Townscape and Visual Impact Assessment, prepared by RBMP
- Chapter 11: Socio-Economics, prepared by Buro Happold
- Chapter 12: Wind, prepared by GIA
- Chapter 13: Cumulative and Interactive Effects, prepared by Zerum
- Chapter 14: Residual Effects and Conclusions, prepared by Zerum

5. NON-SIGNIFICANT ISSUES TO BE SCOPED OUT

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

AIR QUALITY

Assessment Context

5.2 Miller Goodall Ltd has considered the potentially significant environmental impacts of the proposed development.

5.3 The site is located in Manchester city centre, within an Air Quality Management Area (AQMA).

5.4 There are no parking spaces associated with the proposed development.

5.5 The proposed development will be electrically heated and there is an emergency generator for life safety systems if the main power ever goes down.

Assessment Methodology

IAQM Demolition and Construction Dust Assessment

5.6 As described in the next section there are no potentially significant effects associated with the construction phase of the proposed development.

5.7 A demolition and construction dust assessment will be undertaken within a stand-alone air quality report which follows the methodology provided in the Institute of Air Quality Management guidance. The IAQM methodology provides a risk assessment structure to determine the likely impact of the Proposed Development on nearby receptor locations and recommends mitigation measures that should be implemented to reduce any such impact.

Operational Impact Assessment

5.8 A simple assessment of the impact of the proposed development on air quality will be completed following IAQM guidance and included in the standalone air quality assessment. The local authority will be consulted as to the approach to be undertaken.

Potentially Significant Effects – Construction Phase

5.9 The assessment of dust soiling and human health impacts during the demolition and construction phase of the Proposed Development results in the proposal of dust

mitigation measures. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant.

5.10 The construction phase of the proposed development is expected to have 62 light-duty vehicles (LDV) annual average daily traffic (AADT) with 22 heavy-duty vehicles (HDV) AADT associated with it. This is below the IAQM threshold of 100 LDV and 25 HDV AADT. Therefore, the impact of road traffic associated with the construction phase of the Proposed Development is likely to have an insignificant impact on local air quality.

Potentially Significant Effects – Operation Phase

5.11 The proposed development does not have any car parking spaces associated with it. The operational phase of the proposed development is expected to have 60 LDV AADT with 4 HDV AADT associated with it. This is below the IAQM threshold of 100 LDV and 25 HDV AADT. Therefore, the impact of road traffic associated with the operational phase of the proposed development is likely to have an insignificant impact on local air quality.

5.12 The proposed development will be electrically heated. Therefore, the heating of the proposed development will have an insignificant impact on local air quality.

5.13 The proposed development has an emergency generator for life safety systems if the main power is interrupted. The oxides of nitrogen emissions associated with the emergency generator are 3,25 gr/kWh or 231,20 mgr/Nm3.

5.14 The emergency generator will undergo regular testing and maintenance to ensure it remains fully operational. A four-hour load run is carried out every 12 months which entails running the generator at full load capacity with an oil change. The generator will run for one hour each month as a health cycle check. Therefore, the generator is expected to run for 16 hours annually. The short-term nitrogen dioxide (NO2) objective is that the 1-hour mean of 200 µg/m3 not be exceeded more than 18 times per year. Consequently, the testing and maintenance of the emergency generator will not result in exceedances of the short-term NO2 objective because it will run for less than 18 hours annually.

Conclusions

5.15 The implementation of dust mitigation measures will ensure that residual dust impacts during the demolition and construction phase are not significant.

5.16 The proposed development is not expected to have a significant impact on local air quality during construction and operational phases of the proposed development. Therefore, air quality is scoped out of the ES. An Air Quality Assessment will support the planning application.

AVIATION

5.17 The site is within an urban area in the fringe of Manchester City Centre, where there are many other existing buildings of a similar or taller height. The proposed

development is part 14 storeys and part 24 storeys, and is therefore unlikely to be an aviation safeguarding challenge.

ARCHAEOLOGY

5.18 There are no records of archaeological heritage assets within the site. Evidence of activity dating to all periods is recorded within a 500m study area. It is likely that any archaeological deposits would be of local importance.

5.19 It is therefore considered that this topic can be scoped out of the ES. An Archaeological Desk-Based Assessment will be prepared to support the planning application.

ECOLOGY

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

5.21 A Preliminary Ecological Appraisal will be undertaken to support the planning application. A bat survey will also be prepared.

FLOOD RISK AND DRAINAGE

5.22 The site is located entirely within Flood Risk Zone 1 as defined by the Environment Agency Flood Risk Map for Planning. The site is below 1 hectare and therefore a Flood Risk Assessment is not required to support the planning application.

5.23 Due to the size of the site and relatively low exceedance of the threshold of 150 units, it is expected that the project would not have significant environment effects on the environment. A drainage strategy will be submitted to support the planning application as a standalone report.

GROUND CONDITIONS

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

HIGHWAYS

5.25 SK Transport have considered the transport impacts associated with the proposed development.

5.26 The IEMA's guidance sets out general principles of when to assess the significance of environmental transport effects. The decision on whether to assess environmental effects is based initially on the IEMA screening thresholds where a 30% increase in traffic flows (Rule 1) or 10% increase in traffic flows (Rule 2) in sensitive areas.

Baseline Context

5.27 The site is currently occupied by an industrial unit with a floor area of 761sqm. Hardstanding is provided on the boundary of the site for parking and servicing. A service yard is provided to the rear of the property.

5.28 Vehicle access to the site is provided from two kerbed priority junctions on Park Place to the buildings service shutters, and a further kerbed priority junction is provided on Park Place to the gated service yard to the rear. Vehicle access is also provided from a dropped kerb crossover on Cheetham Hill Road.

5.29 The residential entrance to the building will be on Cheetham Hill Road and access to the commercial units will be off Park Place and Cheetham Hill Road. Access to the cycle stores will be taken from the service access route.

5.30 The footway bounding the site will be resurfaced and redundant accesses closed and reinstated. Dropped kerbs are provided at the junction of Cheetham Hill Road / Park Place, but tactile paving is missing. The applicant will fund the provision of tactile paving at this location and at the junction of Park Place / service access route.

5.31 Cycle parking will be provided within the building at a rate of 1 space per unit.

5.32 The site is car free. The Council's parking policy allows Blue Badge holders to park for free and unlimited duration in street parking bays across the city. The site relates well to existing parking bays where disabled residents could park. There are currently two short lengths of marked parking bay on the Park Place site frontage, the proposal will provide reconfigure these to provide three marked spaces including one dedicated bay for Blue Badge Holders and one Car Club bay. The applicant will fund the modifications required to the existing Traffic Regulation Orders (TRO) to accommodate these spaces.

5.33 Servicing is proposed using the existing area on the western side of the building which utilises a shared access from Park Place. Service vehicles will be required to reverse in from Park Place which also facilitates turning.

5.34 The development will be supported by a Travel Plan.

Walking & Cycling Audit

5.35 There is a 2m+ footway on the site-side of Park Place. Dropped kerbs are present at the Cheetham Hill Road / Park Place junction, but no tactile paving is present.

5.36 Cheetham Hill Road has a 3.5m wide footway adjacent to the site and 2.3m wide footway on the opposite (eastern) side. Cheetham Hill Road is the principal

pedestrian route from the site to the city centre. The footways continue southbound providing a suitable width provision.

5.37 Signalised crossings are provided 100m to the south of the site at the junction with New Bridge Street, including a toucan crossing. A signalised crossing is also provided 150m to the north of the site at the junction with Lord Street.

5.38 A cycle route is provided on the south of Cheetham Hill Road. Advanced cycle stop lines are also provided at the junctions to the north and south of the site at the Cheetham Hill Road junctions with Lord Street and New Bridge Street.

5.39 Figure 5.1 shows the Bee Network. This shows that a new route will be provided from Lord Street to New Islington which will improve connectivity along the north-eastern edge of the city centre.

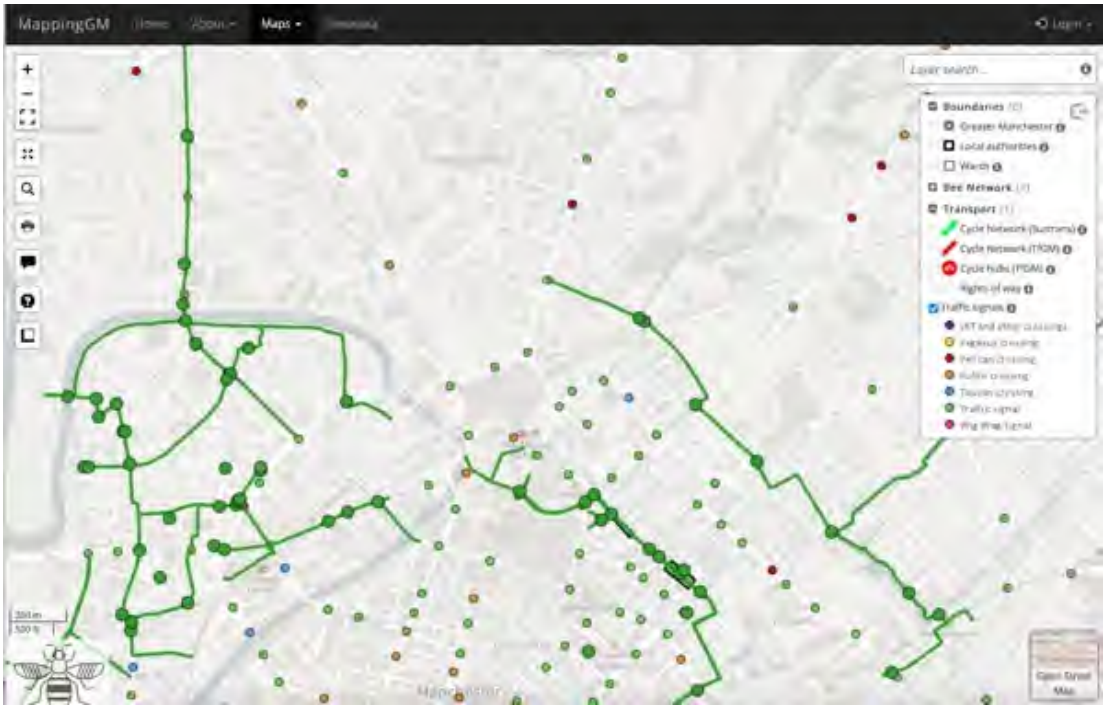


Figure 5.1: Cycle Network [source: GM Mapping]

Access to Amenities

5.40 TfGM supports developments that meet 15-Minute City principles, whereby residents can access a range of services and amenities within a short walk or cycle of their home.

5.41 As would be expected, and in line with the SRF, Figure 5.2 shows that the site offers easy opportunities for access to amenities and services in the city centre.

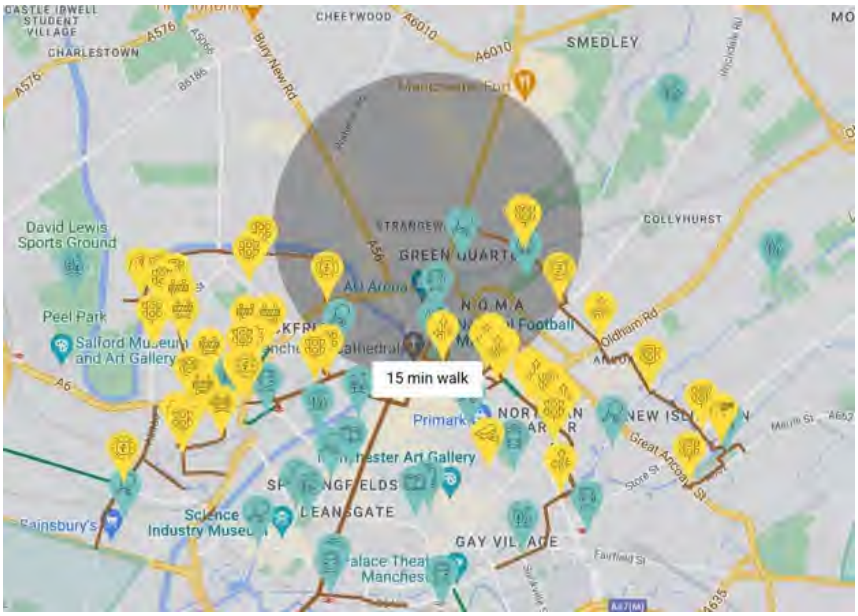


Figure 5.2: 15-Minute Walk Catchment [source: TfGM]

Public Transport Audit

5.42 The nearest bus stops to the site are located close to the site on Cheetham Hill Road. The northbound bus stop has a shelter, flagpole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flagpole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to services on the opposite side of the road.

5.43 Table 5.1 provides a summary of the buses serving the stops.

Table 5.1: Bus Services [source: TfGM]

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
135	Manchester – Moston – Middleton	6	7	6	6	6

5.44 Table 5.1 shows that the site is served by typically 20 buses per hour on a weekday and at least 18 buses per hour at the weekend. Services are also available in the evening.

5.45 The nearest tram stops and train station to the site are located at Manchester Victoria, 450m from the site. Victoria Station is served by frequent trains and trams providing access to destinations across the Region and beyond.

5.46 The above confirms that the site is well served by existing public transport services.

Public Transport Accessibility Assessment

5.47 A Greater Manchester Accessibility Level (GMAL) assessment has been undertaken of the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

5.48 Figure 5.3 shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.



Figure 5.3: GMAL [source: TfGM]

5.49 The assessment confirms that the proposal site has a very good level of access by public transport.

Casual Car Use

5.50 There may be occasions when residents at the site require the use of a car. Car clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.

5.51 Enterprise Car Club vehicles are located across the city with the nearest vehicle to the site located on New Mount Street.

Highway Network Audit

5.52 Park Place is an existing service road serving the small number of properties along its frontage, including the proposal site, and providing access to surface car parking at its western end. The road is approx. 75m in length. It is 6.6m wide with footways of

between 2m – 2.5m along either side. Marked parking bays are provided along the southern side of the road, with perpendicular parking to the rear of the footway on property frontages on the northern side with associated continuous dropped kerb provision.

5.53 At its eastern end Park Place meets the A665 Cheetham Hill Road at a priority junction arrangement. Dropped kerbs are present at the junction, but tactile paving is not.

5.54 Cheetham Hill Road forms part of the Key Route Network and routes north-south on the eastern boundary of the site providing access between north Manchester and the city centre. Wide footways are provided on both sides of the carriageway and street lighting is present. The road is subject to a 30mph speed limit. Signalised crossings are provided to the north of the site at the junction with Lord Street and to the south of the site at the junction with New Bridge Street.

Construction Effects

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

5.56 To meet the IEMA Rule 1 screening threshold the development would need to attract over 4,000 construction vehicle trips per day on Cheetham Hill Road or over 1,500 vehicle trips per day to meet the Rule 2 screening threshold. The development will not attract this level of traffic during construction.

Operational Effects

5.57 The site is brownfield site that is currently occupied by an industrial unit. This is the baseline use of the site against which the impact of the development should be assessed. TRICS has been used to establish the traffic associated with an industrial use in this location and the output is attached as Appendix C.

Table 5.2: Baseline Traffic Flows

	Vehicle Trip Rates (per 100sqm)			Base Site Use Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.541	0.137	0.678	4	1	5
PM Peak Hour	0.123	0.794	0.917	1	6	7

5.58 Table 5.3 shows the AM and PM peak traffic flows associated with the baseline and proposed development use of the site are not significantly different.

Table 5.3: Comparison of Site Traffic Flows

	Vehicle Trip Rates (per 100sqm)			Base Site Use Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	2	2	5	4	1	5
PM Peak Hour	2	1	4	1	6	7

5.59 Table 5.4 examines the daily development traffic in the context of the daily traffic flows on Cheetham Hill Road to allow the IEMA screening assessment to be undertaken.

Table 5.4: Percentage Impact – Development Impact

Baseline Daily Traffic Flows	Development Daily Traffic Flows	Percentage Impact
16480	64	0.39%

5.60 Table 5.4 shows that the proposed development will result in an 0.39% increase in traffic flows on Cheetham Hill Road, well below the IEMA screening thresholds of 30% (Rule 1) and 10% (Rule 2 / sensitive locations).

5.61 The development is also shown to occupy a sustainable location whereby future site users will be able to access by sustainable modes and can readily connect to local services and amenities.

5.62 The assessment confirms that the total traffic flows associated with development will not be significantly different to that associated with the baseline site activity.

5.63 The development is also shown to occupy a sustainable location whereby future site users will be able to access by sustainable modes and can readily connect to local services and amenities.

Construction Effects

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

5.65 A forecast has been made of the construction traffic that will be generated by the development during this phase based on the TRICS (2008), Construction Traffic Research Report.

5.66 The calculation confirms that the proposal will generate a total of 84 vehicles per day, including 22 HGVs.

5.67 Table 5.5 examines the daily construction traffic in the context of the daily traffic flows on Cheetham Hill Road to allow the IEMA screening assessment to be undertaken.

Table 5.5: Percentage Impact – Construction Impacts

Baseline Daily Traffic Flows	Construction Daily Traffic Flows	Percentage Impact
16480	84	0.51%

Mitigation Methods

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

5.69 A Construction Management Plan will be prepared at an appropriate time in the development process to set out consideration of the measures that will be used to ensure safe, efficient and environmentally considerate construction practices. The Construction Management Plan will outline measures such as the following:

- Appropriate vehicle access locations and temporary pedestrian movement arrangements.
- Delivery management measures to reduce conflict with vulnerable road users and the impact of traffic during peak periods.
- Measures to reduce effects on dirt and dust.
- Promotion of sustainable access and appropriate parking locations.

5.70 Complementary measures will be provided with the operational phase of the development to support active and sustainable trip making and to reduce the reliance on the private car. These will include:

- Appropriate levels of cycle parking.
- Disabled street parking spaces.
- Car club street parking space.
- Improvements to bounding footways.
- Resident Travel Plan.

Conclusion

5.71 The preliminary assessment confirms that the development will not result in a change in site traffic that exceeds IEMA significance / screening thresholds. Therefore, transport can be scoped out of the ES.

5.72 Notwithstanding, a Transport Statement will be submitted with an Interim Travel Plan. The Transport Statement will include consideration of the environmental effects of the development from a transport and movement perspective in line with best practice guidance.

5.73 A Construction Traffic Management Plan will also be prepared prior to the start of the construction phase.

HUMAN HEALTH

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

NOISE & VIBRATION

5.75 Miller Goodall Ltd have considered the potential noise and vibration effects of the proposed development on nearby sensitive receptors. The potential effects of noise and vibration from the proposed scheme on nearby relevant receptors relate to plant, equipment, and road traffic associated with construction activities; and from plant and road traffic associated with the operation of the Proposed Scheme.

Potentially Significant Effects – Construction Phase

On-site Construction Noise and Vibration

5.76 Construction activities can cause nuisance or adverse health impacts due to noise and vibration. To mitigate these concerns, a Construction Environmental Management Plan (CEMP) will be adopted, aligning with BS 5228-2:2009+A1:2014 standards.

5.77 The CEMP will comprehensively address noise and vibration risks, directing contractors towards best practices and suitable construction techniques. Measures may include low-vibration methods, acoustic enclosures, and restricting noisy activities to standard working hours.

5.78 The proposed scheme's location, approximately 25m from the nearest residential development on the opposite side of Cheetham Hill Road, combined with best practices, minimizes noise and vibration impact risks.

5.79 Given these precautions, construction phase noise and vibration are not deemed significant for further consideration in the EIA or Environmental Statement (ES).

Construction Traffic Noise and Vibration

5.80 Road traffic due to construction has the potential to result in noise and vibration nuisance and / or adverse health effects. However, the expected vehicle flow to and from the site is minimal compared to Cheetham Hill Road's traffic. The transport consultant notes typical traffic involves contractor cars, light vans, and some larger vehicles, and that construction movements are usually limited to regular but low-level traffic volumes over the course of a working day.

5.81 The CEMP will ensure suitable controls, including proper access, road maintenance, and reasonable working hours. Thus, construction traffic impacts are not deemed significant for further consideration in the EIA or ES.

Potentially Significant Effects – Operation Phase

Development Road Traffic Noise

5.82 The operation phase may see increased vehicular activities at the site. However, compared to Cheetham Hill Road's traffic, the increment will be negligible, and hence, its impact is not considered significant for further evaluation in the EIA or ES.

Plant and Mechanical Services Noise

5.83 The operation of the Proposed Scheme may introduce mechanical services noise, potentially causing nuisance or health effects to existing receptors. However, given the type of development and its urban context, this risk is deemed low. Furthermore, to ensure that any noise remains within acceptable limits, all plant items will be selected and acoustically treated as necessary. This approach will align with BS 4142:2014+A1:2019 standards and Manchester City Council's Planning Policy. The incorporation of a standard planning condition that places limits on acceptable plant noise levels will address and manage potential risks, ensuring that the mechanical services noise does not adversely impact the surrounding residential receptors. Given these measures and considerations, the risk associated with mechanical services noise is not considered significant and will not be considered further in the EIA or reported in the ES.

Conclusions

5.84 Therefore, noise and vibration effects associated with the construction and operational phase of the site are not expected to have a significant effect, and therefore will not be considered further within the EIA or reported within the ES.

5.85 A Noise Impact Assessment will be submitted with the planning application to ensure noise is adequately assessed and mitigated as appropriate.

TELECOMMUNICATIONS

5.86 GTech Surveys Limited have considered the potential and magnitude of television interference as a result of operational and development phases of the proposed development. The assessment investigated the potential for digital satellite television (such as Sky and Freesat) and digital terrestrial television (DTT commercially knows as Freeview) interference to sensitive receptors (local television viewers). Impacts to analogue television broadcasts will not be assessed because

all analogue television services were switched off in the Manchester area during 2009.

Potentially Significant Effects – Construction Phase

5.87 During the demolition of existing buildings and structures on the Site, reception conditions around the Site can be expected to improve as the obstacles that cause the signal disruption are removed. No adverse impacts or effects on the reception of television signals are expected during the demolition phase.

5.88 As construction operations start and continue to progress at the Site, and the built form of the Proposed Development gains height, reception conditions will return to baseline levels. After a certain point, reception conditions would start to degrade (to a point) as the Proposed Development gains more height, and cladding and external finishes are applied.

5.89 During the construction phase, the use of tall structures, for example, tower cranes, is likely to cause highly localised disruption to the reception of digital satellite television signals falling over areas to the northwest of their locations. In these areas, the crane jibs and arms could cause obstructions on the line-of-sight signal path from the serving satellites to satellite dishes, resulting in interference. DTT signals are more immune to the influences of tower crane interference but the reception of DTT services is still expected to be possible.

Potentially Significant Effects – Operation Phase

5.90 Once the Proposed Development is complete and operational, reception conditions are likely to be degraded in certain areas around the Site. This effect arises from the additional (new) signal attenuation caused by the completed structures.

5.91 With respect to the reception of digital satellite television services, interference could occur in areas to the northwest from the base of each structure; the taller the structure, the longer the possible signal shadow.

5.92 With respect to the reception of DTT services, whilst no severe widespread interference is expected, some signal degradation could occur in areas to the immediate southeast of the Site (because the incoming signal propagate from the northwest). In this area, the massing of the Proposed Development may cause signal levels to be reduced.

Effect Prediction and Assessment of Effect Significance

5.93 Only terrestrial and satellite television viewers can be classed as sensitive receptors. The sensitivity of these receptors is low. The timescale for the duration of the effect is short term, created by either tower cranes or the proposed development itself. Upon implementation of mitigation, effects cease. Normally, a developer is requested to provide mitigation within 28 days of interference being identified due to a development project. There are no long-term effects once mitigation is provided.

5.94 If television interference is predicted, it is generally noted to be low significance level event, with no-residual short or long-term effects after any suitable mitigation, and therefore not considered a significant effect or event.

5.95 Therefore, a telecommunications interference Chapter is proposed to be scoped out of the ES. It is considered that the proposed development would not give rise to significance environmental effects in relation to telecommunications interference.

5.96 Regardless, a Telecommunications Assessment will support the planning application and recommend any mitigation measures.

LIGHTING

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

RISK OF MAJOR ACCIDENTS AND DISASTERS

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

SUSTAINABILITY

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

UTILITIES

5.100 Due to the size of the site and relatively small exceedance of the threshold of 150 units, it is not expected that the proposed development would have significant environmental effects.

WASTE

5.101 Waste during the construction phase will be covered in a standalone Construction and Environmental Management Plan to be submitted with the planning application, and by a Waste Management Strategy and Proforma during the operational phase. Due to the size of the site and relatively small exceedance of the threshold of 150 units, it is not expected that waste would have significant effects on the environment.

6. TOPICS TO BE SCOPED IN TO THE ES

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

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

DAYLIGHT AND SUNLIGHT

ASSESSMENT CONTEXT

6.2 The potential daylight, sunlight, overshadowing, solar glare and light intrusion effects of the proposed development are outlined below:-

- Changes to the levels of daylight and sunlight amenity to the surrounding sensitive receptors – **scoped in** due to the increase in massing upon the Site which is in close proximity sensitive receptors;
- Increase to the amount of shadow upon surrounding areas of outdoor amenity space – **scoped out** as there are no areas of outdoor amenity space in the immediately surrounding context;
- Adverse instances of solar glare at sensitive viewpoints on surrounding roads – **scoped out** as the facades of the Proposed Development are not intended to comprise a high level of reflective materials including glazing; and
- Light intrusion to surrounding sensitive receptors – **scoped out** as the Proposed Development is intended to be predominantly residential in nature and, as such, it is unlikely that there will be levels of artificial light emanating from it that will significantly affect either the residential accommodation within or surrounding the Proposed Development.

ASSESSMENT METHODOLOGY

Daylight & Sunlight

6.3 The assessments will be carried out in accordance with the BRE Guidelines. The analysis will be calculated from a 3D computer model using specialist software based on detailed architectural models, Ordnance Survey (OS) mapping and photogrammetry.

6.4 In line with the BRE Guidelines, both the VSC and NSL assessments will be undertaken in the Proposed Scheme scenario for the relevant sensitive receptors identified below.

6.5 The sunlight amenity to the surrounding relevant receptors will be considered by reference to the BRE recommended Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) methods of assessment. Due to the southerly location of the sun in the sky, this assessment will consider those windows which face the site and are located within 90 degrees of due south.

SENSITIVE RECEPTORS



Figure 6.1: Sensitive Receptors

1. 4 Park Place
2. Jefferson Place
3. Hallmark Tower
4. Cypress Place
5. Park Inn

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

6.6 Owing to the evolving and changing nature of construction activities, the assessment of potential effects during construction on daylight and sunlight sensitive receptors will not be modelled or assessed as the worst-case scenario will be considered by the assessment of the completed development (see below for further details). Demolition and construction effects are therefore scoped out of the assessment.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

6.7 Changes to the levels of daylight and sunlight amenity to the surrounding sensitive receptors which have a reasonable expectation to natural light.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

6.8 Due to the increase in massing on the Site there are likely to be changes in daylight and sunlight amenity to some of the surrounding sensitive receptors which breach the BRE Guidelines.

6.9 In view of the size of the footprint of the Proposed Development, it is, however, predicted that those surrounding sensitive receptors that are affected will still be able to derive daylight and sunlight amenity from around the Proposed Development to the extent that the effects upon them are unlikely to be to an extent that is considered significant.

SUMMARY OF ASSESSMENT SCOPE

6.10 Based on a site visit, a review of the plans for the Proposed Development and using professional judgement, it was considered that the construction of the Proposed Development may affect the levels of daylight and sunlight within the sensitive receptors listed in the table below and shown on the plan above.

6.11 In view of the size of the footprint of the Proposed Development, however, it is predicted that those surrounding sensitive receptors that are affected will still be able to derive daylight and sunlight amenity from around the Proposed Development to the extent that the effects upon them are unlikely to be to an extent that is considered significant.

Table 6.1: Effects, Sensitive Receptors & Assessment Stage

Effect	Receptor	Assessment Stage
Daylight and/or sunlight	4 Park Place	Operation
Daylight and/or sunlight	Jefferson Place	Operation
Daylight and/or sunlight	Hallmark Tower	Operation
Daylight and/or sunlight	Cypress Place	Operation
Daylight and/or sunlight	Park Inn	Operation

GREENHOUSE GAS EMISSIONS

ASSESSMENT CONTEXT

6.12 Buildings and construction account for 39% of the world's GHG emissions. Of this, operational emissions (i.e., from energy used to heat, cool and light buildings) account for 28%, while 11% comes from embodied emissions (i.e., the GHG emissions associated with materials and construction processes throughout the building lifecycle) (World Green Building Council, 2019). Therefore, it is of paramount importance that future buildings are designed in a way that minimises their GHG emissions.

6.13 The EIA Regulations state that the ES should include "a description of the likely significant effects of the development on the environment resulting from, inter alia… (f) the impact of the project on climate (for example the nature and magnitude of GHG emissions) and the vulnerability of the project to climate change".

6.14 It is proposed that the GHG emissions ES chapter assesses the effects of the proposed development on climate change (i.e., climate change mitigation). GHG emissions associated with the proposed development shall be assessed for the demolition of the existing building, construction and operation phases. These will be reported on in the GHG emissions ES chapter, in line with the IEMA EIA Guide to Assessing Greenhouse Gas Emissions and Evaluating their Significance (2022). The ES chapter shall be carried out in line with relevant national, regional, and local planning policy and legislation.

ASSESSMENT METHODOLOGY

6.15 There is currently no standard methodology for quantifying GHG emissions within EIA. However, best practice will be drawn from the following:

- EIA Guide to Assessing GHG Emissions and Evaluating their Significance (IEMA, 2022);
- Royal Institute of Chartered Surveyors (RICS) Whole Life Carbon Assessment for the Built Environment (2017); and
- BS EN 15978:2011 Sustainability of construction works. Assessment of environmental performance of buildings. Calculation method.

6.16 An assessment period of 60 years is proposed, as per the principles outlined in BS EN 15978. This is based on the typical expected service life of a building. The total estimated GHG emissions will be estimated to 60 years after completion of the proposed development.

6.17 The GHG emissions scope will align with the lifecycle stages defined as modules within BS EN 15978, with building elements included as per guidance within the RICS guidance on Whole Life Carbon Assessment for the Built Environment (2017), as shown in Figure 1.

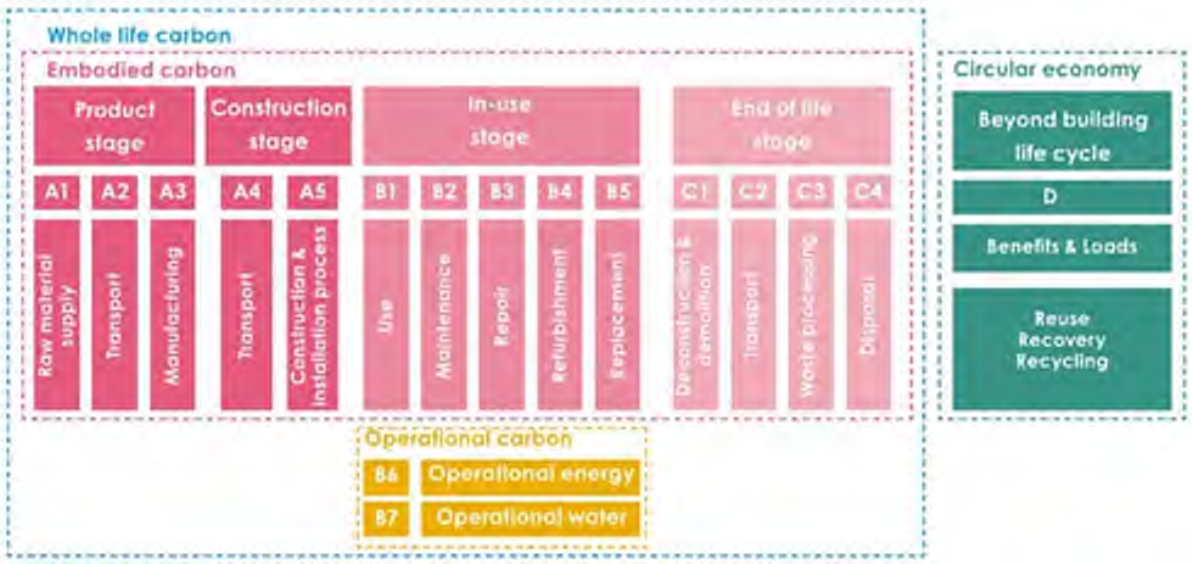


Figure 6.2: Diagram showing the stages of a lifecycle GHG emissions assessment, taken from LETI Embodied Carbon Primer (2020). Diagram based on lifecycle stages set out in BS EN 15978.

6.18 It is assumed that although this is a detailed application, no Whole Lifecycle Carbon Assessment will be carried out. It is therefore proposed that the GHG emissions associated with operational embodied carbon and end-of-life demolition are estimated based on appropriate published benchmarks . Where information is available from the sustainability/energy consultants and utilities engineers on likely operational energy and water, carbon factors shall be applied to determine GHG emissions associated with these sources. Where this information is not available, appropriate published benchmarks shall be used.

6.19 Where information on operational transport trip generation is available from the project's transport consultants, carbon factors shall be applied and assumptions on journey distances shall be made.

6.20 The ES chapter shall provide a whole life carbon summary including all sources of GHG emissions assessed. Total estimated GHG emissions shall be compared to appropriate national and regional carbon budgets to illustrate the scale of GHG emissions associated with the proposed development.

Baseline Assessment

6.21 For the GHG emissions ES chapter, the baseline for the proposed development is defined as the current GHG emissions arising from activities and infrastructure within the site boundary, in line with the IEMA (2022) guidance. The site is currently a single storey building. Baseline emissions associated with the operation of this building will be estimated as a point of comparison for the baseline section of the ES chapter. This will also be estimated over a 60-year period of the future baseline scenario. GHG emissions shall be estimated based on benchmarks for the relevant building use type and floor area.

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

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

- GHG emissions associated with demolition and construction waste removal;
- GHG emissions associated with the extraction and manufacturing of building materials (i.e. the product stage); and
- GHG emissions associated with the transport of materials to the site and construction and installation of products on site (i.e. the construction process stage).

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

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

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

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

6.24 As the sensitivity of the receptor (i.e., the global atmosphere) is always deemed to be 'high', the significance of effects will be based on the magnitude of effects. The magnitude of effects shall be based on a scale from 'beneficial' to 'major adverse', in line with the IEMA (2022) guidance.

6.25 For the GHG emissions ES chapter, the majority of the demolition and construction phase GHG emissions are expected to come from the product stage (i.e., embodied carbon from building materials). Mitigation measures focused around lean design and low embodied carbon opportunities will be suggested.

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

CLIMATE CHANGE RESILIENCE AND ADAPTATION

6.27 A climate change resilience risk assessment will be appended to the ES.

6.28 The approach to assessing the potential impact of climate change on the proposed development will be undertaken in accordance with IEMA's guidance 'Climate Change Resilience and Adaption' which presents a framework for the consideration of climate change resilience and adaption in the EIA process. It recognises a need for a proportionate approach to the assessment, due to the uncertainties associated with predicting how the environment will respond to climate change.

6.29 The risk assessment shall consider a list of likely climate change risks set out in the C40 Cities Climate Change Risk Assessment Guidance (2018). This list includes the effects of storms and wind, extreme cold temperatures, extreme hot temperatures, water scarcity and flooding and sea level rise, amongst other climate change related risks.

SUMMARY OF ASSESSMENT SCOPE

6.30 The Greenhouse Gas Emissions ES Chapter will follow a traditional EIA approach of assessing the significance of effects, in line with the Institute of Environmental Management and Assessment (IEMA) Guide to Assessing GHG Emissions and Evaluating their Significance 2nd Edition (2022). It will assess the likely greenhouse gas (GHG) impacts and effects of the proposals upon the Site and surrounding area. It will also describe the methods used to assess these impacts and effects, the existing baseline conditions, the proposed mitigation measures required to prevent, reduce or offset any significant negative effects and the likely residual effects after these methods have been adopted.

6.31 The Climate Change Resilience Risk Assessment, in line with the IEMA Guide to Climate Change Resilience and Adaptation 2nd Edition (2020), will follow a risk assessment approach, rather than a traditional EIA approach of assessing the significance of effects.

HERITAGE

ASSESSMENT CONTEXT

6.32 The Heritage Chapter of the ES will assess the likely potential effects of the proposed development on the significance of built (above ground) heritage assets surrounding the site.

6.33 The site is not protected by any built heritage designations; it does not contain any statutorily listed buildings, nor does it lie within a Conservation Area. At the time of writing, MCC do not have a local list of heritage assets and subsequently there are no formally identified non-designated heritage assets within the site.

6.34 The site is, however, situated within the setting of a number of listed buildings, the closest being approximately 20m to the south of the site boundary. The closest Conservation Area is the Cathedral Conservation Area, which lies approximately 290m to the south. There are also a number of buildings in close proximity to the site which, although undesignated, are considered to be of some architectural and historical value at a local level and are subsequently identified as non-designated heritage assets in the context of the proposed development.

6.35 The proposed development therefore has the potential to affect the settings and significance of a number of designated and non-designated heritage assets in its setting.

6.36 The site is currently occupied by a late 20th century, single storey building which is arranged across two ranges, the larger having a pitched roof and the smaller range to the south with a flat roof. The building is set within an area of hardstanding which formerly provided car parking to Cheatham Hill and the rear of the building, accessed from Park Place. The former commercial building is faced in white render; window and door openings are obscured by closed yellow roller shutters. The northern and western elevations of the building are largely blank in character, their appearance further deteriorated through vandalism and neglect. In its existing condition, the character and quality of the site is very poor, and of no identifiable heritage value (to be determined through detailed analysis in the subsequent ES Chapter).

6.37 The site's townscape context is highly varied, with high quality and interesting historic buildings sitting cheek-by-jowl with poor quality late 20th century (largely commercial or light industrial in character). The hostile road infrastructure to the north-east of the Manchester AO Arena and which continues along Cheatham Hill Road detracts from the quality and enjoyment of the townscape and aids the isolation of remnant historic buildings from one another and their local setting. Where there is open space in the setting of the site, it generally comprises of poor-quality hardstanding used for car parking or as commercial yards. The inclusion of the site and its locality within the Great Ducie Street SRF area means that the townscape is subject to future evolution and change as the area is redeveloped and regenerated.

6.38 To the east of the Site (outside of the SRF area), the townscape has been transformed by modern redevelopment which provides residential development in

tall buildings fronting the pavement along Cheatham Hill Road and extending to Red Bank to the east.

Legislation and Policy Context

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

- Planning (Listed Buildings and Conservation Areas) Act 1990
- National Planning Policy Framework ('NPPF'), July 2021
- Planning Practice Guidance ('PPG'), live on-line resource
- Manchester's Local Development Framework, Core Strategy, July 2012
- Manchester Extant Unitary Development Policies ('UDP'), July 1995

ASESSMENT METHODOLOGY

6.40 Based on the urban character of the site's surroundings and the height of the proposed development, a study area of 500m is proposed for the identification of built heritage receptors. The following 36 designated heritage assets fall within 500m of the site boundary:

- Chethams Hospital and Attached Wall (Grade I)
- Victoria Station Including Concourse to rear with Restaurant and Booking Hall (Grade II)
- Middle Bridge (Grade II)
- Manchester Parcel Post Office (Grade II)
- North Bridge (Grade II)
- The Tower of HMP Manchester (Grade II)
- Stephenson Bridge (Grade II)
- Gatehouse of HMP Manchester (Grade II)
- Union Bridge (Grade II)
- Holyoake House (Grade II)
- Cooperative Press (Grade II)
- City Buildings (Grade II)

- Charter Street Mission (Formerly Charter Street Ragged School and Working Girls' Home) (Grade II)
- Cooperative Society Building (Grade II)
- Cooperative Society Building (Grade II)
- Cooperative Wholesale Society Building to North of Junction with Hanover Street (Grade II)
- Cooperative Wholesale Society (Grade II)
- Cheetham Town Hall (Former) (Grade II)
- New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (Grade II)
- Co-Operative Insurance Society (Cis) Building (Grade II)
- Sharp Street Ragged School (Grade II)
- Parkers Hotel (Grade II)
- Knowsley Hotel (Grade II)
- Cheetham Town Hall Annexe (Former) (Grade II)
- Former Free Library (Grade II)
- Fragment of Hydes Cross Approximately 20 Metres South of Chethams Hospital (Grade II)
- Former Boys Prison Block of HMP Manchester (Grade II)
- Main Prison Block of HMP Manchester (Grade II)
- South East Wing to Chetham's Hospital (Former Manchester Grammar School) (Grade II)
- St Chad's Cheetham Hill First World War Memorial Cross (Grade II)
- Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls (Grade II)
- Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital (Grade II)
- Former Synagogue (Grade II)
- Ashton House (Grade II)
- Cathedral Conservation Area
- Shudehill Conservation Area

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

6.42 For the reasons identified above, a number of heritage assets are scoped out at this stage and will not be considered further with the Heritage Chapter. Those heritage assets scoped out of this appraisal are as follows:

- Middle Bridge (Grade II)
- Manchester Parcel Post Office (Grade II)
- North Bridge (Grade II)
- Union Bridge (Grade II)
- Holyoake House (Grade II)
- Cooperative Press (Grade II)
- Charter Street Mission (Formerly Charter Street Ragged School and Working Girls' Home) (Grade II)
- Cooperative Society Building (Grade II)
- Cooperative Society Building (Grade II)
- Sharp Street Ragged School (Grade II)
- Fragment of Hydes Cross Approximately 20 Metres South of Chethams Hospital (Grade II)
- Ashton House (Grade II)

6.43 There are three buildings in close proximity to the site which have been identified in this baseline review as non-designated heritage assets and are subsequently considered in the Heritage Chapter. These assets are as follows:

- 21 Cheetham Hill Road
- 3 Park Place
- 6-12 Park Place

6.44 **Table 6.2** below lists the heritage assets scoped into the assessment.

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

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

6.46 The redevelopment of the site, including the demolition of the existing building and construction of a new building, has the potential to change the existing townscape character of the area, views to and from the site, and the setting of surrounding heritage assets. The physical effects related to this phase of works would include dust, noise, vibrations, hoardings, and increased activity on the site related to the demolition and construction of new buildings.

6.47 The activity associated with the demolition and construction phase is temporary and as such no significant effects on heritage receptors are identified as resulting from this element of the proposed development.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

6.48 The proposed development has the potential to permanently alter the setting of surrounding built heritage assets and views into the site and across the local area through the introduction of a new building and changes to the existing landscape/pedestrian realm within and on the periphery of the site.

6.49 In terms of heritage, the potential for significant operational effects on those assets closest to the site is judged to be middling owing to the scale of the proposed development and its proximity to both listed buildings and non-designated heritage assets. Notwithstanding this, there has been a significant amount of change in these assets' setting in recent years owing to the large-scale redevelopment of the townscape to the east. Subsequently, the introduction of a new tall building into their setting does not represent an alien or uncharacteristic addition to the local townscape or represent an unprecedented change. The potential for significant effects on those assets in the wider townscape is judged to be lower owing to greater separating distances, the screening effect of interposing built form, the experience of the site in the context of the wider urban area of Manchester (including numerous tall and large buildings) and the individual nature of assets' settings.

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

ASSESSMENT METHODOLOGY

Technical Scope

6.51 As identified above, the ES Heritage Chapter will consider the potential impact of the proposed development on the setting and significance of above-ground heritage assets.

6.52 The potential heritage effects of the proposed development will be assessed using a methodology based on best practice guidance.

Baseline Appraisal

6.53 A Heritage Statement prepared in accordance with the requirements of the NPPF will:

- Identify the heritage assets (heritage receptors) surrounding the site which may be affected by the proposed development; and
- Assess the significance of the identified heritage assets, including the contribution of their settings to an appreciation of their significance.

6.54 The baseline assessment element will draw upon site survey work, map regression analysis, and desk-based research.

Consultation

6.55 No consultation on the scope of the HTVIA has yet been undertaken. MCC is invited to review the receptors proposed for inclusion in this Scoping Report and provide comment where necessary.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

6.56 The Heritage Statement (and ES Heritage Chapter) will provide an assessment of the likely potential effects of the proposed development upon the significance and setting of the heritage assets during both the construction and operation phases. A significant effect upon a heritage asset is identified as anything that qualifies as a '**moderate**' change to the way in which its significance is appreciated, or its setting is affected.

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

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

6.58 The assessment of potential heritage effects will be informed by the analysis of a series of viewpoints and Accurate Visual Representations ('AVRs') which show how the proposed development will appear in its local and wider townscape context and in tandem with heritage assets in the setting of the site. A total of six heritage viewpoints have been identified for the purposes of this assessment and are provided below at **Figure 1, below,** for comment and agreement from MCC.

Cumulative effects

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

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

Mitigation

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

SUMMARY OF ASSESSMENT SCOPE

6.62 The summary of assessment scope is as follows:

Table 6.2: Assessment Scope

Heritage Asset Name	Designation/Status
Chethams Hospital and Attached Wall	Grade I Listed Building
Victoria Station Including Concourse to rear with Restaurant and Booking Hall	Grade II Listed Building
The Tower of HMP Manchester (Grade II)	Grade II Listed Building
Stephenson Bridge (Grade II)	Grade II Listed Building
Gatehouse of HMP Manchester (Grade II)	Grade II Listed Building
City Buildings (Grade II)	Grade II Listed Building
Cooperative Wholesale Society Building to North of Junction with Hanover Street (Grade II)	Grade II Listed Building
Cooperative Wholesale Society (Grade II)	Grade II Listed Building
Cheetham Town Hall (Former) (Grade II)	Grade II Listed Building

New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (Grade II)	Grade II Listed Building
Co-Operative Insurance Society (Cis) Building (Grade II)	Grade II Listed Building
Parkers Hotel (Grade II)	Grade II Listed Building
Knowsley Hotel (Grade II)	Grade II Listed Building
Cheetham Town Hall Annexe (Former) (Grade II)	Grade II Listed Building
Former Free Library (Grade II)	Grade II Listed Building
Former Boys Prison Block of HMP Manchester (Grade II)	Grade II Listed Building
Main Prison Block of HMP Manchester (Grade II)	Grade II Listed Building
South East Wing to Chetham's Hospital (Former Manchester Grammar School) (Grade II)	Grade II Listed Building
St Chad's Cheetham Hill First World War Memorial Cross (Grade II)	Grade II Listed Building
Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls (Grade II)	Grade II Listed Building
Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital (Grade II)	Grade II Listed Building
Former Synagogue (Grade II)	Grade II Listed Building
Cathedral Conservation Area	Conservation Area
Shudehill Conservation Area	Conservation Area
21 Cheetham Hill Road	Non-designated Heritage Asset
3 Park Place	Non-designated Heritage Asset
6-12 Park Place	Non-designated Heritage Asset

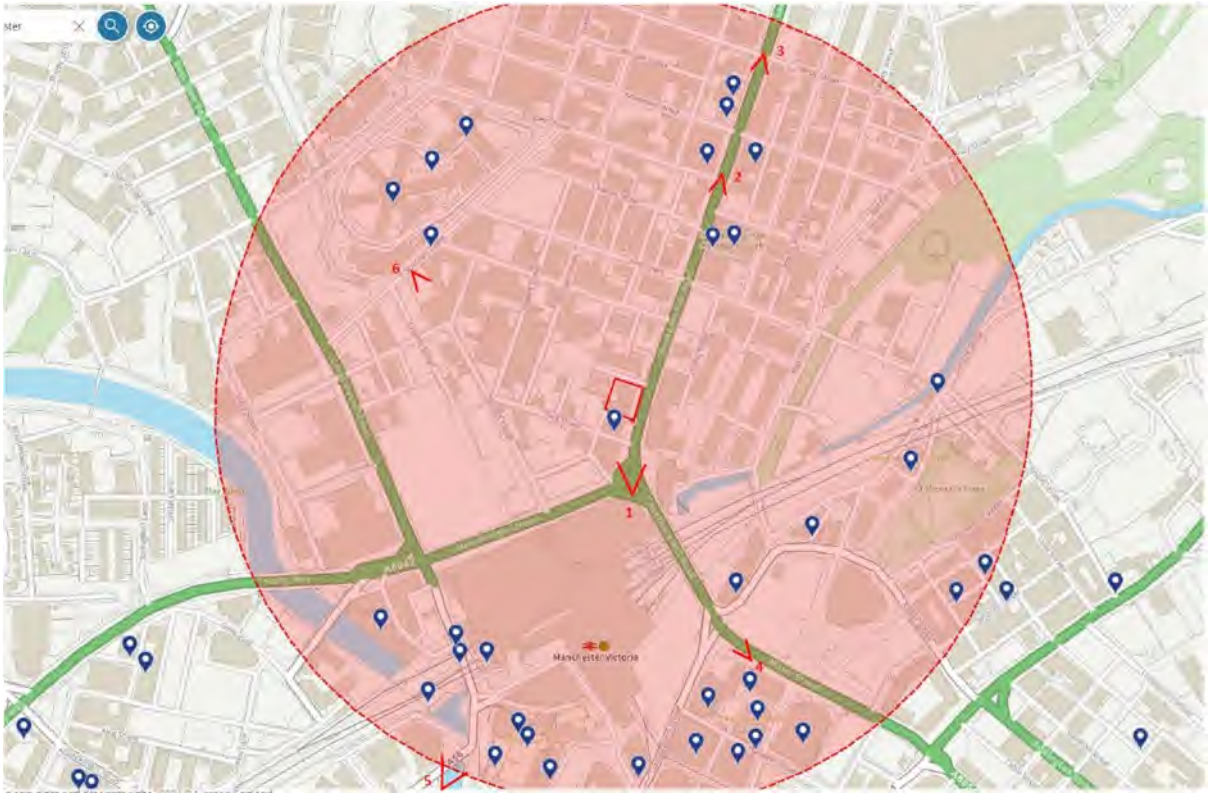


Figure 6.3: Heritage Viewpoints

SOCIO-ECONOMICS

ASSESSMENT CONTEXT

6.63 A socio-economic analysis aims to evaluate the potential influence of the planned project on the existing economic and social landscape of the area. It then proceeds to recognise and quantify, whenever feasible, the effects of the intended construction, concerning factors such as job opportunities, housing availability, economic contribution, local expenditure, communal facilities, and nearby amenities and services.

6.64 The socio-economic assessment will consider the impacts during the demolition/construction and operational phases of the proposed development. The likely sensitive receptors of the proposed development are:

- Existing and future local businesses and employees; and
- Local social infrastructure resources (e.g., health facilities, educational resources, open space, and recreational facilities).

6.65 This evaluation will also encompass a review of the relevant policy landscape and pertinent planning directives provided at various levels.

Baseline Conditions

6.66 The existing site was once a jewellery retail shop but is currently unoccupied. The site is located within an area of retail shops, service providers, and apartment buildings. The road immediately surrounding the site is considered a main traffic road, making the site well connected by public transport and providing ample parking spaces within the area.

6.67 The new commercial and retail floorspace within the proposed development will result in the addition of new jobs to the local area. This will result in impacts on the local and regional economies through the creation of new employment opportunities.

Spatial Scope

6.68 The principal economic effects of the proposed development will be considered relative to Manchester City and Greater Manchester as these represent the principal labour market catchment areas.

6.69 Effects on social and community infrastructure will be assessed by various geographical effect areas, according to the most up-to-date socio-economic data or policy available. This will depend in part on the availability of relevant data, but in all probability the impacts will be more local.

LEGISLATIVE CONTEXT

6.70 Within the context of transforming a disused warehouse into a 24-storey residential tower, with the ground floor designated for class E commercial units and social infrastructure, a comprehensive review of relevant planning regulations, economic development strategies, and revitalisation policies will be conducted as part of the socio-economic chapter of the ES. This review will cover the local (Manchester City), regional (Greater Manchester), and national levels, with the aim of determining whether the proposed development aligns with or diverges from the goals and prerequisites outlined in these official documents. Additionally, this assessment will outline the primary strategic outcomes envisioned through the implementation of the proposed development.

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

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

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

6.72 The socio-economic assessment will consider the following potential effects during the operational phase:

- Employment Opportunities: The creation of long-term, direct, indirect, and induced employment opportunities from any proposed commercial uses on-site as well as impacts on any existing employment uses.
- Social Infrastructure Demand: the growth in population due to new residents could impact the demand for social infrastructure such as primary healthcare facilities, education, recreational areas, and open space.
- Benefits of the provision of new residential and commercial floorspace for Manchester City.

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

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

ASSESSMENT METHODOLOGY

Technical Scope

6.75 This ES chapter will outline potential socio-economic impacts (both direct and indirect) of the proposed development. It will also clearly set out the significance of

the residual socio-economic effects (those that remain after mitigation) of the proposed development.

Baseline Assessment

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

- 2021 Census Data: Census data from 2021 will be utilised to provide insights into the demographic and economic makeup of the area, forming an integral part of the analysis.
- Office for National Statistics (ONS): Data compiled by the Office for National Statistics will be harnessed to offer a comprehensive understanding of key local socio-economic indicators.
- National Health Service (NHS) Data: Information sourced from the National Health Service will be leveraged to comprehend healthcare and related socio-economic facets within the vicinity of the site.
- Local and Regional Studies and Assessments: Pertinent studies and assessments conducted at both the local (Manchester City) and regional (Greater Manchester) levels will be referenced to enrich the baseline assessment. These studies will provide valuable context and insights into the existing socio-economic dynamics of the site.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

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

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

- Current capacity in schools in proximity to the proposed development will be assessed based on information from the Annual Schools Census data (2022 or latest available) and public admission numbers (2022 or latest available), as well as local authority data and studies where available.

- The availability of primary healthcare facilities in the local area will be assessed by using public NHS data. This information will be compared with the projected new population in the proposed development to estimate the likely effect of the development on primary healthcare facilities.

- Play space provision will be assessed against relevant local standards and compared to the estimated child yield arising from the proposed development; and

- An estimate of spending generated as a result of the completed Project will be calculated using average national household spending figures (ONS Family Spending Statistics, 2021 or latest available).

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

SUMMARY OF ASSESSMENT SCOPE

6.79 This section of the EIA Scoping report sets out the proposed approach to assessing the effects of the proposed development in relation to Socio-Economics. Potential effects include those associated with social impacts (housing provision, access to education, healthcare, play space and open space) and economic impacts (employment and local spending) of the proposed development.

TOWNSCAPE AND VISUAL IMPACT ASSESSMENT

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

ASSESSMENT CONTEXT

Legislation, Policy and Guidance

6.81 The TVIA will refer to the National Planning Policy Framework (July 2021) and the Manchester Core Strategy (2012).

6.82 The TVIA will be undertaken in accordance with and informed by the following sources of guidance:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA), 3rd Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013;
- The Landscape Institute, GLVIA 3 Statements of Clarification;
- Landscape Institute Technical Guidance Note 06/19 - Visual Representation of Development Proposals, 2019

6.83 The TVIA will be further informed by the following publications and sources of information relevant to the area within which the Scheme is located:

- Natural England, 2013, National Character Area (NCA) Profile 55: Manchester Conurbation;
- The Strategic Level City-Wide Urban Characterisation for Core Strategy
- The Manchester Core Strategy (2012)
- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance 2007
- Places for Everyone – joint long-term plan for nine districts
- Historic England - Register of Parks and Gardens of Special Historic Interest in England;
- Ordnance Survey (OS) mapping at 1:25,000 scale; and
- Aerial photography.

STUDY AREA

6.84 The study area will include the area from which the Scheme will theoretically be visible to a person with a viewing eye height of 1.6m above ground level. The extent of the study area will be determined by digitally mapping the zone of theoretical visibility (ZTV) of the Scheme in accordance with guidance on ZTV mapping in paragraphs 6.6 – 6.11 of Guidelines for Landscape and Visual Impact Assessment, 3rd Edition. It should be noted that ZTV mapping tends to overestimate the visibility of a development because the data used does not always register the screening effects of existing vegetation. The ZTV will therefore be further verified and refined during the site survey.

BASELINE CONDITIONS

Landscape Baseline

6.85 The application site is located within the administrative jurisdiction of Manchester City Council acting as the Local Planning Authority (LPA.) The Scheme sits adjacent to the A665 Cheetham Hill Road at a location close to the inner ring road junction and wider city centre. The area is currently dominated by low level, high density mixed industrial and commercial units.

6.86 Cheetham Hill Road rises north away from the site towards the junction with the A6010. Views south when moving away from the site provide long range panoramic views across the city centre. Moving South away from the site, the topography slopes away rapidly moving into the existing city centre core area.

6.87 The site lies within close proximity to a number of heritage and transport infrastructure elements including:

- The River Irwell;
- The River Irk;
- Victoria Railway Station;
- A56 Chester Road

National Character Area (NCA) *55*: Manchester Conurbation

6.88 The site is located within the Manchester Conurbation that takes in much of the central and southern part of Greater Manchester. The area is characterised by dense urban and industrial development located within networks of green infrastructure, centred on low hills and crossed by a number of rivers and canals. Many settlements (including the larger settlements of Manchester, Sale, Salford and Stockport) have grown together to form the Manchester conurbation.

6.89 It is described as 'dense urban and industrial development, commercial, financial, retail and administrative centres, commuter suburbs and housing, interspersed with a network of green infrastructure. The conurbation is centred on low hills, crossed by several river valleys that thread through the urban fabric'.

6.90 The scale of built form also varies, sometimes dramatically, but the core area is mainly one of higher, larger scale buildings. Other than open spaces relating to transport infrastructure, the core has a relatively modest amount of open space (when compared to built floorspace) principally in the form of larger, high quality civic spaces but also with some smaller, much greener and less formal public gardens.

6.91 In summary, the landscape is locally valued, has good potential for substitution or replacement and has a low susceptibility to change due to the type of development proposed. Overall the sensitivity of the Character Area is low.

The Strategic Level City-Wide Urban Characterisation for Core Strategy (LCA)

6.92 A Landscape Character Assessment prepared in 2018 (Land Use Consultants) was undertaken to provide an evidence base for the landscape character/sensitivity of Greater Manchester which takes account of changes in land use, pressures for change including characterisation of the landscape, identification of sensitive and non-sensitive areas. The site, as is the majority of the Manchester City Local Authority area, is not located in any of the Landscape Character Type or Landscape Character Areas identified.

Visual Baseline

6.93 Receptors should be read in conjunction with Appendix D Baseline Photographs, and relevant viewpoints to the receptor are noted below. Nb. Photos have been provided with 50mm, 28mm and where appropriate 24mm Tilt-Shift lenses, from all locations. Any eventual AVR setups will pick the most suitable lens choice for that location. This will depend on sensitivity of surrounding context and distance from site.

Receptor	Viewpoint in Appendix D
Receptor 1	Viewpoints 01-03
Receptor 2	Viewpoints 04A & 04B
Receptor 3	Viewpoints 05 & 06
Receptor 4	Viewpoints 08-10
Receptor 5	Viewpoints 11 -13
Receptor 6	Viewpoint 14

Receptor 1	Users Deansgate looking North Towards the Site
Description	Users of Deansgate travelling north will have funnelled views towards the Cathedral and beyond towards the Site. The proximity and mix of existing buildings adjacent to the road and the distance to the Site will inevitably reduce visibility. As users approach the northern end of Deansgate, views will open-up and the Cathedral becomes the dominant feature. It is important to note that new developments already under construction will limit visibility further.
Value	Views where existing elements form a noticeable part in the composition of the view. **Medium-Low**
Susceptibility	Walkers and visitors moving north along Deansgate. **Medium**
Sensitivity	**Medium-Low**

Receptor 2	Users of Cathedral Square and Surrounding Amenity Areas
Description	At this point, the open space is wide and pedestrianised allowing users to commute between Exchange Square and Victoria Street. The contemporary glass built National Football Museum dominates this part of the townscape and features in the majority of views northwards. The visual receptors will understand that the historic buildings associated with the Conservation Area are to the south, and the more contemporary and modern buildings are north-east towards Corporation and Great Ancoats Street with the CIS building in the background.
Value	Views where existing elements form a very noticeable part in the composition of the view. **Medium**
Susceptibility	Walkers and visitors to landscape or heritage asset whose attention is focused on a landscape of moderate quality. **Medium**
Sensitivity	**Medium**

Receptor 3	Users of River Irwell Footpath
Description	Views from the west at this point are funnelled along the River Irwell, with typical features associated with a river-way. As the receptors walk along the route there is a visual break between the newer developments to the South and city centre, and the lower level tradition industrial units associated with the Cheetham Hill district. There is a sense of removal from the surrounding townscape and a connection with the natural environment and historic elements. The views here are particularly scenic in the context of the surrounding city centre and industrial landscape. The river provides a visual and physical link between Salford and the city centre.
Value	Views of medium scenic value. **Medium**
Susceptibility	Walkers and visitors to landscape or heritage assets whose attention is focused on a townscape or landscape of moderate quality. **Medium**
Sensitivity	**Medium**

Receptor 4	Users of Cheetham Hill Road looking South
Description	Travelling south along Cheetham Hill Road, the city centre is a focal point in views and captures the visual character of the city fringe and beyond towards the taller buildings associated with the Great Jackson Street Development Framework. Views from the footpath and road are contained are enclosed by the existing properties, with the built form located at the back of the pavement framing the views. This area is a mix of retained warehouses, historic, modern commercial and new build industrial style buildings.
Value	Views of medium scenic value. **Medium**
Susceptibility	Walkers and visitors to landscape or heritage assets whose attention is focused on a townscape or landscape of moderate quality. **Medium**
Sensitivity	**Medium**

Receptor 5	Users of Road Network South of Site
Description	As the topography drops away significantly to the south, users are typically looking back up at the site. Although the area immediately adjacent to the site is predominant single and two-storey units, the views over the site are funnelled and screened by the recently constructed surrounding developments associated with Angel Square and New Victoria. The exception are the traffic islands at the junction, with the Ring Road where the amount of hardstanding required for the road network provides a clear view North. The surrounding buildings are a mix of architectural styles.
Value	The views from these receptors are typically of low scenic value with short distance views to existing buildings **Low**
Susceptibility	User of the surrounding road network. **Low**
Sensitivity	**Low**

Receptor 6	Users of areas surrounding Great Ancoats Street looking North-West
Description	The buildings in this location are typically taller residential units, surrounded by cleared sites. From here, views towards the Scheme will be largely screened by existing buildings around Ancoats. As a result, views will typically be slight through gaps in the built form and the Scheme will form a minor back-drop to the skyline.
Value	The views from these receptors are typically of low value with only a small number of distance views. **Low**
Susceptibility	Users at street level and occupiers of residential properties orientated towards the proposed development. **Low**
Sensitivity	**Low**

ASSESSMENT METHODOLOGY

6.94 The assessment will identify the residual effects likely to arise from the scheme, considering mitigation measures and changes over time. The significance of effects will be assessed by considering the sensitivity of the receptor and the predicted magnitude of change in relation to the baseline conditions.

Landscape

6.95 The sensitivity of the landscape will be evaluated by considering the existing value of the landscape and its susceptibility to the type of change arising from the proposed development. There can be a complex relationship between the value attached to the landscape and its susceptibility to change, especially if the change is within or close to a designated landscape or landscape. A designated landscape such as an Area of Outstanding Natural Beauty (AOB) is likely to have a high susceptibility to change but, depending on the type of development, it might accommodate the change without detrimental effect on its key characteristics. In this case its susceptibility to change could be medium or even low. The evaluation of sensitivity will be based on the criteria set out in the table below.

Table 6.3: Landscape Sensitivity [source: based on GLVIA 3 (LI and IEMA, 2013)]

Landscape value and susceptibility to change	Sensitivity
Designated landscape (such as a World Heritage Site or an AONB). Landscape of high scenic quality with a distinctive combination of features, elements and characteristics, outstanding views and a strong sense of place. A scarce or fragile landscape with cultural, historic or ecological elements which make a major contribution to landscape character. No or very few detractors. Has components which are difficult to replace (such as mature trees). A landscape that is tranquil, in good condition, largely intact, with an unspoilt character. A high susceptibility to change due to the type of development proposed. No or very limited potential for substitution or replacement.	High
Landscape locally designated (such as conservation area, regional park) or locally valued (for its recreational facilities and footpath networks for instance). Some scenic quality and a moderate sense of place. A landscape with some distinctive features, elements and characteristics. Some cultural, historic or ecological elements which contribute to landscape character. Some high use areas, but other area which are tranquil. Few landscape detractors. A landscape in moderate condition, with some unspoilt characteristics and a moderate susceptibility to change due to the type of development proposed. Some potential for substitution or replacement.	Medium
Undesignated landscape, not valued for its scenic quality, with a disparate combination of features, elements and characteristics and a weak sense of place. Mainly common features and few or no cultural, historic or ecological elements that contribute to landscape character. A landscape with many detractors, low tranquillity, in poor condition and a low susceptibility to change due to the type of development proposed. Good potential for substitution or replacement.	Low

6.96 The magnitude of change to landscape character will be determined by considering:

- the nature of an impact - whether the introduction of a proposed development will be of benefit or detriment to the existing landscape character;
- the scale of the change - extent of the loss of landscape elements, the degree to which aesthetic features or perceptual aspects of the landscape are altered (by the removal of hedgerows or introduction of new structures for example) and whether a key characteristic of the landscape is altered;
- the geographical extent of the area affected; and
- the duration of the change and its reversibility.

Table 6.4: Magnitude of change to landscape character [source: based on GLVIA 3 (LI and IEMA, 2013)]

Magnitude	Criteria
High	Total loss or substantial alteration to key elements/features/characteristics of the landscape character area (LCA) and/or its setting. Addition of new elements which conflict with key characteristics of the existing landscape. Changes that alter a substant proportion of the LCA. Introduction of long-term and/or irreversible changes to an LCA o its setting.
Medium	Partial loss or alteration to key elements/features/characteristics of the LCA and/or its setting. Addition of new elements or features that are prominent in the landscape, but which do not necessarily conflict with key characteristics of the existing landscape. Changes that alter part of an LCA or its immediate setting. Introduction of medium to lor term and/or irreversible changes to an LCA or its setting.
Low	Slight loss or alteration to one or more key characteristics of the LCA and/or its setting. Addition of new elements or features that are largely characteristic of the existing LCA and/or its setting. Introduction of short to medium term changes to the LCA and/or irreversible changes to a small proportion of the LCA.
Negligible	No change to, or barely perceptible loss or alteration to key characteristics of the LCA a its setting. Addition of new elements or features that are characteristic of the existing LC and/or its setting. Changes experienced close to the proposed development site at a ve localised level.

Visual Amenity

6.97 The sensitivity of visual receptors will be evaluated by considering the value attached to specific views and the susceptibility of visual receptor to changes to views and visual amenity. The value attached to a view could derive from a planning designation or an association with a heritage asset. The susceptibility to change depends on the occupation or activity of the receptor and the extent to which their attention is focused on the view and visual amenity.

6.98 The evaluation of view value and susceptibility to change will be based on the criteria set out in the tables below.

Table 6.5: Level of view value [source: based on GLVIA 3 (LI and IEMA, 2013)]

View Value	Criteria for assessing view value
High	A view of high scenic value. A view identified as of value on an Ordnance Survey map, tourist map or guidebook, or one recorded in art or literature of national significance. A view where the composition was a fundamental aspect of the design or function of a heritage asset and is an integral part of the setting of a heritage asset. A view with cultu associations, including landscapes known historically for their picturesque and landscap beauty, those which became subjects for paintings of the English landscape tradition, ar views which have otherwise become historically cherished and protected.
Medium-High	A view of medium to high scenic value. A view identified as of value in a local guidebook view where existing detracting elements do not form a clearly apparent part of the view composition of the view. A view that may be recorded in art or literature of regional or loc significance. A view where a heritage asset makes a partial contribution to the view. A vi where the composition was an important aspect of the design or function of a heritage asset and forms part of the setting of a heritage asset. A view that may be identified in character area appraisals.
Medium	A view of medium scenic value. A view where existing detracting elements may form a noticeable part in the composition of the view. A typical and/or representative view. A vie where the composition was a peripheral aspect of the design or function of a heritage asset.
Medium-Low	A view of medium to low scenic value. A view where existing detracting elements form a very noticeable part of the composition of the view.
Low	A view of low scenic value. An undistinguished or unremarkable view and / or a view wh existing detracting elements form a clearly apparent or dominant part of the view / composition of the view.

Table 6.6: Visual receptor sensitivity [source: based on GLVIA 3 (LI and IEMA, 2013)]

Level of sensitivity	Criteria for assessing receptor susceptibility to change
High	Occupiers of residential properties orientated towards the development. Walkers and visitors to heritage assets whose attention is focused on a landscape of recognised high quality. Designated or protected views. Views from a recognised high-quality landscape such as a World Heritage Site, Nationa Park or an AONB.
Medium	People travelling along scenic roads through the landscape. Walkers and visitors to heritage assets whose attention is focused on a landscape of moderate quality. People walking along residential streets. Occupiers of residential properties with oblique views of the development.
Low	People at work and in educational institutions. People engaged in formal sports activities. People walking through urban areas (for example commuters). People on main roads or railways whose attention is not focused on the landscape (suc as commuters).

6.99 The magnitude of change to views will be determined by considering:

- The nature of an impact by judging whether the introduction of a proposed development would be of benefit or detriment to the existing view.
- The context of the existing view (e.g. whether it is across a natural landscape or an industrial site);
- The extent to which the view has been altered due to the loss/ addition of features and the proportion of the view the development will occupy;
- The scale and appearance of the proposed development and the degree of contrast/ integration with the existing view;
- The distance of the visual receptor from the development and the angle/ position of view;
- The duration and reversibility of the effect;
- The size and scale of the effect; and
- The geographical extent of the changes to the view.

6.100 The evaluation of the magnitude of change will be based on the criteria set out in the table below.

Table 6.7: Magnitude of change to views [source: based on GLVIA 3 (LI and IEMA, 2013)]

Magnitude	Criteria
High	Total loss or substantial alteration to key characteristics of the view. Addition of new features or components that are continuously highly visible across the majority of the view and incongruous with the existing view. Substantial changes in close proximity to the visual receptor and within the direct frame of view. Introduction of long term or permanent change uncharacteristic of the view.
Medium	Noticeable change or alteration to one or more key characteristics of the view. Addition new features or components that may be continuously highly visible across much of the view but are largely characteristic of the existing view. Changes a relatively short distance from the receptor but viewed as one of a series of components in the middle ground of the view. Substantial change partially filtered by intervening vegetation and/or built form or viewed obliquely. Introduction of medium to long term change uncharacteristic of the view and/or permane changes largely characteristic of the existing view or affecting a small proportion of the view
Low	Slight loss or alteration to one or more characteristics of the view. Addition of new features or landscape components that may be continuously intermittently visible in part of the view but are largely characteristic of the existing vie from a receptor. Changes within the background of the view, viewed as one of a series of components in the wider panoramic view from a receptor. Change largely filtered by intervening vegetation and/or built form or viewed obliquely. Introduction of short to medium term change uncharacteristic of the view and/or long term/permanent changes in a small proportion of the view.
Negligible	No change to, or barely perceptible loss or alteration in the view. Addition of new features or landscape components that are largely inconspicuous and characteristic of the existing view. Changes within the background of the view, viewed as an inconspicuous element within the wider panorama. Change almost entirely obscured by intervening vegetation and/or built form. Short term change affecting a small proportion of the view.

SIGNIFICANCE OF EFFECTS

6.101 Effects may be adverse or beneficial. Major and moderate effects are considered significant.

6.102 Professional judgement will be used to determine the overall level of significance of effects on landscape and visual receptors in weighing the sensitivity of the landscape or visual receptor against the magnitude of change. The evaluation of the significance of effects will be based on the criteria set out in the tables below.

Table 6.8: Significance of effects on landscape character

Significance of effects	Criteria
Major beneficial	A clear improvement or enhancement of existing character. Restoration of characteristic features previously wholly or largely lost through inappropriate management or previous development.
Moderate beneficial	A noticeable improvement or enhancement of existing character. Restoration of valued characteristic features previously largely lost through inappropriate management or previous development.
Minor beneficial	A small improvement or enhancement of existing character. Restoration of valued characteristic features previously partly lost through inappropriate management o previous development.
Negligible	Maintenance of the existing character, sense of place and/or local distinctiveness the landscape.
Minor adverse	A small deterioration in the existing character due to the loss of characteristic features and or the introduction of uncharacteristic features which detract from the sense of place or local distinctiveness. Effects may relate to a small proportion of character area.
Moderate adverse	A noticeable deterioration in the existing character due to the loss of characteristic features or the introduction of uncharacteristic features or elements which detract from the sense of place or local distinctiveness. Effects may relate to a medium proportion of the character area.
Major adverse	A clear deterioration in the existing character due to the loss of key characteristic features or the introduction of uncharacteristic features or elements which detract from the sense of place or local distinctiveness. Effects may relate to all or a large proportion of the character area.

Table 6.9: Significance of effect on visual receptors

Significance of effects	Criteria
Major beneficial	A substantial improvement, affecting a large extent of the view.
Moderate beneficial	A noticeable improvement, affecting part of the view.
Minor beneficial	A small improvement, affecting a small extent of the view.
Negligible	No discernible deterioration or improvement in the existing view.
Minor adverse	A small deterioration, affecting a small extent of the view.
Moderate adverse	A noticeable deterioration, affecting part of the view.
Major adverse	A substantial deterioration, affecting a large extent of the view.

6.103 To achieve consistency with the other topic in the ES in the evaluation of the significance of effects, the assessment will also be guided by the matrix in Section 4 of this report.

Assumptions and Limitations

6.104 During the surveys there may be some areas (private land, commercial premises and residential properties) that are inaccessible. In these instances, professional judgement will be used to approximate the likely views from these locations.

POTENTIAL LANDSCAPE EFFECTS

Construction Phase

6.105 Effects would arise from construction activity, earthworks, the movement of construction equipment and vehicles and the presence of temporary site compounds in the landscape. The effects will mostly be contained within the Site.

6.106 The type of activity required to construct the Scheme would not be uncharacteristic of the types of activity that frequently take place within the city centre of Manchester.

6.107 Cheetham Hill Road is a busy and well-used thoroughfare and although tranquillity will be affected, the current baseline is one of a busy urban corridor set within an active industrial and commercial district.

Operational Phase

6.108 Residential buildings are already a prominent feature of the landscape. Here, the new building will not be uncharacteristic of the landscape but will add to its existing urbanised character.

POTENTIAL VISUAL EFFECTS

Construction Phase

6.109 Views of construction activity will be largely contained Cheetham Hill Road corridor. Views from existing dwellings close to the site will change. Cranes will be apparent above buildings and become a new temporary feature in the wider panorama looking across the city centre from the elevated positions.

Table 6.10: Potential Visual Amenity Impact Construction

1 - Users Deansgate looking North Towards the Site	Filtered, long-distance views of construction activity, not reducing the amenity of the view.
2 - Users of Cathedral Square and Surrounding Amenity Areas	Clear and filtered, mid-distance views of construction activity, not reducing the amenity of the view.
3 - Users of River Irwell Footpath	Filtered, long-distance views of construction activity, not reducing the amenity of the view.
4 - Users of Cheetham Hill Road looking South	Filtered, close and long-distance views of construction activity, not reducing the amenity of the view.
5 - Users of Road Network South of Site	Clear and filtered, close views of construction activity, reducing the amenity of the view.
6 - Users of areas surrounding Great Ancoats Street looking North-West	Filtered, long-distance views of construction activity, not reducing the amenity of the view.

Potential Visual Mitigation - Construction Phase

6.110 Views to the site could be mitigated through the use of solid site hoarding located between the site and the surrounding road network.

Operational Phase

6.111 Removal of vegetation during construction may open up new views of existing development and infrastructure.

Table 6.11: Potential Visual Amenity Impact Operation

Visual Receptor	Potential Visual Amenity Impact
1 - Users Deansgate looking North Towards the Site	Filtered, long-distance views of new building, not reducing the amenity of the view.
2 - Users of Cathedral Square and Surrounding Amenity Areas	Clear and filtered, mid-distance views of new building, not reducing the amenity of the view.
3 - Users of River Irwell Footpath	Filtered, long-distance views of new building, not reducing the amenity of the view.
4 - Users of Cheetham Hill Road looking South	Filtered, close and long-distance views of new building, not reducing the amenity of the view.
5 - Users of Road Network South of Site	Clear and filtered, close views of new building, reducing some amenity in the view.
6 - Users of areas surrounding Great Ancoats Street looking North-West	Filtered, long-distance views of new building, not reducing the amenity of the view.

PROPOSED LEVEL AND SCOPE OF ASSESSMENT

6.112 The following technical aspects have been scoped into the assessment:

- A detailed landscape and visual impact assessment as per Guidelines for Visual Impact Assessment 3rd Edition (Landscape Institute)
- The magnitude of landscape and visual effects will be informed by:
    - Scale of change;
    - Nature of change;
    - Duration of change;
    - Distance;
    - Screening;
    - Direction and focus of view;
    - Year 1 (opening year) and year 15 (design year) including summer and winter;
    - Removal of existing vegetation; and
    - Whether the receptor is static or moving.

WIND MICROCLIMATE

6.114 A Wind Microclimate assessment will be undertaken by Gordan Ingram Associates (GIA) and will consider the potential wind impacts of the proposed development; particularly with regard to the suitability of the proposed development for the intended pedestrian and occupier use, as well as unsafe wind conditions as defined by the Lawson Comfort Criteria.

6.115 GIA have qualitatively assessed the site for the potential for likely significant effects. Given the combination of height, orientation of the building and exposure, GIA consider that there is the potential for likely significant effects relating to Wind Microclimate and so this topic shall be scoped in to the EIA.

ASSESSMENT METHODOLOGY

6.116 The wind microclimate assessment will be undertaken using the Lawson Comfort Criteria. For the completed development a fully quantitative computational fluid dynamics (CFD) analysis modelling exercise will be undertaken.

6.117 The CFD analysis will comprise a digital model of the proposed development and its surroundings, to a radius of 400m of the centre of the site. Accessible areas at ground levels will be considered in and immediately around the proposed development itself, with a focus on off-site areas which pedestrians are able to access such as thoroughfares, pedestrian crossings, entrances, ground level amenity spaces and bus stops. The range relative to the site to which these uses are considered will be established throughout the assessment and based upon experience/professional judgement and the layouts of surrounding buildings, roads, thoroughfares etc.

6.118 Winds for the Greater Manchester area are predominantly from the south south-west or west, with a secondary peak from the north-east during spring. Winds are typically stronger in the winter season, and lighter throughout the summer. Wind roses per season for the Greater Manchester area are combined from data attained from Manchester International Airport over a period of approximately 30 years. These wind roses provide the frequency of occurrence and magnitude of winds from all directions within the 30-year period.

6.119 The results from the CFD testing will be combined with long-term meteorological climate data for the Greater Manchester area, corrected to understand the baseline conditions specific to the site, having regard to its location within Manchester.

POTENTIALLY SIGNIFICANT EFFECTS – CONSTRUCTION PHASE

6.120 Owing to the evolving and changing nature of construction activities, the assessment of potential effects during construction on wind microclimate sensitive receptors will not be modelled or assessed as the worst-case scenario will be considered by the assessment of the completed development (see below for further details). Demolition and construction effects are therefore scoped out of the assessment.

POTENTIALLY SIGNIFICANT EFFECTS – OPERATION PHASE

6.121 Due to the height, orientation and exposure of the proposed development, there is the potential for some raised wind speeds around the site, particularly close to the corners of the building.

6.122 There is also potential for local accelerations due to channelling between the proposed development and neighbouring properties.

6.123 This has the potential to create uncomfortable or unsafe wind speeds for pedestrians or cyclists.

EFFECT PREDICTION AND ASSESSMENT OF EFFECT SIGNIFICANCE

1.18 Wind effects will be predicted by assessment of conditions against the Lawson Comfort and Safety Criteria.

Table 6.11: Lawson Comfort Criteria

Comfort Category	Mean Wind Speed (5% Exceedance)	Description
Sitting	4m/s	Acceptable for outdoor sitting use (e.g. cafes, benches, balconies)
Standing	6m/s	Acceptable for main building entrances, pick-up / drop-off points and bus stops
Leisure Walking	8m/s	Acceptable for strolling
Business Walking	10m/s	Acceptable for external pavements, walking purposefully without lingering
Uncomfortable	10m/s	Not comfortable for regular pedestrian access

Table 6.12: Lawson Safety Criteria

	Mean Wind Speed (0.00025% Exceedance)	Description
No Safety Exceedance	<15m/s	Wind safety risk considered negligible
S15 (distress)	>15m/s	Unsafe for frail individuals, or cyclists
S20 (safety)	>20m/s	Considered unsafe for all users

SUMMARY OF ASSESSMENT SCOPE

6.124 Based on qualitative assessment of the proposed scheme and surrounding area was undertaken. Given the combination of height, orientation of the building and exposure, GIA consider that there is the potential for likely significant effects relating to Wind Microclimate and so this topic shall be scoped in to the EIA.

Table 6.13: Effects, Sensitive Receptors & Assessment Stage

Effect	Receptor	Assessment Stage
Wind Microclimate	Pedestrians & Cyclist Safety	Operation
Wind Microclimate	Thoroughfares & Roadways	Operation
Wind Microclimate	Building Entrances	Operation
Wind Microclimate	Bus stops & Station Platforms	Operation
Wind Microclimate	Amenity Spaces	Operation

7. CONCLUSIONS

7.1 In summary, this Scoping Report comprises a formal request for MCC to issue a Scoping Opinion, with respect to the considerations at Part 4 Regulation 15(6) of the EIA Regulations.

7.2 The planning application to which this Scoping Opinion Request relates is for a full application for residential-led mixed use development at One Park Place in Cheetham Hill.

7.3 The proposed development will realise the redevelopment of an underused brownfield site close to the city centre, identified for regeneration in a Strategic Regeneration Framework endorsed by the Council. It will meet a need for additional residential units and commercial floorspace and contribute to the regeneration of Cheetham Hill envisaged by the Council.

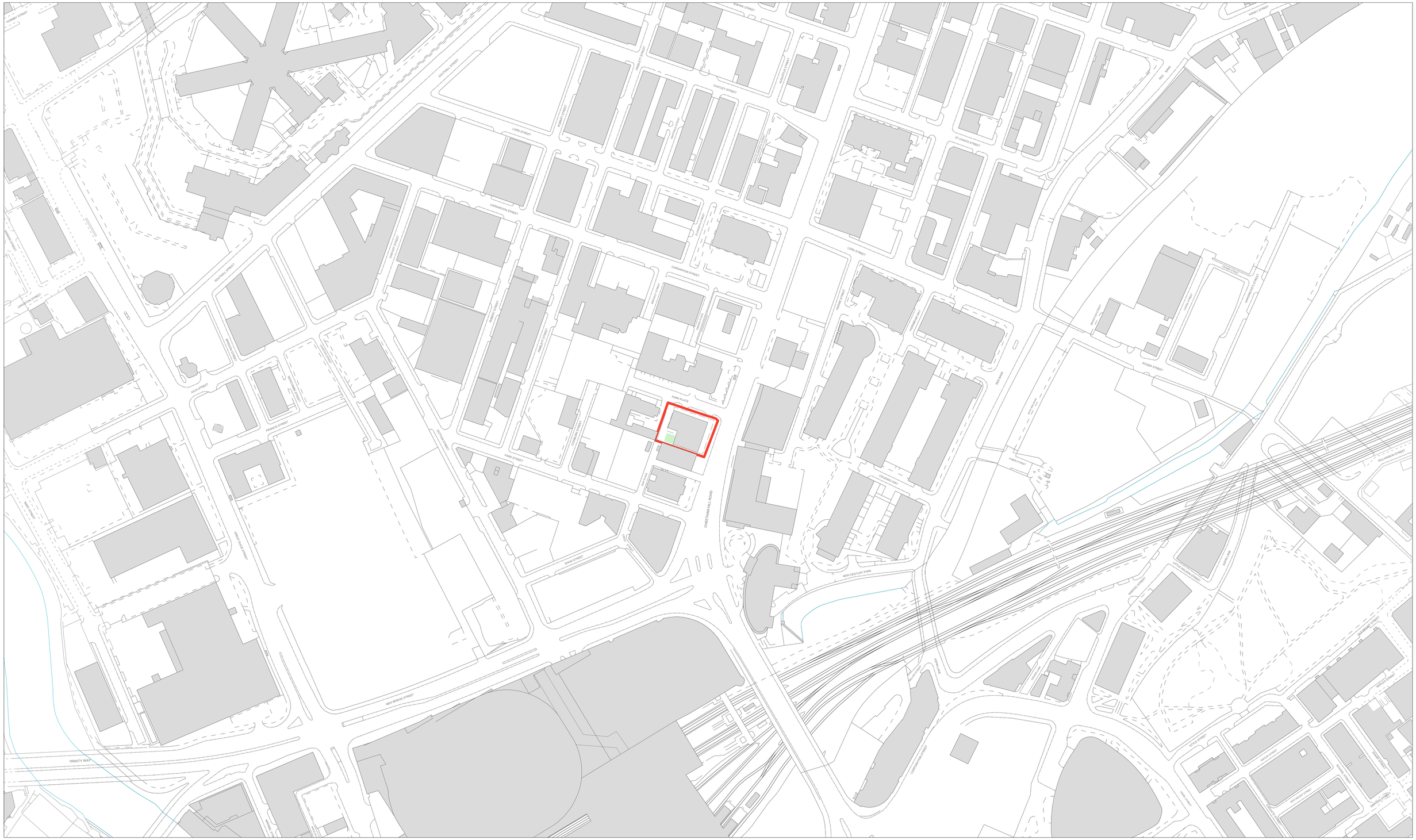
7.4 On the basis of the baseline work undertaken by the project team so far, and with regard to the EIA Regulations and additional guidelines circulated in NPPG, we consider that the development proposals as a whole comprise Schedule 2 EIA development, and therefore it is accepted that EIA is required.

7.5 However, the proposals will raise limited environmental issues of a scale sufficient to warrant EIA. It is proposed that the ES considers the following topics:

- Daylight and Sunlight
- Greenhouse Gas Emissions
- Heritage
- Socio-Economics
- Townscape and Visual Impact Assessment
- Wind Microclimate

7.6 In light of this information, we request that the Council issue their formal Scoping Opinion within 5 weeks per Regulation 5(5) of the EIA Regulations.

APPENDIX A: SITE LOCATION PLAN



hodder+partners

SGI Studios
1 Kelso Place
Manchester M15 4LE

t: +44(0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

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

revisions + notes:
~~04~~08/23 Rev.A

client: Benjamin Property ltd.

date: September 2023

project: Park Place, Manchester

scale: 1:2500@A3

drawn by: RC + ET

title: Location Plan

drawing number: L(—)501

status: Planning

job number: 0654

revision: A

hodder+partners

APPENDIX B: LIST OF PROPOSED APPLICATION DOCUMENTS

Proposed Supporting Documents

Full suite of plans and drawings

CGIs

Reports:

- Design and Access Statement (including Design for Access 2 Compliance Statement)
- Planning Statement and Tall Building Statement
- Affordable Housing Statement
- Air Quality Assessment
- Archaeological Assessment
- Blue and Green Infrastructure Statement
- Broadband Connectivity Assessment
- Circular Economy Statement
- Construction Management Plan
- Crime Impact Statement
- Daylight/Sunlight Assessment
- Ecology report including Bat Survey
- Energy Statement
- Environmental Standards Statement
- Fire Statement
- Flood Risk Assessment and Drainage Strategy Report
- Heritage Statement
- Landscaping Strategy and Plans
- Lighting Strategy
- Local Labour Agreement
- Noise Assessment
- Management Statement
- Phase 1 Geo-Technical Assessment
- Statement of Consultation
- Topographical Survey
- Townscape and Visual Impact Assessment
- Transport Assessment and Travel Plan
- TV and Radio Reception Survey
- Wind Assessment

APPENDIX C: TRICS OUTPUT FOR THE PROPOSED DEVELOMPENT AND BASELINE SITE

Development Trip Generation - TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 62 to 190 (units:)
Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 20/10/22

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	8

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
Built-Up Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	21 days - Not Selected

Secondary Filtering selection:

Use Class:
C3 9 days

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	7 days
50,001 to 100,000	1 days
100,001 or More	1 days

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	4 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	3 days

Travel Plan:

Yes	3 days
No	6 days

PTAL Rating:

No PTAL Present	5 days
3 Moderate	1 days
5 Very Good	2 days
6a Excellent	1 days

LIST OF SITES relevant to selection parameters

1 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 **BM-03-C-01** **BLOCKS OF FLATS** **BROMLEY**
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

3 **CT-03-C-01** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 **CT-03-C-02** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 **CT-03-C-03** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

6 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

7 **IS-03-C-08** **BLOCK OF FLATS** **ISLINGTON**
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 190
Survey date: THURSDAY *20/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **PO-03-C-01** **BLOCKS OF FLATS** **PORTSMOUTH**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

9 **WF-03-C-01** **BLOCKS OF FLATS** **WALTHAM FOREST**
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.004	9	121	0.007
08:00 - 09:00	9	121	0.007	9	121	0.006	9	121	0.013
09:00 - 10:00	9	121	0.004	9	121	0.006	9	121	0.010
10:00 - 11:00	9	121	0.005	9	121	0.005	9	121	0.010
11:00 - 12:00	9	121	0.006	9	121	0.006	9	121	0.012
12:00 - 13:00	9	121	0.006	9	121	0.006	9	121	0.012
13:00 - 14:00	9	121	0.004	9	121	0.004	9	121	0.008
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.002	9	121	0.002	9	121	0.004
16:00 - 17:00	9	121	0.006	9	121	0.006	9	121	0.012
17:00 - 18:00	9	121	0.005	9	121	0.005	9	121	0.010
18:00 - 19:00	9	121	0.003	9	121	0.003	9	121	0.006
19:00 - 20:00	4	132	0.008	**4**	**132**	**0.008**	4	132	0.016
20:00 - 21:00	**4**	**132**	**0.010**	4	132	0.008	**4**	**132**	**0.018**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**9**	**121**	**0.004**	**9**	**121**	**0.004**	**9**	**121**	**0.008**
08:00 - 09:00	9	121	0.000	9	121	0.000	9	121	0.000
09:00 - 10:00	9	121	0.002	9	121	0.002	9	121	0.004
10:00 - 11:00	9	121	0.001	9	121	0.000	9	121	0.001
11:00 - 12:00	9	121	0.003	9	121	0.003	9	121	0.006
12:00 - 13:00	9	121	0.000	9	121	0.001	9	121	0.001
13:00 - 14:00	9	121	0.000	9	121	0.000	9	121	0.000
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.000	9	121	0.000	9	121	0.000
16:00 - 17:00	9	121	0.000	9	121	0.000	9	121	0.000
17:00 - 18:00	9	121	0.000	9	121	0.000	9	121	0.000
18:00 - 19:00	9	121	0.000	9	121	0.000	9	121	0.000
19:00 - 20:00	4	132	0.000	4	132	0.000	4	132	0.000
20:00 - 21:00	4	132	0.000	4	132	0.000	4	132	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.001	9	121	0.005	9	121	0.006
08:00 - 09:00	9	121	0.002	**9**	**121**	**0.012**	9	121	0.014
09:00 - 10:00	9	121	0.000	9	121	0.000	9	121	0.000
10:00 - 11:00	9	121	0.005	9	121	0.003	9	121	0.008
11:00 - 12:00	9	121	0.003	9	121	0.003	9	121	0.006
12:00 - 13:00	9	121	0.004	9	121	0.003	9	121	0.007
13:00 - 14:00	9	121	0.006	9	121	0.006	9	121	0.012
14:00 - 15:00	9	121	0.004	9	121	0.002	9	121	0.006
15:00 - 16:00	9	121	0.005	9	121	0.003	9	121	0.008
16:00 - 17:00	9	121	0.004	9	121	0.002	9	121	0.006
17:00 - 18:00	9	121	0.006	9	121	0.005	9	121	0.011
18:00 - 19:00	9	121	0.008	9	121	0.006	9	121	0.014
19:00 - 20:00	**4**	**132**	**0.010**	4	132	0.008	**4**	**132**	**0.018**
20:00 - 21:00	4	132	0.008	4	132	0.008	4	132	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.034	9	121	0.173	9	121	0.207
08:00 - 09:00	9	121	0.044	**9**	**121**	**0.223**	9	121	0.267
09:00 - 10:00	9	121	0.049	9	121	0.063	9	121	0.112
10:00 - 11:00	9	121	0.062	9	121	0.073	9	121	0.135
11:00 - 12:00	9	121	0.057	9	121	0.083	9	121	0.140
12:00 - 13:00	9	121	0.091	9	121	0.102	9	121	0.193
13:00 - 14:00	9	121	0.074	9	121	0.068	9	121	0.142
14:00 - 15:00	9	121	0.046	9	121	0.050	9	121	0.096
15:00 - 16:00	9	121	0.102	9	121	0.066	9	121	0.168
16:00 - 17:00	9	121	0.135	9	121	0.067	9	121	0.202
17:00 - 18:00	9	121	0.194	9	121	0.086	9	121	0.280
18:00 - 19:00	**9**	**121**	**0.228**	9	121	0.098	**9**	**121**	**0.326**
19:00 - 20:00	4	132	0.078	4	132	0.048	4	132	0.126
20:00 - 21:00	4	132	0.040	4	132	0.038	4	132	0.078
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.234			1.238			2.472

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.017	9	121	0.071	9	121	0.088
08:00 - 09:00	9	121	0.037	**9**	**121**	**0.130**	9	121	0.167
09:00 - 10:00	9	121	0.039	9	121	0.070	9	121	0.109
10:00 - 11:00	9	121	0.050	9	121	0.063	9	121	0.113
11:00 - 12:00	9	121	0.046	9	121	0.054	9	121	0.100
12:00 - 13:00	9	121	0.055	9	121	0.051	9	121	0.106
13:00 - 14:00	9	121	0.060	9	121	0.052	9	121	0.112
14:00 - 15:00	9	121	0.057	9	121	0.050	9	121	0.107
15:00 - 16:00	9	121	0.101	9	121	0.069	9	121	0.170
16:00 - 17:00	9	121	0.083	9	121	0.067	9	121	0.150
17:00 - 18:00	9	121	0.106	9	121	0.080	9	121	0.186
18:00 - 19:00	9	121	0.097	9	121	0.089	9	121	0.186
19:00 - 20:00	**4**	**132**	**0.131**	4	132	0.068	**4**	**132**	**0.199**
20:00 - 21:00	4	132	0.078	4	132	0.036	4	132	0.114
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.957			0.950			1.907

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.118	9	121	0.121
08:00 - 09:00	9	121	0.011	**9**	**121**	**0.179**	**9**	**121**	**0.190**
09:00 - 10:00	9	121	0.012	9	121	0.066	9	121	0.078
10:00 - 11:00	9	121	0.020	9	121	0.037	9	121	0.057
11:00 - 12:00	9	121	0.017	9	121	0.017	9	121	0.034
12:00 - 13:00	9	121	0.028	9	121	0.020	9	121	0.048
13:00 - 14:00	9	121	0.022	9	121	0.038	9	121	0.060
14:00 - 15:00	9	121	0.031	9	121	0.017	9	121	0.048
15:00 - 16:00	9	121	0.092	9	121	0.030	9	121	0.122
16:00 - 17:00	9	121	0.061	9	121	0.034	9	121	0.095
17:00 - 18:00	9	121	0.103	9	121	0.028	9	121	0.131
18:00 - 19:00	9	121	0.133	9	121	0.043	9	121	0.176
19:00 - 20:00	**4**	**132**	**0.137**	4	132	0.029	4	132	0.166
20:00 - 21:00	4	132	0.055	4	132	0.008	4	132	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.725			0.664			1.389

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.14

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.054	9	121	0.367	9	121	0.421
08:00 - 09:00	9	121	0.094	**9**	**121**	**0.544**	9	121	0.638
09:00 - 10:00	9	121	0.099	9	121	0.199	9	121	0.298
10:00 - 11:00	9	121	0.138	9	121	0.176	9	121	0.314
11:00 - 12:00	9	121	0.122	9	121	0.157	9	121	0.279
12:00 - 13:00	9	121	0.177	9	121	0.176	9	121	0.353
13:00 - 14:00	9	121	0.161	9	121	0.163	9	121	0.324
14:00 - 15:00	9	121	0.138	9	121	0.118	9	121	0.256
15:00 - 16:00	9	121	0.299	9	121	0.168	9	121	0.467
16:00 - 17:00	9	121	0.283	9	121	0.170	9	121	0.453
17:00 - 18:00	9	121	0.408	9	121	0.198	9	121	0.606
18:00 - 19:00	**9**	**121**	**0.466**	9	121	0.236	**9**	**121**	**0.702**
19:00 - 20:00	4	132	0.356	4	132	0.152	4	132	0.508
20:00 - 21:00	4	132	0.181	4	132	0.089	4	132	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.976			2.913			5.889

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.020	9	121	0.101	9	121	0.121
08:00 - 09:00	9	121	0.025	**9**	**121**	**0.111**	9	121	0.136
09:00 - 10:00	9	121	0.028	9	121	0.039	9	121	0.067
10:00 - 11:00	9	121	0.033	9	121	0.036	9	121	0.069
11:00 - 12:00	9	121	0.023	9	121	0.040	9	121	0.063
12:00 - 13:00	9	121	0.042	9	121	0.045	9	121	0.087
13:00 - 14:00	9	121	0.039	9	121	0.037	9	121	0.076
14:00 - 15:00	9	121	0.029	9	121	0.034	9	121	0.063
15:00 - 16:00	9	121	0.056	9	121	0.038	9	121	0.094
16:00 - 17:00	9	121	0.068	9	121	0.034	9	121	0.102
17:00 - 18:00	9	121	0.107	9	121	0.061	9	121	0.168
18:00 - 19:00	**9**	**121**	**0.128**	9	121	0.068	**9**	**121**	**0.196**
19:00 - 20:00	4	132	0.048	4	132	0.029	4	132	0.077
20:00 - 21:00	4	132	0.029	4	132	0.027	4	132	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.675			0.700			1.375

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.009	9	121	0.012
08:00 - 09:00	9	121	0.008	9	121	0.010	9	121	0.018
09:00 - 10:00	9	121	0.010	9	121	0.005	9	121	0.015
10:00 - 11:00	9	121	0.014	9	121	0.014	9	121	0.028
11:00 - 12:00	9	121	0.014	9	121	0.016	9	121	0.030
12:00 - 13:00	**9**	**121**	**0.017**	**9**	**121**	**0.019**	**9**	**121**	**0.036**
13:00 - 14:00	9	121	0.008	9	121	0.012	9	121	0.020
14:00 - 15:00	9	121	0.005	9	121	0.005	9	121	0.010
15:00 - 16:00	9	121	0.010	9	121	0.007	9	121	0.017
16:00 - 17:00	9	121	0.014	9	121	0.015	9	121	0.029
17:00 - 18:00	9	121	0.011	9	121	0.004	9	121	0.015
18:00 - 19:00	9	121	0.004	9	121	0.003	9	121	0.007
19:00 - 20:00	4	132	0.004	4	132	0.004	4	132	0.008
20:00 - 21:00	4	132	0.002	4	132	0.002	4	132	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.125			0.249

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.006	9	121	0.006	9	121	0.012
08:00 - 09:00	9	121	0.009	9	121	0.006	9	121	0.015
09:00 - 10:00	9	121	0.012	9	121	0.007	9	121	0.019
10:00 - 11:00	9	121	0.013	9	121	0.011	9	121	0.024
11:00 - 12:00	9	121	0.010	9	121	0.014	9	121	0.024
12:00 - 13:00	**9**	**121**	**0.016**	**9**	**121**	**0.017**	**9**	**121**	**0.033**
13:00 - 14:00	9	121	0.007	9	121	0.008	9	121	0.015
14:00 - 15:00	9	121	0.005	9	121	0.006	9	121	0.011
15:00 - 16:00	9	121	0.007	9	121	0.006	9	121	0.013
16:00 - 17:00	9	121	0.010	9	121	0.014	9	121	0.024
17:00 - 18:00	9	121	0.005	9	121	0.004	9	121	0.009
18:00 - 19:00	9	121	0.005	9	121	0.006	9	121	0.011
19:00 - 20:00	4	132	0.013	4	132	0.013	4	132	0.026
20:00 - 21:00	4	132	0.008	4	132	0.008	4	132	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252

Baseline Trip Generation - TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	6604 to 8000 (units: sqm)
Range Selected by User:	150 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/09/22

Selected survey days:

Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2

Selected Location Sub Categories:

Industrial Zone	1
Built-Up Zone	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 2 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:
0.6 to 1.0 2 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	2 days

PTAL Rating:

No PTAL Present	2 days

LIST OF SITES relevant to selection parameters

1 **GS-02-C-01** **HEALTH PRODUCTS** **GLOUCESTERSHIRE**
ST CATHERINE STREET
GLOUCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 6604 sqm
Survey date: WEDNESDAY *26/05/04* *Survey Type: MANUAL*

2 **LC-02-C-02** **RECYCLING CO.** **LANCASHIRE**
ESSEX STREET
PRESTON
RED SCAR IND ESTATE
Edge of Town Centre
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: THURSDAY *10/05/12* *Survey Type: MANUAL*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**2**	**7302**	**0.705**	2	7302	0.048	2	7302	0.753
08:00 - 09:00	2	7302	0.541	2	7302	0.137	2	7302	0.678
09:00 - 10:00	2	7302	0.253	2	7302	0.151	2	7302	0.404
10:00 - 11:00	2	7302	0.212	2	7302	0.144	2	7302	0.356
11:00 - 12:00	2	7302	0.116	2	7302	0.171	2	7302	0.287
12:00 - 13:00	2	7302	0.123	2	7302	0.151	2	7302	0.274
13:00 - 14:00	2	7302	0.151	2	7302	0.157	2	7302	0.308
14:00 - 15:00	2	7302	0.110	2	7302	0.130	2	7302	0.240
15:00 - 16:00	2	7302	0.157	2	7302	0.226	2	7302	0.383
16:00 - 17:00	2	7302	0.096	2	7302	0.472	2	7302	0.568
17:00 - 18:00	2	7302	0.123	**2**	**7302**	**0.794**	**2**	**7302**	**0.917**
18:00 - 19:00	2	7302	0.014	2	7302	0.178	2	7302	0.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.601			2.759			5.360

Parameter summary

Trip rate parameter range selected:	6604 - 8000 (units: sqm)
Survey date date range:	01/01/00 - 29/09/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	7302	0.027	2	7302	0.007	2	7302	0.034
08:00 - 09:00	2	7302	0.021	2	7302	0.021	2	7302	0.042
09:00 - 10:00	2	7302	0.000	2	7302	0.027	2	7302	0.027
10:00 - 11:00	**2**	**7302**	**0.041**	2	7302	0.027	**2**	**7302**	**0.068**
11:00 - 12:00	2	7302	0.021	**2**	**7302**	**0.034**	2	7302	0.055
12:00 - 13:00	2	7302	0.014	2	7302	0.000	2	7302	0.014
13:00 - 14:00	2	7302	0.000	2	7302	0.000	2	7302	0.000
14:00 - 15:00	2	7302	0.000	2	7302	0.021	2	7302	0.021
15:00 - 16:00	2	7302	0.021	2	7302	0.014	2	7302	0.035
16:00 - 17:00	2	7302	0.000	2	7302	0.014	2	7302	0.014
17:00 - 18:00	2	7302	0.000	2	7302	0.000	2	7302	0.000
18:00 - 19:00	2	7302	0.000	2	7302	0.000	2	7302	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.165			0.310

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 62 to 190 (units:)
Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 20/10/22

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	8

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
Built-Up Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	21 days - Not Selected

Secondary Filtering selection:

Use Class:
C3 9 days

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	7 days
50,001 to 100,000	1 days
100,001 or More	1 days

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	4 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	3 days

Travel Plan:

Yes	3 days
No	6 days

PTAL Rating:

No PTAL Present	5 days
3 Moderate	1 days
5 Very Good	2 days
6a Excellent	1 days

LIST OF SITES relevant to selection parameters

1 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 **BM-03-C-01** **BLOCKS OF FLATS** **BROMLEY**
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

3 **CT-03-C-01** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 **CT-03-C-02** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 **CT-03-C-03** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

6 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

7 **IS-03-C-08** **BLOCK OF FLATS** **ISLINGTON**
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 190
Survey date: THURSDAY *20/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **PO-03-C-01** **BLOCKS OF FLATS** **PORTSMOUTH**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

9 **WF-03-C-01** **BLOCKS OF FLATS** **WALTHAM FOREST**
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.004	9	121	0.007
08:00 - 09:00	9	121	0.007	9	121	0.006	9	121	0.013
09:00 - 10:00	9	121	0.004	9	121	0.006	9	121	0.010
10:00 - 11:00	9	121	0.005	9	121	0.005	9	121	0.010
11:00 - 12:00	9	121	0.006	9	121	0.006	9	121	0.012
12:00 - 13:00	9	121	0.006	9	121	0.006	9	121	0.012
13:00 - 14:00	9	121	0.004	9	121	0.004	9	121	0.008
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.002	9	121	0.002	9	121	0.004
16:00 - 17:00	9	121	0.006	9	121	0.006	9	121	0.012
17:00 - 18:00	9	121	0.005	9	121	0.005	9	121	0.010
18:00 - 19:00	9	121	0.003	9	121	0.003	9	121	0.006
19:00 - 20:00	4	132	0.008	**4**	**132**	**0.008**	4	132	0.016
20:00 - 21:00	**4**	**132**	**0.010**	4	132	0.008	**4**	**132**	**0.018**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**9**	**121**	**0.004**	**9**	**121**	**0.004**	**9**	**121**	**0.008**
08:00 - 09:00	9	121	0.000	9	121	0.000	9	121	0.000
09:00 - 10:00	9	121	0.002	9	121	0.002	9	121	0.004
10:00 - 11:00	9	121	0.001	9	121	0.000	9	121	0.001
11:00 - 12:00	9	121	0.003	9	121	0.003	9	121	0.006
12:00 - 13:00	9	121	0.000	9	121	0.001	9	121	0.001
13:00 - 14:00	9	121	0.000	9	121	0.000	9	121	0.000
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.000	9	121	0.000	9	121	0.000
16:00 - 17:00	9	121	0.000	9	121	0.000	9	121	0.000
17:00 - 18:00	9	121	0.000	9	121	0.000	9	121	0.000
18:00 - 19:00	9	121	0.000	9	121	0.000	9	121	0.000
19:00 - 20:00	4	132	0.000	4	132	0.000	4	132	0.000
20:00 - 21:00	4	132	0.000	4	132	0.000	4	132	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.001	9	121	0.005	9	121	0.006
08:00 - 09:00	9	121	0.002	**9**	**121**	**0.012**	9	121	0.014
09:00 - 10:00	9	121	0.000	9	121	0.000	9	121	0.000
10:00 - 11:00	9	121	0.005	9	121	0.003	9	121	0.008
11:00 - 12:00	9	121	0.003	9	121	0.003	9	121	0.006
12:00 - 13:00	9	121	0.004	9	121	0.003	9	121	0.007
13:00 - 14:00	9	121	0.006	9	121	0.006	9	121	0.012
14:00 - 15:00	9	121	0.004	9	121	0.002	9	121	0.006
15:00 - 16:00	9	121	0.005	9	121	0.003	9	121	0.008
16:00 - 17:00	9	121	0.004	9	121	0.002	9	121	0.006
17:00 - 18:00	9	121	0.006	9	121	0.005	9	121	0.011
18:00 - 19:00	9	121	0.008	9	121	0.006	9	121	0.014
19:00 - 20:00	**4**	**132**	**0.010**	4	132	0.008	**4**	**132**	**0.018**
20:00 - 21:00	4	132	0.008	4	132	0.008	4	132	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.034	9	121	0.173	9	121	0.207
08:00 - 09:00	9	121	0.044	**9**	**121**	**0.223**	9	121	0.267
09:00 - 10:00	9	121	0.049	9	121	0.063	9	121	0.112
10:00 - 11:00	9	121	0.062	9	121	0.073	9	121	0.135
11:00 - 12:00	9	121	0.057	9	121	0.083	9	121	0.140
12:00 - 13:00	9	121	0.091	9	121	0.102	9	121	0.193
13:00 - 14:00	9	121	0.074	9	121	0.068	9	121	0.142
14:00 - 15:00	9	121	0.046	9	121	0.050	9	121	0.096
15:00 - 16:00	9	121	0.102	9	121	0.066	9	121	0.168
16:00 - 17:00	9	121	0.135	9	121	0.067	9	121	0.202
17:00 - 18:00	9	121	0.194	9	121	0.086	9	121	0.280
18:00 - 19:00	**9**	**121**	**0.228**	9	121	0.098	**9**	**121**	**0.326**
19:00 - 20:00	4	132	0.078	4	132	0.048	4	132	0.126
20:00 - 21:00	4	132	0.040	4	132	0.038	4	132	0.078
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.234			1.238			2.472

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.017	9	121	0.071	9	121	0.088
08:00 - 09:00	9	121	0.037	**9**	**121**	**0.130**	9	121	0.167
09:00 - 10:00	9	121	0.039	9	121	0.070	9	121	0.109
10:00 - 11:00	9	121	0.050	9	121	0.063	9	121	0.113
11:00 - 12:00	9	121	0.046	9	121	0.054	9	121	0.100
12:00 - 13:00	9	121	0.055	9	121	0.051	9	121	0.106
13:00 - 14:00	9	121	0.060	9	121	0.052	9	121	0.112
14:00 - 15:00	9	121	0.057	9	121	0.050	9	121	0.107
15:00 - 16:00	9	121	0.101	9	121	0.069	9	121	0.170
16:00 - 17:00	9	121	0.083	9	121	0.067	9	121	0.150
17:00 - 18:00	9	121	0.106	9	121	0.080	9	121	0.186
18:00 - 19:00	9	121	0.097	9	121	0.089	9	121	0.186
19:00 - 20:00	**4**	**132**	**0.131**	4	132	0.068	**4**	**132**	**0.199**
20:00 - 21:00	4	132	0.078	4	132	0.036	4	132	0.114
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.957			0.950			1.907

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.118	9	121	0.121
08:00 - 09:00	9	121	0.011	**9**	**121**	**0.179**	**9**	**121**	**0.190**
09:00 - 10:00	9	121	0.012	9	121	0.066	9	121	0.078
10:00 - 11:00	9	121	0.020	9	121	0.037	9	121	0.057
11:00 - 12:00	9	121	0.017	9	121	0.017	9	121	0.034
12:00 - 13:00	9	121	0.028	9	121	0.020	9	121	0.048
13:00 - 14:00	9	121	0.022	9	121	0.038	9	121	0.060
14:00 - 15:00	9	121	0.031	9	121	0.017	9	121	0.048
15:00 - 16:00	9	121	0.092	9	121	0.030	9	121	0.122
16:00 - 17:00	9	121	0.061	9	121	0.034	9	121	0.095
17:00 - 18:00	9	121	0.103	9	121	0.028	9	121	0.131
18:00 - 19:00	9	121	0.133	9	121	0.043	9	121	0.176
19:00 - 20:00	**4**	**132**	**0.137**	4	132	0.029	4	132	0.166
20:00 - 21:00	4	132	0.055	4	132	0.008	4	132	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.725			0.664			1.389

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.14

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.054	9	121	0.367	9	121	0.421
08:00 - 09:00	9	121	0.094	**9**	**121**	**0.544**	9	121	0.638
09:00 - 10:00	9	121	0.099	9	121	0.199	9	121	0.298
10:00 - 11:00	9	121	0.138	9	121	0.176	9	121	0.314
11:00 - 12:00	9	121	0.122	9	121	0.157	9	121	0.279
12:00 - 13:00	9	121	0.177	9	121	0.176	9	121	0.353
13:00 - 14:00	9	121	0.161	9	121	0.163	9	121	0.324
14:00 - 15:00	9	121	0.138	9	121	0.118	9	121	0.256
15:00 - 16:00	9	121	0.299	9	121	0.168	9	121	0.467
16:00 - 17:00	9	121	0.283	9	121	0.170	9	121	0.453
17:00 - 18:00	9	121	0.408	9	121	0.198	9	121	0.606
18:00 - 19:00	**9**	**121**	**0.466**	9	121	0.236	**9**	**121**	**0.702**
19:00 - 20:00	4	132	0.356	4	132	0.152	4	132	0.508
20:00 - 21:00	4	132	0.181	4	132	0.089	4	132	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.976			2.913			5.889

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.020	9	121	0.101	9	121	0.121
08:00 - 09:00	9	121	0.025	**9**	**121**	**0.111**	9	121	0.136
09:00 - 10:00	9	121	0.028	9	121	0.039	9	121	0.067
10:00 - 11:00	9	121	0.033	9	121	0.036	9	121	0.069
11:00 - 12:00	9	121	0.023	9	121	0.040	9	121	0.063
12:00 - 13:00	9	121	0.042	9	121	0.045	9	121	0.087
13:00 - 14:00	9	121	0.039	9	121	0.037	9	121	0.076
14:00 - 15:00	9	121	0.029	9	121	0.034	9	121	0.063
15:00 - 16:00	9	121	0.056	9	121	0.038	9	121	0.094
16:00 - 17:00	9	121	0.068	9	121	0.034	9	121	0.102
17:00 - 18:00	9	121	0.107	9	121	0.061	9	121	0.168
18:00 - 19:00	**9**	**121**	**0.128**	9	121	0.068	**9**	**121**	**0.196**
19:00 - 20:00	4	132	0.048	4	132	0.029	4	132	0.077
20:00 - 21:00	4	132	0.029	4	132	0.027	4	132	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.675			0.700			1.375

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.009	9	121	0.012
08:00 - 09:00	9	121	0.008	9	121	0.010	9	121	0.018
09:00 - 10:00	9	121	0.010	9	121	0.005	9	121	0.015
10:00 - 11:00	9	121	0.014	9	121	0.014	9	121	0.028
11:00 - 12:00	9	121	0.014	9	121	0.016	9	121	0.030
12:00 - 13:00	**9**	**121**	**0.017**	**9**	**121**	**0.019**	**9**	**121**	**0.036**
13:00 - 14:00	9	121	0.008	9	121	0.012	9	121	0.020
14:00 - 15:00	9	121	0.005	9	121	0.005	9	121	0.010
15:00 - 16:00	9	121	0.010	9	121	0.007	9	121	0.017
16:00 - 17:00	9	121	0.014	9	121	0.015	9	121	0.029
17:00 - 18:00	9	121	0.011	9	121	0.004	9	121	0.015
18:00 - 19:00	9	121	0.004	9	121	0.003	9	121	0.007
19:00 - 20:00	4	132	0.004	4	132	0.004	4	132	0.008
20:00 - 21:00	4	132	0.002	4	132	0.002	4	132	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.125			0.249

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.006	9	121	0.006	9	121	0.012
08:00 - 09:00	9	121	0.009	9	121	0.006	9	121	0.015
09:00 - 10:00	9	121	0.012	9	121	0.007	9	121	0.019
10:00 - 11:00	9	121	0.013	9	121	0.011	9	121	0.024
11:00 - 12:00	9	121	0.010	9	121	0.014	9	121	0.024
12:00 - 13:00	**9**	**121**	**0.016**	**9**	**121**	**0.017**	**9**	**121**	**0.033**
13:00 - 14:00	9	121	0.007	9	121	0.008	9	121	0.015
14:00 - 15:00	9	121	0.005	9	121	0.006	9	121	0.011
15:00 - 16:00	9	121	0.007	9	121	0.006	9	121	0.013
16:00 - 17:00	9	121	0.010	9	121	0.014	9	121	0.024
17:00 - 18:00	9	121	0.005	9	121	0.004	9	121	0.009
18:00 - 19:00	9	121	0.005	9	121	0.006	9	121	0.011
19:00 - 20:00	4	132	0.013	4	132	0.013	4	132	0.026
20:00 - 21:00	4	132	0.008	4	132	0.008	4	132	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252

Baseline TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	6604 to 8000 (units: sqm)
Range Selected by User:	150 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/09/22

Selected survey days:

Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2

Selected Location Sub Categories:

Industrial Zone	1
Built-Up Zone	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 2 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:
0.6 to 1.0 2 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	2 days

PTAL Rating:

No PTAL Present	2 days

LIST OF SITES relevant to selection parameters

1 **GS-02-C-01** **HEALTH PRODUCTS** **GLOUCESTERSHIRE**
ST CATHERINE STREET
GLOUCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 6604 sqm
Survey date: WEDNESDAY *26/05/04* *Survey Type: MANUAL*

2 **LC-02-C-02** **RECYCLING CO.** **LANCASHIRE**
ESSEX STREET
PRESTON
RED SCAR IND ESTATE
Edge of Town Centre
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: THURSDAY *10/05/12* *Survey Type: MANUAL*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**2**	**7302**	**0.705**	2	7302	0.048	2	7302	0.753
08:00 - 09:00	2	7302	0.541	2	7302	0.137	2	7302	0.678
09:00 - 10:00	2	7302	0.253	2	7302	0.151	2	7302	0.404
10:00 - 11:00	2	7302	0.212	2	7302	0.144	2	7302	0.356
11:00 - 12:00	2	7302	0.116	2	7302	0.171	2	7302	0.287
12:00 - 13:00	2	7302	0.123	2	7302	0.151	2	7302	0.274
13:00 - 14:00	2	7302	0.151	2	7302	0.157	2	7302	0.308
14:00 - 15:00	2	7302	0.110	2	7302	0.130	2	7302	0.240
15:00 - 16:00	2	7302	0.157	2	7302	0.226	2	7302	0.383
16:00 - 17:00	2	7302	0.096	2	7302	0.472	2	7302	0.568
17:00 - 18:00	2	7302	0.123	**2**	**7302**	**0.794**	**2**	**7302**	**0.917**
18:00 - 19:00	2	7302	0.014	2	7302	0.178	2	7302	0.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.601			2.759			5.360

Parameter summary

Trip rate parameter range selected:	6604 - 8000 (units: sqm)
Survey date date range:	01/01/00 - 29/09/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	7302	0.027	2	7302	0.007	2	7302	0.034
08:00 - 09:00	2	7302	0.021	2	7302	0.021	2	7302	0.042
09:00 - 10:00	2	7302	0.000	2	7302	0.027	2	7302	0.027
10:00 - 11:00	**2**	**7302**	**0.041**	2	7302	0.027	**2**	**7302**	**0.068**
11:00 - 12:00	2	7302	0.021	**2**	**7302**	**0.034**	2	7302	0.055
12:00 - 13:00	2	7302	0.014	2	7302	0.000	2	7302	0.014
13:00 - 14:00	2	7302	0.000	2	7302	0.000	2	7302	0.000
14:00 - 15:00	2	7302	0.000	2	7302	0.021	2	7302	0.021
15:00 - 16:00	2	7302	0.021	2	7302	0.014	2	7302	0.035
16:00 - 17:00	2	7302	0.000	2	7302	0.014	2	7302	0.014
17:00 - 18:00	2	7302	0.000	2	7302	0.000	2	7302	0.000
18:00 - 19:00	2	7302	0.000	2	7302	0.000	2	7302	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.165			0.310

APPENDIX D: TVIA BASELINE PHOTOS

rbmp.2328 One Park Place, Manchester, TVIA

Baseline Photographs

16th August 2023

Note

These visualisations have been prepared by rbmp using current best practice techniques in both photography and the construction of 3D models and photomontages specified by the Landscape Institute: 3rd edition (April 2013); Landscape Institute Technical Guidance Note 06/19 (September 2019) Visual Representation of Development Proposals; The Revised SPG London View Management Framework (March 2012.)

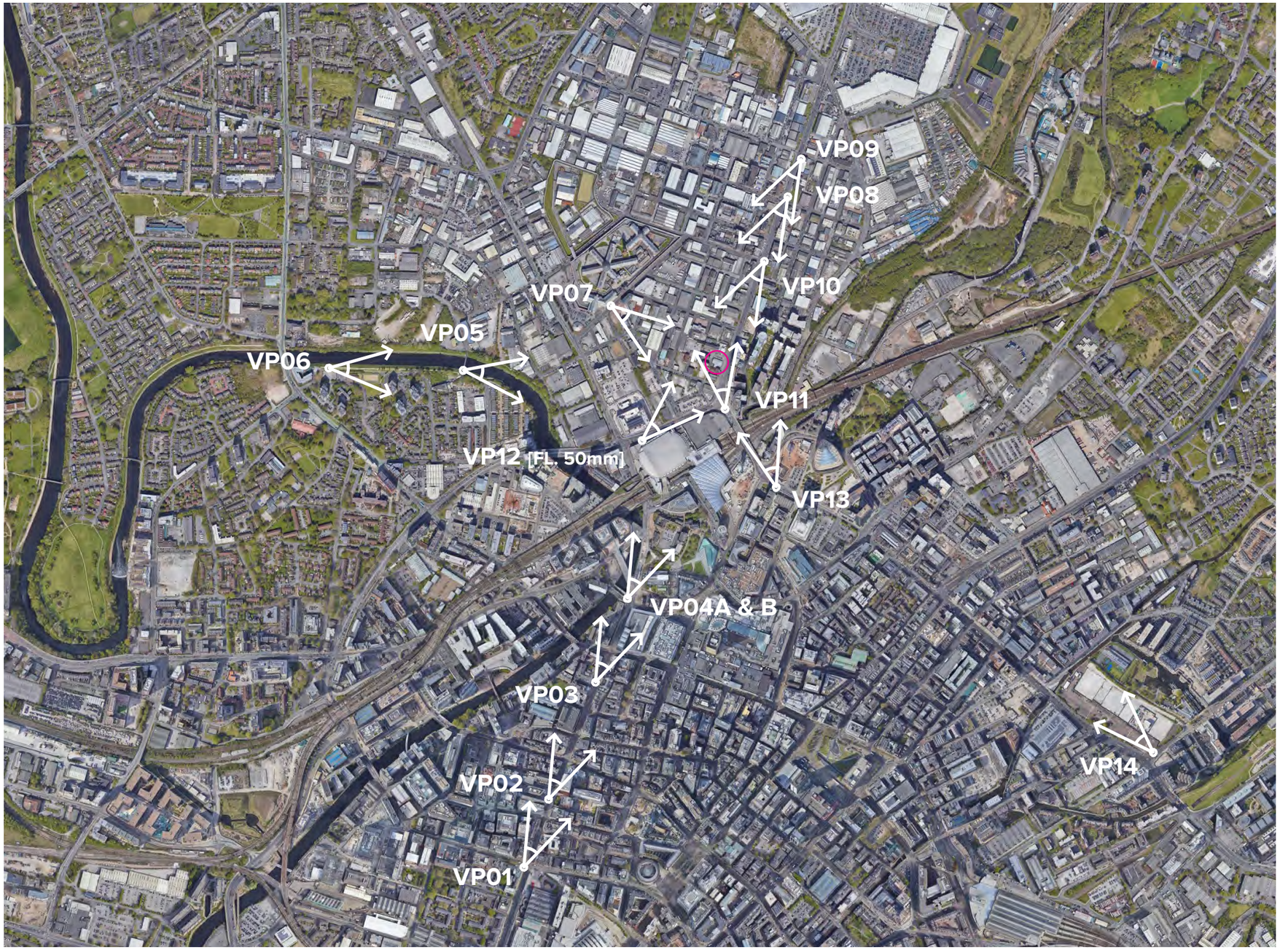
All views have been prepared to Type 4 visualisations as set out within table 2, page 11 of TGN06/19. Please see supporting methodology documentation for this project. [End of this document.]

Viewing Instructions

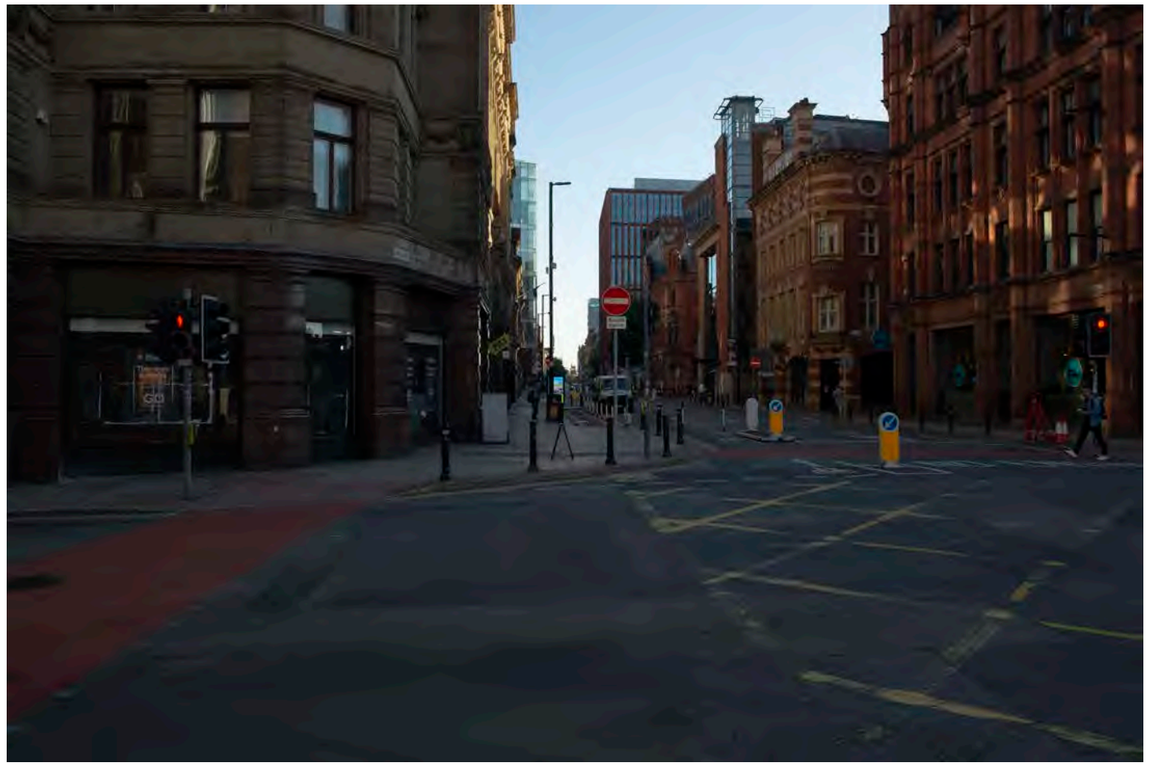
The visualisations give an impression of the predicted scale and mass of the proposed development as it would be seen from the viewpoint locations. For correct viewing, the images should be viewed at the distance shown on the corresponding page when printed at A3. These images should only be assessed in the field from the same viewpoint location.

rbmp

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



[Map data ©2023 Google]



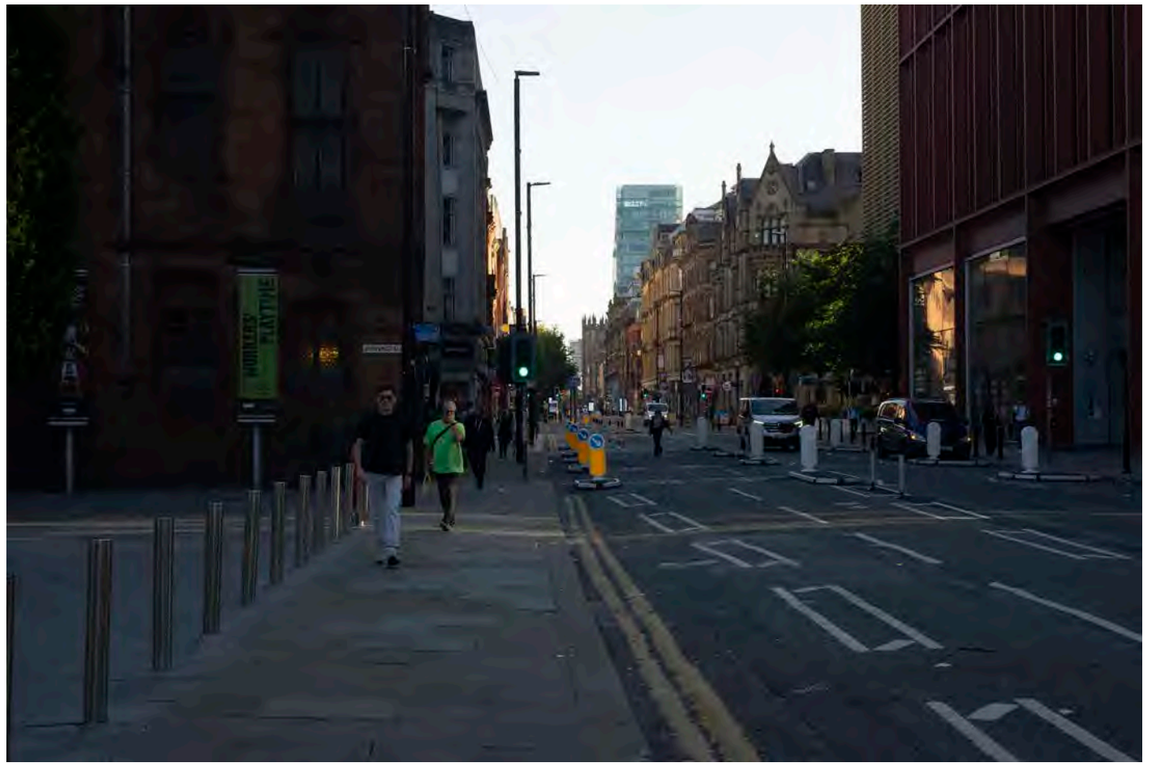
28mm, HFOV 65.5°



50mm, HFOV 39.6°

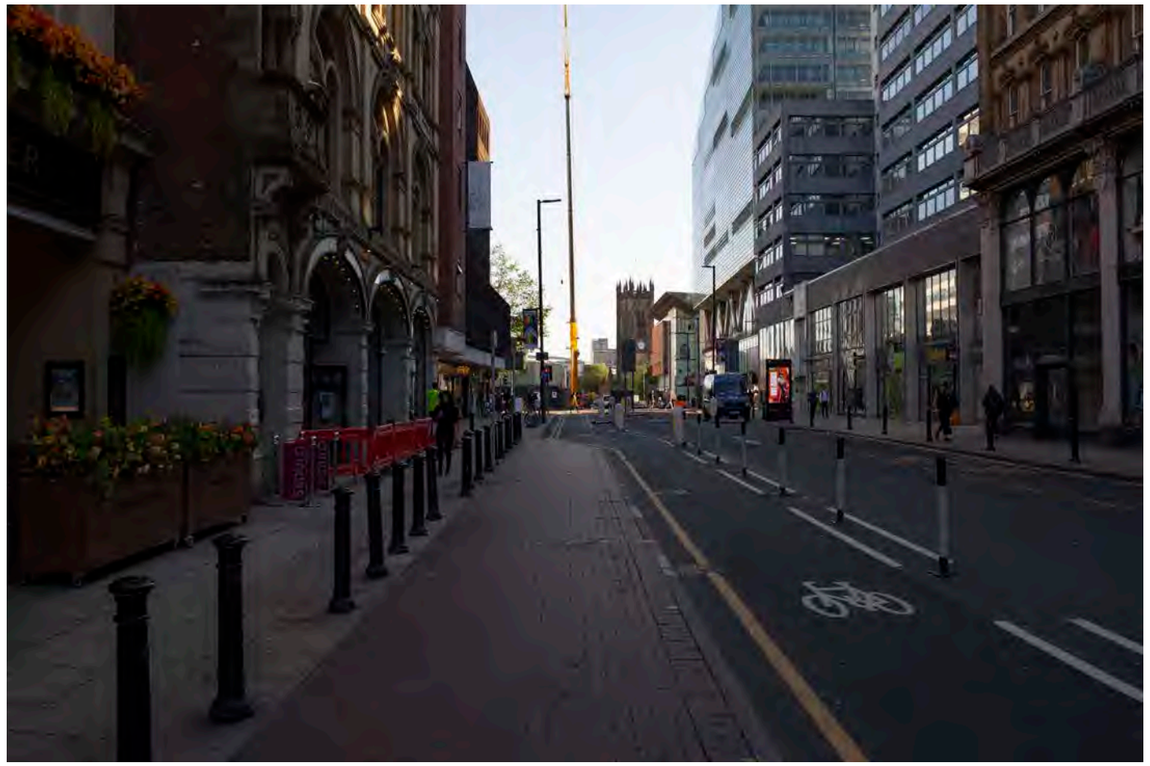


28mm, HFOV 65.5˚

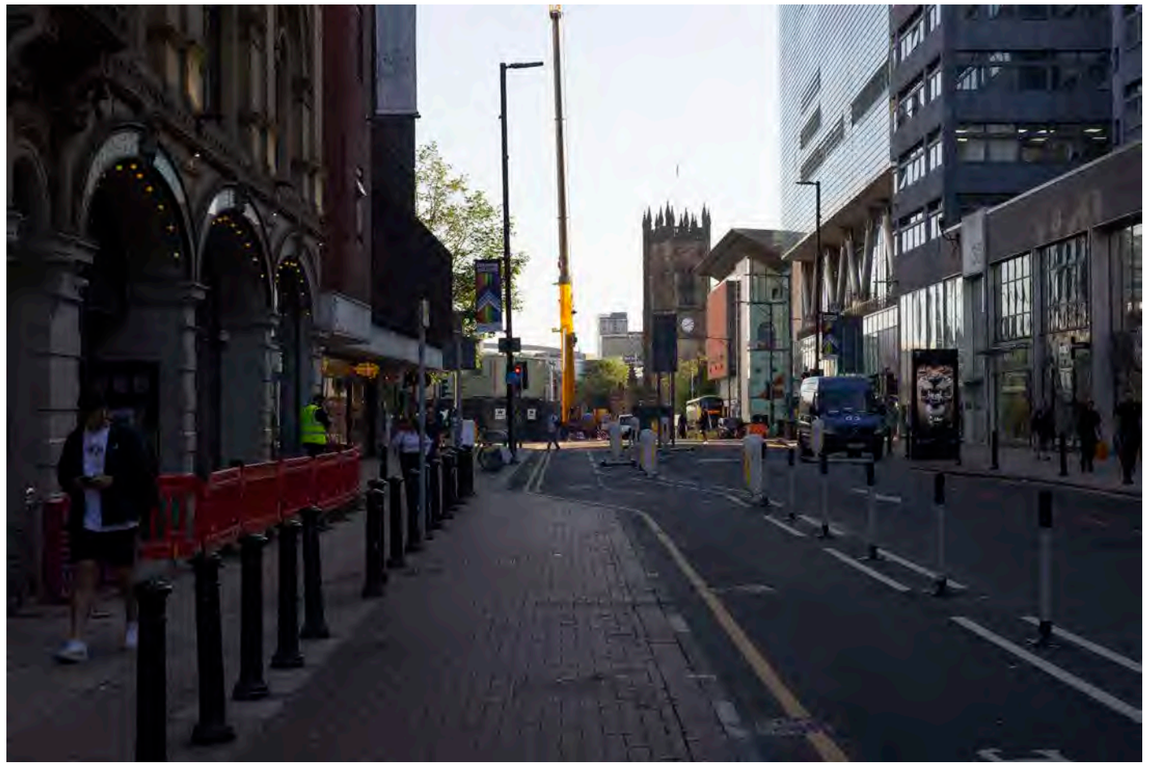


50mm, HFOV 39.6˚

rbmp | **VP02**
rbmp.2328 One Park Place, Manchester, AVRs



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚

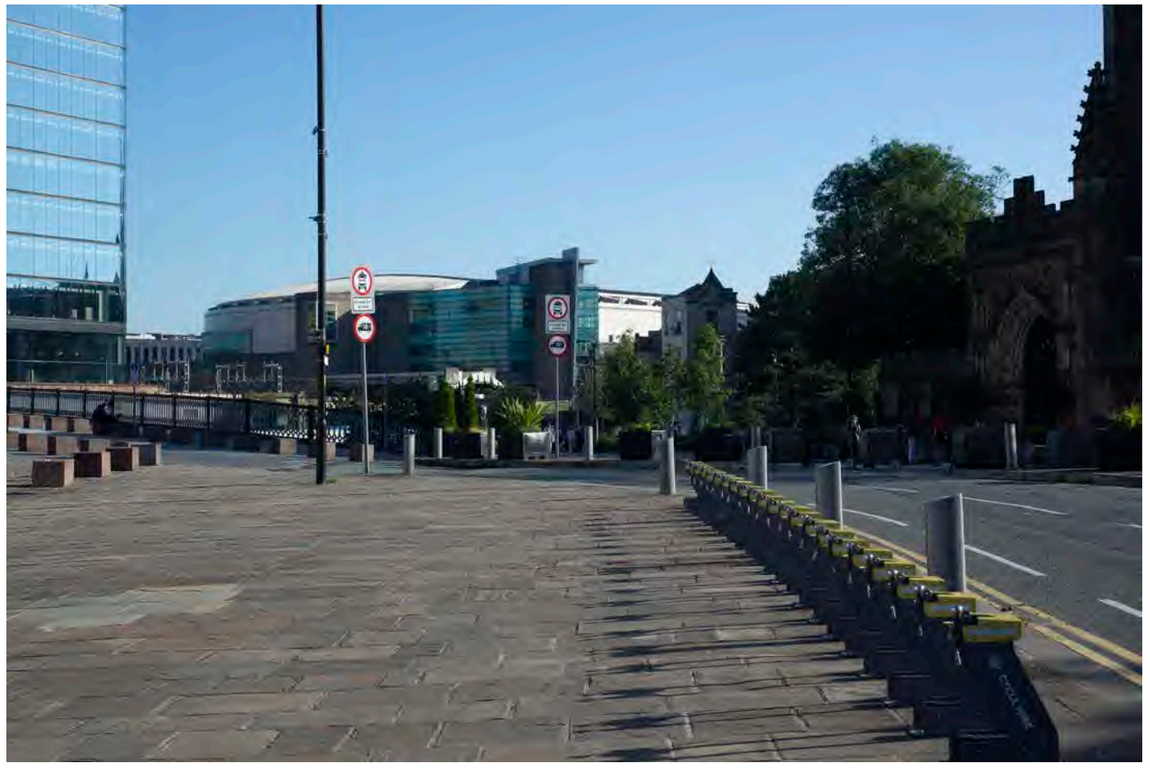
rbmp

VP03

rbmp.2328 One Park Place, Manchester, AVRs



28mm, HFOV 65.5˚



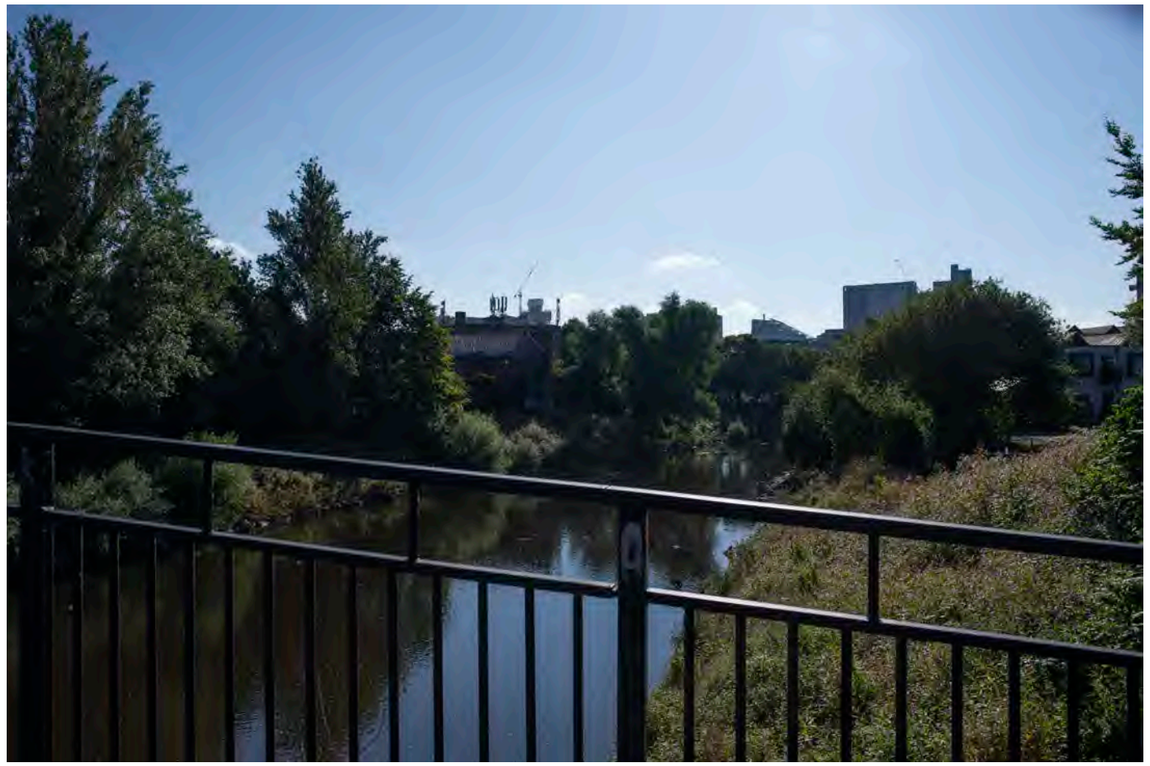
50mm, HFOV 39.6˚



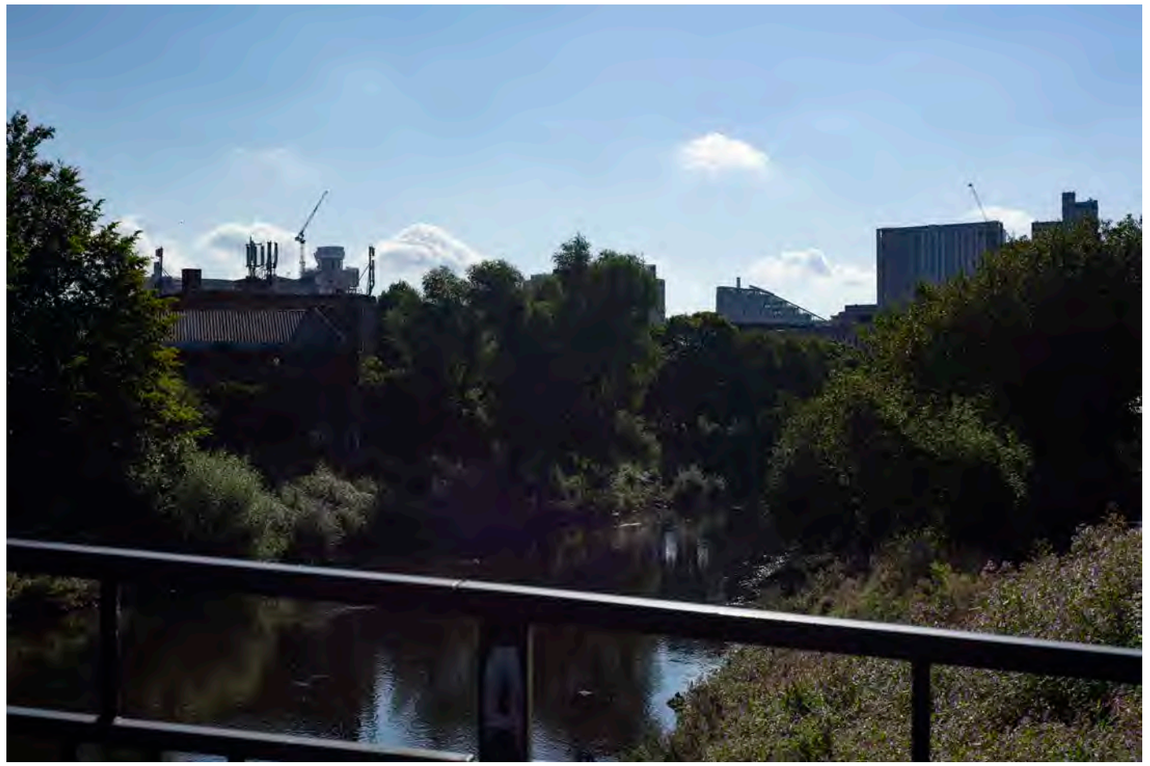
28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



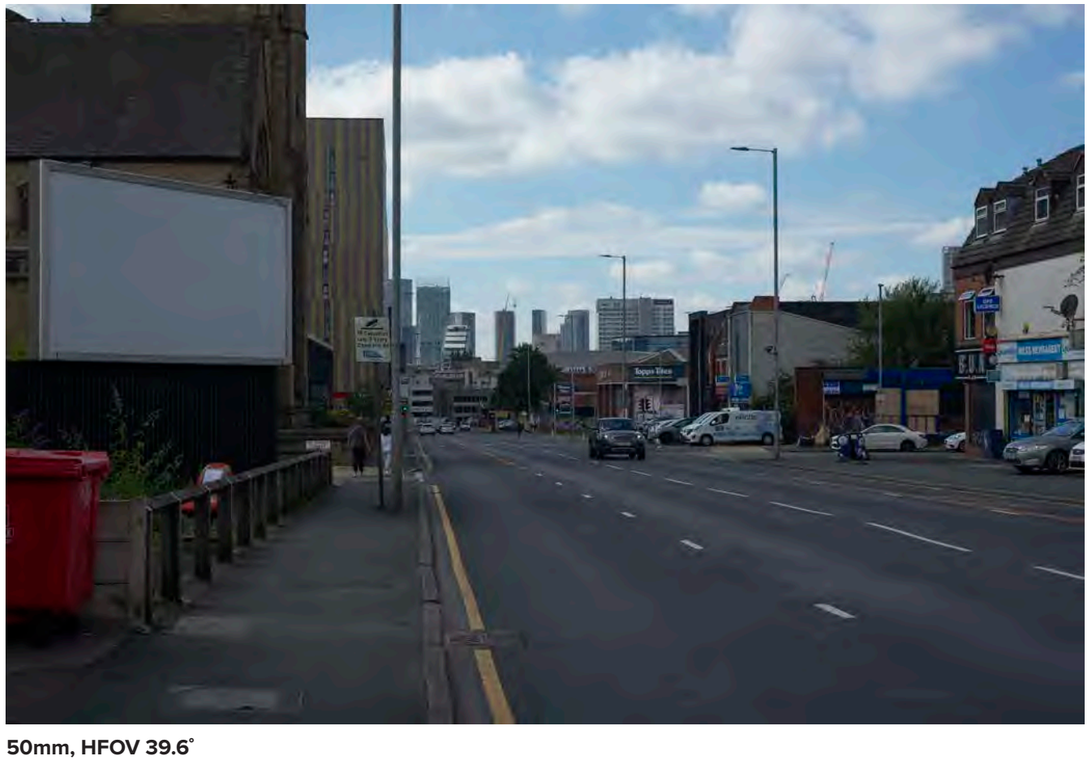
28mm, HFOV 65.5˚



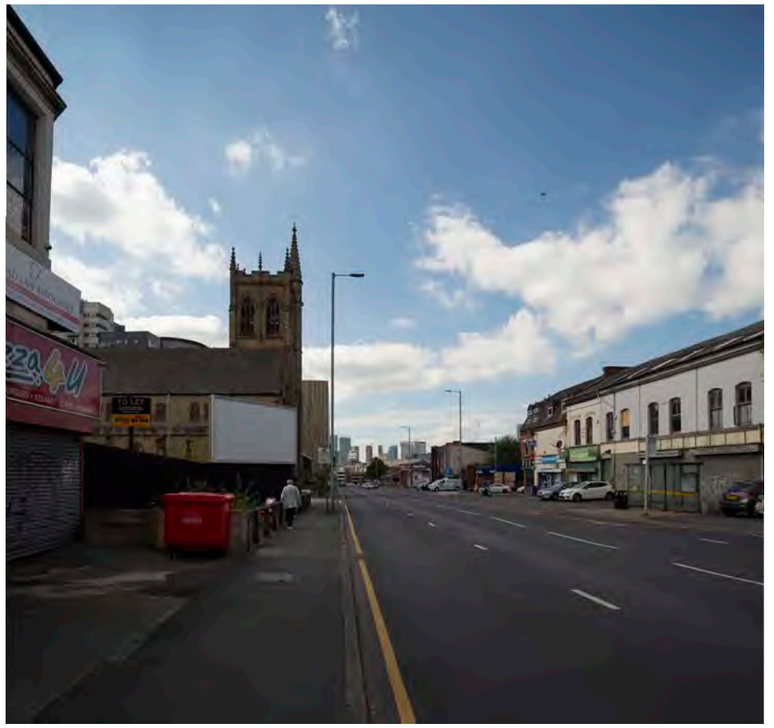
50mm, HFOV 39.6˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



24mm Tilt-Shift, HFOV 73.7˚

rbmp

VP10

rbmp.2328 One Park Place, Manchester, AVRs



28mm, HFOV 65.5˚

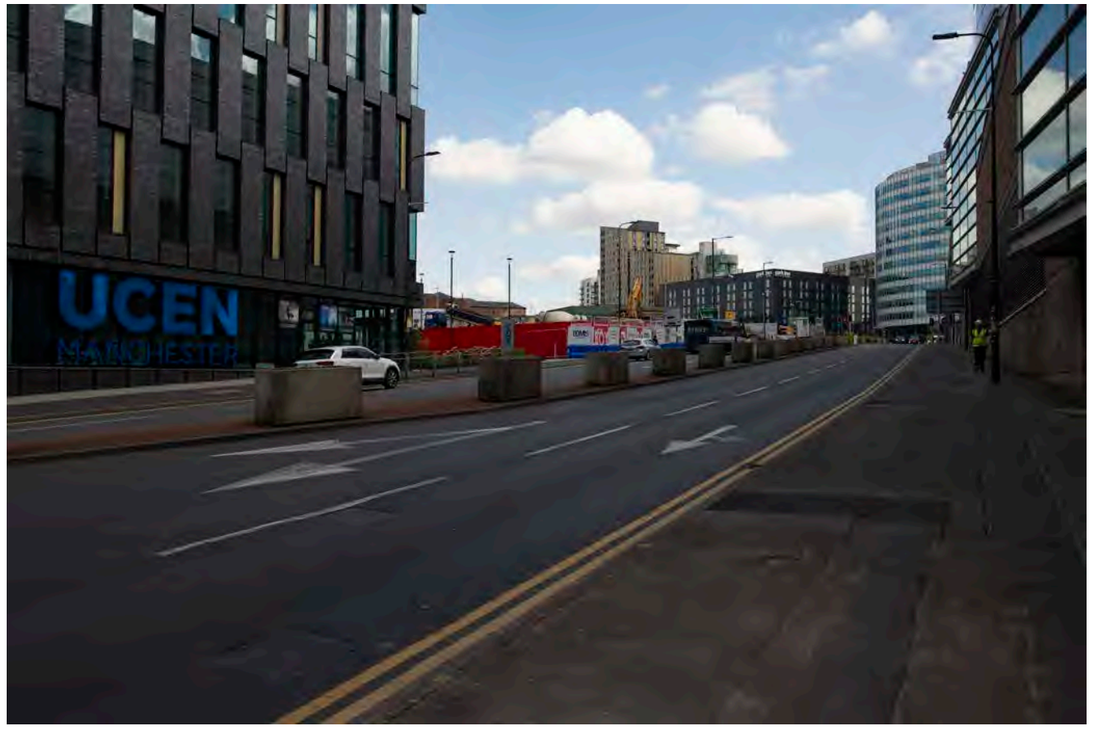


50mm, HFOV 39.6˚



24mm Tilt-Shift, HFOV 73.7˚

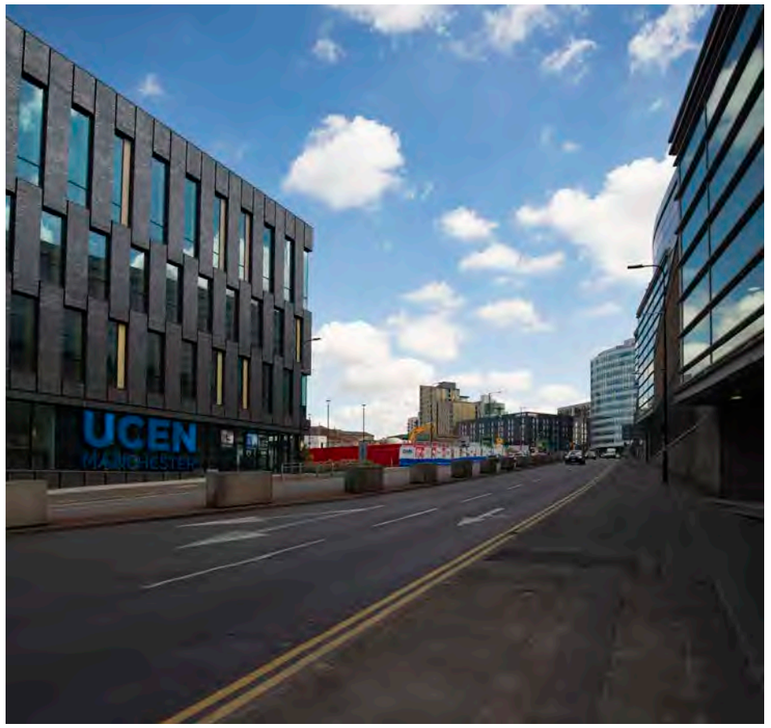
rbmp | **VP11**
rbmp.2328 One Park Place, Manchester, AVRs



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



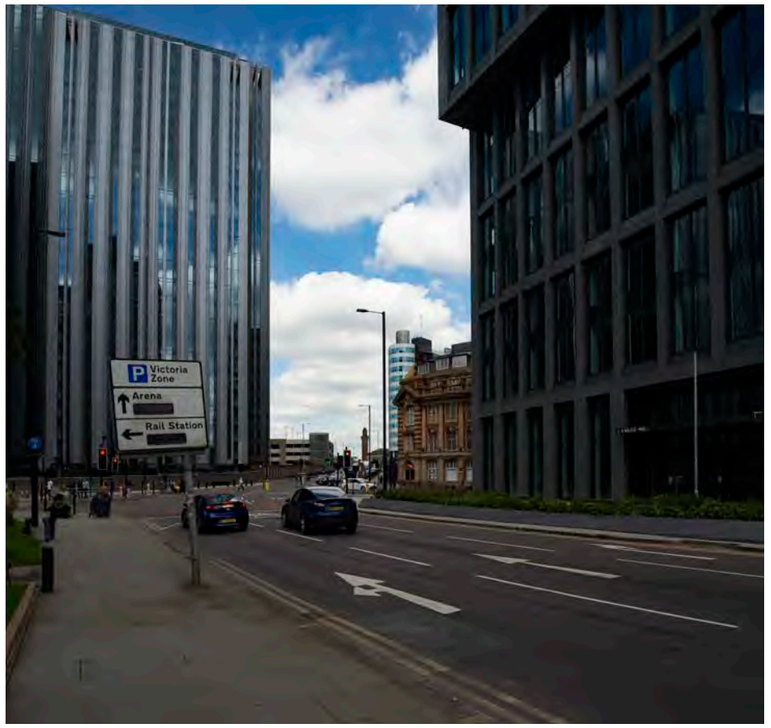
24mm Tilt-Shift, HFOV 73.7˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚



24mm Tilt-Shift, HFOV 73.7˚



28mm, HFOV 65.5˚



50mm, HFOV 39.6˚

1.2 EIA Scoping Opinion

MANCHESTER CITY COUNCIL

Julie Roscoe
Director of Planning, Building Control and Licensing

PO Box 532
Town Hall
Manchester M60 2LA

Ms Nikki Sills
Divisional Director
Zerum
Suite 4E
11 Peter Steet
Manchester
M2 5QR

Contact: Miss Jennifer Atkinson
Tel: 0161 234 4517
Fax: 0161 274 0014
Email: jennifer.atkinson@manchester.gov.uk

22 September 2023

Our reference: JA/DMN

Dear Ms Sills

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 ("THE EIA REGULATIONS")

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

'ONE PARK PLACE MANCHESTER' ("THE PROPOSED DEVELOPMENT")

SCOPING OPINION OF MANCHESTER CITY COUNCIL PURSUANT TO REGULATION 15

Thank you for your request dated 18 August 2023 for a Scoping Opinion at the above site.

In coming to a formal opinion on the scope of the Environmental Statement ("ES"), Manchester City Council, as Local Planning Authority, has considered the supporting information contained within your *'EIA Scoping Report – Red Bank Neighbourhood Infrastructure Works'* prepared by yourselves, on behalf of the Applicant Manchester City Council, and the comments from statutory consultees.

I have now had a chance to consider your scoping request and I outline my response below.

The Proposed Development is considered an EIA development as it falls within the description and thresholds in Schedule 2 10(b) of the EIA Regulations as an 'Infrastructure Project - Urban Development Project' which has the potential to have significant effects on the environment. In accordance with Schedule 2, Categories 10(b) (urban development projects) of the EIA Regulations and owing to the location, scale and nature and of the Proposed Development, I

note that you recognise the need for an EIA and have therefore submitted the Scoping Report for consideration to the City Council, as Local Planning Authority.

Before adopting a Scoping Opinion the City Council, as Local Planning Authority, must take into account the information specified in Regulation 15(6) of the EIA Regulations.

(a) any information provided by the applicant about the proposed development;

(b) the specific characteristics of the particular development;

(c) the specific characteristics of development of the type concerned; and

(d) the environmental features likely to be significantly affected by the development.

This Scoping Opinion sets out the information that the City Council, as Local Planning Authority, considers should be included in the ES that will be submitted with the subsequent planning application made in respect of the Proposed Development.

In formulating this Scoping Opinion the City Council, as Local Planning Authority, has taken account of, the requirements of the EIA Regulations, the nature and scale of the Proposed Development, the nature of the receiving environment, current best practice in the preparation of environmental statements, and the views expressed by the organisations and bodies that responded to the consultation.

This Scoping Opinion should not be construed as implying that the City Council, as Local Planning Authority, agrees with the conclusions set out in the Scoping Request regrading impacts of the proposal. This Scoping Opinion is without prejudice to any decisions subsequently taken in respect of any planning application submitted in respect of the Proposed Development.

Your report of the 25 November 2021 sets out the proposed chapters that the ES will cover, and the disciplines which you believe should be scoped in and out of the EIA.

These are as follows:

Scoped In

- Daylight and Sunlight
- Greenhouse Gas Emissions
- Heritage
- Socio-Economics
- Townscape and Visual Impact Assessment
- Wind Microclimate.

Scoped out

- Air Quality;

- Aviation;
- Archaeology;
- Ecology;
- Flood Risk and drainage;
- Ground Conditions;
- Highways;
- Human Health;
- Noise and Vibrations;
- Telecommunications;
- Lighting;
- Risk of major accidents and disasters;
- Sustainability;
- Utilities; and
- Waste.

Below is a consideration of the Scoping Report for the Proposed Development and comments on the approach which you have outlined.

CONSULTATIONS

Regulation 15 (4) of the EIA Regulations require the City Council, as Local Planning Authority, to consult consultation bodies prior to adopting a Scoping Opinion.

Having regard to Regulation 2 of the EIA Regulations, the following consultees were consulted who have specific environmental responsibilities and which the City Council, as Local Planning Authority, considers are likely to have an interest in the development proposal.

- Natural England;
- Environment Agency;
- Greater Manchester Ecology Unit (GMEU);
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- United Utilities;
- City Council Highway Services;
- City Council Environmental Health;

- City Council Flood Risk Management;
- City Council Arborist;
- City Council works and skills;
- Aerodrome Safeguarding;
- Design for Security at Greater Manchester Police.

All responses of the consultees contacted by the City Council, as Local Planning Authority, during the EIA scoping process are appended to this letter.

You are strongly recommended to consult further with consultees as appropriate throughout the EIA process as the development proposal evolves. It is thereby recommended all consultee responses are reviewed by you and the applicant in full.

Any subsequent ES submitted with a planning application should reflect the points raised by the consultation bodies where this reflects the requirements of the Regulations. It is recommended that the ES summarises the scoping responses from the consultation bodies and how they are, or are not, addressed in this regard. Any consultation responses received after the date of this letter, that have not been taken into account within this Scoping Opinion, will be forwarded to you and should be given due consideration in the planning application and EIA process.

CONTEXT

The site is bound to the north by Park Place, to the east by Cheetham Hill Road, to the south by 21 Cheetham Hill Road, currently a furniture shop, and to the west by 3a Park Place.

The area is dominated by commercial premises, residential use, and offices associated with the Starngeways Warehouse district.

HMP Manchester lies approximately 330 metres to the east of the site. To the north of the site is Park Place, and the building at 25-31 Cheetham Hill Road is a bank.

A recently completed residential building known as The Hallmark lies on the opposite side of Cheetham Hill Road, which ranges from 10 to 15 storeys high. To the south-east of the site is a hotel. To the south, the adjacent property is in retail use and a law chamber is located in the Grade II Listed Former Synagogue. To the south-west is a large surface car park accessed from Skip Place. To the west of the site is a three storey brick building understood to be in office use.

The area to the east on the other side of Cheetham Hill Road, known as the Green Quarter, is a primarily residential area with buildings of 8-16 storeys tall.

The site is within walking distance of the City Centre where there are many public transport connections. Both Victoria Station and Shudehill Interchange are approximately 10 minutes walking distance from the site, providing train, tram and bus links.

SENSITIVE RECEPTORS

The development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA) along Cheetham Hill Road.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA).

The site is located in Flood Zones 1. The site is also situated within the Manchester, Salford and Trafford Critical Drainage Area (CDA).

The development site is not located within a Conservation Area and the site does not contain any listed buildings. There are listed buildings close to the development site.

PROPOSED DEVELOPMENT

I note from your Scoping Report that the Proposed Development is based on a number of parameters which are evolving as part of the design process. Should these parameters change, then a further scoping assessment should be undertaken if the scope of the ES needs to reflect this.

The Proposed Development would consist of the following works:

- Demolition of existing structures and site enabling works
- Erection of a part 25, part 15 storey building to form 154 residential apartments (Use Class C3a) including 284 sqm of commercial floorspace and 284 sqm of amenity space together with roof top terrace and courtyard.
- The development would be car fee and include cycle parking.

ASSESSMENT OF THE SCOPING REPORT

I can confirm that the approach outlined within the Scoping Report is considered to be generally acceptable, appropriate and proportionate. This is also reflected in the nature of the consultation responses.

You should note the specific points I have made below within the specific discipline areas which reflect the comments of the consultees and those of the City Council, as Local Planning Authority. These matters should also be included and addressed within the relevant chapters of ES.

Discussion of alternatives

Paragraph (3)(d) of Regulation 18, and paragraph 2 of Schedule 4 of the EIA Regulations, require that environmental statements include discussion description of the reasonable alternatives to the Proposed Development and an indication of the main reasons for the option chosen, that have been considered by the applicant.

I note within section 3 of your Scoping Request that you intend to provide a discussion on alternatives within the ES. This will focus on alternatives considered and project design evolution.

Presentation and content of the Environmental Statement

The purpose of an ES is to enable significant environmental impacts of a proposed development to be fully considered before an application for planning consent is determined.

The ES provides environmental information to aid the decision making process. The ES should be laid out clearly, with minimum use of technical terms (where appropriate) and should provide an objective and realistic description of the likely significant impacts of the proposed development.

The information should be presented so as to be comprehensible to the specialist and non-specialist alike. The ES should be concise with supporting technical information placed in appendices

Mitigation

Paragraph 7 of Schedule 4 of the EIA Regulations states that mitigation measures may fall into a range of categories namely:

- avoidance of impacts;
- reduction in the magnitude of impacts; or
- compensation for losses incurred through unavoidable impacts;

These should be identified as such in the technical chapters of the ES.

Mitigation measures should not be developed in isolation, as they may relate to more than one aspect of the environment (e.g. mitigation to address issues of landscaping, surface water management, air quality and biodiversity).

The ES should set out the mitigation measures required to prevent, reduce and where possible offset any significant adverse effects. The ES should also identify any residual effects that could be expected to persist even with mitigation in place.

The anticipated effectiveness of any mitigation measures proposed should be addressed within the ES. Only mitigation measures that can be shown to be deliverable (i.e. technically and financially viable), and for which the applicant can deliver and implement as part of any planning permission granted, should be taken into account as part of the assessment.

It is further recommended that a section is included in the ES in which the mitigation measures proposed across all the technical chapters are collated and presented as an integrated package.

It is considered best practice to outline in the ES, the structure of the environmental management and monitoring plan.

Cumulative effects

The committed developments summarised in table 4.5 of your Scoping Report appears to be acceptable.

Cross references and summarising of the findings

All specialist chapters should be cross-referenced to other relevant disciplines (for example traffic impacts on air quality). Consideration of the potential for interactions between the different aspects of the environment is essential to the production of a robust assessment.

The ES should not be a collection of separate specialist chapters, but a comprehensive assessment of the environmental impacts of the proposed components of the wider scheme, and should account for how the identified impacts could be mitigated or avoided, or how suitable compensation could be provided to offset those effects.

In accordance with the requirements of paragraph 6 of Schedule 4 of the EIA Regulations, each technical chapter should include a description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of any difficulties (e.g. technical deficiencies, lack of know-how, etc.) encountered by the applicant during the preparation of the ES and the main uncertainties involved.

ENVIRONMENTAL MATTERS TO BE SCOPED OUT OF THE ES

The City Council comments as follows, based on the information provided, on the matters proposed to be scoped out of the ES.

- Human Health;
- Noise and Vibrations;
- Telecommunications;
- Lighting;
- Risk of major accidents and disasters;
- Sustainability;
- Utilities; and
- Waste.

Air Quality

Air quality can be scoped out of the EIA. The planning application should be supported by an Air Quality impact assessment for existing receptors and exposure assessment for future occupiers including assessment of PM2.5 and PM10 along with NOX concentrations at the site. Recommendations for the control of fugitive dust emissions during the demolition and construction phases will be required following assessment of these activities. It has been confirmed there will be no parking spaces and the building will be electrically heated.

Aviation

Aviation can be scoped out of the EIA. This site lies within Manchester Airport's safeguarded area and consideration should therefore be made to whether development within the area causes: a physical obstacle to aircraft; an attraction to significant numbers of species of birds that would increase the risk of a birdstrike; light or reflection that might present a visual hazard; interference with radar and other air navigation and communication systems and whether the construction process will present any hazard to aircraft safety.

Consideration should be given to the relevant aerodrome safeguarding criteria in consultation with Manchester Aerodrome Safeguarding and NATS, and any potential impacts on aircraft safety are addressed.

This will principally relate to the height of buildings at this location and whether there is any potential interference to RADAR operations.

The height of construction equipment and the potential need to include obstacle lighting in the building design would also need to be taken into account.

Archaeology

Archaeology can be scoped out of the EIA. The planning application should be supported by a suitable desk based assessment.

Ecology

Ecology can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Flood Risk and drainage

Flood Risk and Drainage can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Ground Conditions

Ground Conditions can be scoped out of the EIA subject to clarification. The planning application should be supported by a suitable assessment.

Highways

Highways can be scoped out of the EIA. The planning application should be supported by a suitable assessment including the comments by Highway Services attached to this letter.

Human Health

Human Health can be scoped out of the EIA.

Noise and Vibrations

Noise and Vibrations can be scoped out of the EIA subject to clarification. The planning application should be supported by a acoustic assessment and recommendations with regard to building insulation to address noise break in to the residential units from external noise and noise transfer from the ground floor and mezzanine commercial units. An AVO overheating assessment will also be required for the residential apartments. Assessment of noise breakout from the commercial and mezzanine units will be required and assessment of noise from any plant associated with the commercial units and also noise from the building ventilation system with regard to our noise criteria and recommendations providing for any insulation/ mitigation measures required.

Telecommunications

Telecommunications can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Lighting

Lighting can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Risk of major accidents and disasters

The Scoping Report provides a detailed exercise in respect of the likely effects on major accidents and disasters. There would be no likely significant effects on manor accidents and disasters and therefore can be scoped out of the EIA.

Sustainability

Sustainability can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Utilities

Utilities can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Waste

Waste can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Summary

I agree that the matters you have identified to be scoped out of the ES are appropriate.

The planning application must be supported by appropriate documentation, including any mitigation, to minimise any effects as a result of the Proposed

Development from the matters capable of being scoped out. The City Council reserves the right to re-consider this position following a more detailed consideration of the reports which will accompany the planning application.

ENVIRONMENTAL STATEMENT CHAPTERS - SPECIFIC COMMENTS ON THE TECHNICAL CONTENTS

The ES should be proportionate in its consideration of the aspects of the environment listed under Paragraph 2 of Regulation 4 of the EIA Regulations. Those aspects of the environment that are subject to the most significant impacts from the Proposed Development should be the primary focus of the ES.

Your Scoping Report advises that the ES will cover the following topic areas.

- Daylight and Sunlight
- Greenhouse Gas Emissions
- Heritage
- Socio-Economics
- Townscape and Visual Impact Assessment
- Socio economic
- Wind Microclimate.

As highlighted above, you should also include Human Health within relevant chapters within the ES.

General Comments

For planning purposes, the development site is located in a Strategic Housing Location (policy H2) of the Manchester Core Strategy (2012) together with forming a component of the Great Ducie Street Strategic Regeneration Framework Area.

The significance of the site should be reflected throughout the ES. The Environmental Chapters must therefore consider the impacts of the Proposed Development on this context in order to determine any wider significant environmental impacts.

Daylight and Sunlight

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

There is an extant planning permission on the corner of Cheetham Hill Road and Fernie Street. The windows should be tested on this development.

Greenhouse Gas Emissions

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Heritage

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Townscape and Visual impact Assessment

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Socio economics

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Wind Microclimate

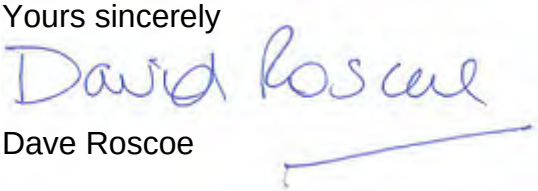
The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

FURTHER INFORMATION

The City Council, as Local Planning Authority, has undertaken a thorough consideration of the information contained within your Scoping Report together with providing comments from relevant statutory consultees. The issuing of this Scoping Opinion does not preclude the City Council, as Local Planning Authority, from requesting further information at a later stage as the development proposals evolve or whilst a future planning application is being formally considered.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact myself or Jennifer Atkinson.

Yours sincerely



Dave Roscoe

Deputy Director of Planning

Date: 31 August 2023
Our ref: 446995

[redacted]
BY EMAIL ONLY

Consultations
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T 0300 060 900

Dear Jennifer Atkinson,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017): The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion at One Park Place

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 18 August 2023, received on 18 August 2023.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

Further guidance is set out in Planning Practice Guidance on environmental assessment, natural environment and climate change.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Please note that Natural England must be consulted on Environmental Statements.

Please send any new consultations or further information on this consultation to consultations@naturalengland.org.uk.

Yours sincerely

[redacted]
Consultations Team

Annex A – Natural England Advice on EIA Scoping

General Principles

Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the information that should be included in an Environmental Statement (ES) to assess impacts on the natural environment. This includes:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation, cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium, and long term, permanent and temporary, positive, and negative effects. Effects should relate to the existence of the development, the use of natural resources (in particular land, soil, water and biodiversity) and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- A non-technical summary of the information
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information

Further guidance is set out in Planning Practice Guidance on environmental assessment and natural environment.

Cumulative and in-combination effects

The ES should fully consider the implications of the whole development proposal. This should include an assessment of all supporting infrastructure.

An impact assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

a. existing completed projects;
b. approved but uncompleted projects;
c. ongoing activities;
d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

Environmental data

Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at http://www.naturalengland.org.uk/publications/data/default.aspx.

Detailed information on the natural environment is available at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local wildlife trust, local geo-conservation group or other recording society.

Biodiversity and Geodiversity

General principles

The National Planning Policy Framework (paragraphs174-175 and 179-182) sets out how to take account of biodiversity and geodiversity interests in planning decisions. Further guidance is set out in Planning Practice Guidance on the natural environment.

The potential impact of the proposal upon sites and features of nature conservation interest and opportunities for nature recovery and biodiversity net gain should be included in the assessment.

Ecological Impact Assessment (EcIA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EcIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. Guidelines have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

Local planning authorities have a duty to have regard to conserving biodiversity as part of their decision making. Conserving biodiversity can include habitat restoration or enhancement. Further information is available here.

Designated nature conservation sites

The proposal is unlikely to adversely impact any European or internationally designated nature conservation sites (including 'habitats sites' under the NPPF) or nationally designated sites (Sites of Special Scientific Interest, National Nature Reserves or Marine Conservation Zones).

Regionally and Locally Important Sites

The ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local Sites are identified by the local wildlife trust, geoconservation group or other local group and protected under the NPPF (paragraph 174 and 175). The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. Contact the relevant local body for further information.

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017

is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures . A separate protected species licence from Natural England or Defra may also be required.

District Level Licensing for Great Crested Newts

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A DLL scheme for GCN may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment in the Environmental Statement.

Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species
- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

Ancient Woodland, ancient and veteran trees

The ES should assess the impacts of the proposal on any ancient woodland, ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. The wood pasture and parkland inventory sets out information on wood pasture and parkland.

The ancient tree inventory provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared standing advice on ancient woodland, ancient and veteran trees.

Biodiversity net gain

Paragraph 174 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species.

The ES should use an appropriate biodiversity metric such as Biodiversity Metric 3.0 together with ecological advice to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.
The metric should be used to:
• assess or audit the biodiversity unit value of land within the application area
• calculate the losses and gains in biodiversity unit value resulting from proposed development
• demonstrate that the required percentage biodiversity net gain will be achieved

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies.

Opportunities for wider environmental gains should also be considered.

Landscape

Landscape and visual impacts

The environmental assessment should refer to the relevant National Character Areas. Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

The ES should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in *Guidelines for Landscape and Visual Impact Assessment 2013 (*(3rd edition) produced by the Landscape Institute and the Institute of Environmental Assessment and Management. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Heritage Landscapes

The ES should include an assessment of the impacts on any land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific, or historic interest. An up-to-date list is available at www.hmrc.gov.uk/heritage/lbsearch.htm.

Connecting People with nature

The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 100. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Soils and Agricultural Land Quality

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered in line with paragraphs 174 and

175 of the NPPF. Further guidance is set out in the Natural England Guide to assessing development proposals on agricultural land.

As set out in paragraph 211 of the NPPF, new sites or extensions to sites for peat extraction should not be granted planning permission.

The following issues should be considered and, where appropriate, included as part of the Environmental Statement (ES):

- The degree to which soils would be disturbed or damaged as part of the development
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any best and most versatile (BMV) agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).
- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

Further information is available in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites and
The British Society of Soil Science Guidance Note Benefitting from Soil Management in Development and Construction.

Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) [1].A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NOx and SO_2 against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

[1] Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK

The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts on air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

Information on air pollution modelling, screening and assessment can be found on the following websites:

- SCAIL Combustion and SCAIL Agriculture - http://www.scail.ceh.ac.uk/
- Ammonia assessment for agricultural development https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit
- Environment Agency Screening Tool for industrial emissions https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) – England http://www.airqualityengland.co.uk/laqm

Water Quality

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. The ES needs to take account of any strategic solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels. Further information can be obtained from the Local Planning Authority.

Climate Change

The ES should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

Further information is available from the Committee on Climate Change's (CCC) Independent Assessment of UK Climate Risk, the National Adaptation Programme (NAP), the Climate Change Impacts Report Cards (biodiversity, infrastructure, water etc.) and the UKCP18 climate projections.

The Natural England and RSPB Climate Change Adaptation Manual (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's Nature Networks Evidence Handbook (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural

environment's contribution to achieving net zero by 2050. Natural England's Carbon Storage and Sequestration by Habitat report (2021) and the British Ecological Society's nature-based solutions report (2021) provide further information.

Contribution to local environmental initiatives and priorities

The ES should consider the contribution the development could make to relevant local environmental initiatives and priorities to enhance the environmental quality of the development and deliver wider environmental gains. This should include considering proposals set out in relevant local strategies or supplementary planning documents including landscape strategies, green infrastructure strategies, tree and woodland strategies, biodiversity strategies or biodiversity opportunity areas.

Jennifer Atkinson
Manchester City Council
Town Hall Albert Square
Manchester
Lancashire
M2 5DB

Our ref: SO/2023/123467/01-L01
Your ref: SJ8404799327

Date: 15 September 2023

Dear Jennifer Atkinson,

DEMOLITION OF THE EXISTING BUILDING AND ERECTION OF A PART 24 AND PART 14 STOREY RESIDENTIAL TOWER COMPRISING 154 UNITS WITH GROUND FLOOR COMMERCIAL UNITS (USE CLASS E), ASSOCIATED RESIDENT AMENITY SPACE AND CYCLE PARKING, SUBSTATION, SERVICING, AND ASSOCIATED LANDSCAPING WORKS.

ONE PARK PLACE, MANCHESTER.

Thank you for consulting us on the 18th August 2023 on the above Scoping Report.

We have reviewed the Environmental Impact Assessment – Scoping Report for One Park Place, Manchester produced by Zerum dated August 2023 as far as it relates to our remit.

We are in general agreement with the Environmental Impact Assessment following the approach of the scoping document.

--

Should you have any queries regarding this response, please do not hesitate to contact me.

Yours sincerely,

[redacted]
Planning Advisor
[redacted]

Greater Manchester Archaeological Advisory Service
Environment & Life Sciences
Room LG20
Peel Building
University of Salford
Salford
M5 4WX

Jennifer Atkinson
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Date: 30th August 2023

Archaeological Consultation – Request for scoping opinion for a residential-led mixed use development proposed at land bound by Park Place and Cheetham Hill Road - One Park Place

Jennifer,

Thank you for consulting GMAAS with this request for a Scoping Opinion.

The application is supported by an Environmental Impact Assessment (EIA) Scoping Report (Zerum, 2023), which provides an introduction to the proposed development and a description of the existing site and surrounding area. The proposed approach to the EIA is also outlined, and whilst 'Heritage' is to form one chapter of a forthcoming Environmental Statement (Chapter 9, prepared by Stephen Levrant Heritage Architecture), there is also a section of the Scoping Report detailing 'Non-Significant Issues to be Scoped Out', where Archaeology is listed as one such discipline.

The rationale for this approach is explained in two short paragraphs:

5.18 There are no records of archaeological heritage assets within the site. Evidence of activity dating to all periods is recorded within a 500m study area. It is likely that any archaeological deposits would be of local importance.

5.19 It is therefore considered that this topic can be scoped out of the ES. An Archaeological Desk-Based Assessment will be prepared to support the planning application.

GMAAS is happy with the outlined approach and agrees that any below-ground archaeology has the potential to be of local (and perhaps regional) significance. GMAAS accept that the archaeology is unlikely to be of national significance, and is satisfied that archaeology can be scoped out of the EIA providing that the promised detailed archaeological DBA is submitted with the planning application. This will enable a decision to be reached as to the merits of undertaking further archaeological investigation of the site in advance of development. GMAAS will be content to see any such work secured through a negative planning condition attached to consent.

With regard to built heritage, whilst the Conservation & Urban Design Team at Manchester City Council may wish to comment further on a Heritage Statement, GMAAS is satisfied that the proposed scope and methodology for the proposed heritage chapter is entirely appropriate.

Yours sincerely,

[redacted]

[redacted]

Senior Planning Archaeologist
Tel: [redacted]

GMAAS, The University of Salford. Peel Building
0161 295 6917 www.salford.ac.uk email: b.j.dyson@salford.ac.uk

Transport for Greater Manchester

Transport for Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

Phone: 0161 244 1000
beenetwork.com

Your ref: Scoping – One Park Place
Our ref: MAN/23/338

Manchester City Council
PO Box 532
Town Hall Manchester
Manchester
M60 2LA

Date: 8th September 2023

Location: **One Park Place, Manchester**

Proposal: **Demolition of the existing building and erection of a part 24 and part 14 storey residential tower comprising 154 units with ground floor commercial units (Use Class E), associated resident amenity space and cycle parking, substation, servicing, and associated landscaping works**

Dear Sir / Madam

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.[1]

TfGM scoping advice has been requested from Manchester City Council in respect of a mixed-use residential-led development of up to 24-storeys in height comprising 154 apartments, with commercial units at the ground and mezzanine floor level. The application site is located on the corner of Park Place and Cheetham Hill Road, close to Manchester City Centre.

[1]TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. [2]TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

1. Site Specific Comments

   I. The trip generation should exclude London sites and should use person trips scaled down via modal share.

   II. The five-year period for accident analysis should include at least some of 2023.

2. General Comments

   I. A description of current baseline traffic conditions in the area.

   II. An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.

   III. Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.

   IV. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.

   V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.

   VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).

   VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.

VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:

- Base Flows
- Committed Development Flows
- Proposed Flows
- Proposed Distribution
- Base plus Committed plus proposed development
- Future plus Committed plus proposed development

IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.

X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.

XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

XII. A swept path analysis should be provided for any vehicular access.

XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.

XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

3. <u>Site Accessibility by Sustainable Modes</u>

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and

cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered. An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

TfGM would suggest that a pedestrian survey is carried out in the vicinity of the site, as per guidance https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf and included as part of the TA.

It should be highlighted that LTN/120 has been introduced by the DfT and this has changed the requirements for the design of cycling provision.

Details of cycle parking facilities for the proposed development (e.g., number of spaces, location and type) should be provided and shown on plan.

4. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The applicant should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the LHA who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of extension of bus services, additional person trips. Mitigation measures should be considered where appropriate.

5. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

6. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the applicant liaise directly with TfGM's bus infrastructure team who can be contacted at Shelters@tfgm.com.

7. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections

to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

The Bee Network will be the largest joined-up system of public transport, walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on https://www.tfgm.com and TfGM would encourage the applicant to review the map online to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

I hope you find these comments useful in the scoping process. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Email: landuse@tfgm.com

RE: EIA Scoping Opinion Request - One Park Place

[redacted]

Fri 25/08/2023 11:45

To:Jennifer Atkinson <[redacted]

Morning Jen,

I hope you had a wonderful annual leave and a restful break.

Please find below MCCs comments for the EIA Scoping at One Park Place. I have not received any comments from TfGM, not sure if these will come directly to you? I shall keep an eye out and send any over.

Context:

The site is currently occupied by a single storey light industrial unit with associated car parking and hardstanding.

It is proposed that full planning permission is sought of the demolition of the existing building at the site and a mixed-use residential-led development of up to 24 storeys in height is erected, with commercial units at the ground floor and mezzanine floor level. Amenity areas are provided at ground floor and first floor, and a residential roof garden is proposed on the 15th floor. The current proposals are aiming to deliver 154 residential units in total.

The draft description of the development is “demolition of the existing building and erection of a part 24 and part 14 storey residential tower comprising 154 units with ground floor commercial units (Use Class E), associated resident amenity space and cycling parking, substation, servicing and associated landscaping works”.

The proposed development is at indicative stage and will develop further during the design process.
The site lies within the Great Ducie Street Strategic Regeneration Framework Area. The proposed development will be car-free, which reflects the sustainable location and proximity to the City Centre.
Document Submission

MCC Highways would require a full Transport Assessment alongside a Travel Plan, Construction Management Plan and Servicing Strategy.

It is also requested that the Transport Assessment takes into consideration private taxi and food deliveries (both supermarket and takeaways) at the development site. Consideration should be given to where vehicles / cyclists will park (preferably off-street), the number of trips associated with taxi & food / parcel deliveries, how activity will be accommodated on the site, potential TROs and agreement to S278 works were required.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This Strategy will need to provide clear direction as to how the following considerations are to be brought forward and managed:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary

adjustments.

6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.

7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.

8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

Pre-application Meetings

Pre-application discussions have been undertaken and a planning application will be submitted in Autumn 2023.

Public consultation will take place prior to submitting the planning application.

EIA – Construction

The EIA confirms that Highways has been scoped out of the EIA.

The EIA Scoping Report notes that the proposed development will result in a short-term rise of short-term temporary impacts on the local highway network to the site. The report suggests that the proposed development is expected to have 62 LDV annual average daily traffic with 22 HDV.

It is acknowledged that the precise nature of the construction related highway effects are difficult to identify in detail until a final construction programme and delivery phasing plan has been undertaken.
The EIA and following CMP should identify any mitigation measures necessary to address any significant effects during the construction phase of the proposed development.

MCC Highways would also request that a Construction Management Plan (CMP) is conditioned with any planning approval. It is therefore recommended that the CEMP is updated to incorporate the following which are usually required within a CMP which would work to further reduce environmental impacts:

- The duration/phasing of construction works and associated vehicle trips;
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality:
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The Applicant should also note that MCC Highways also require information on proposed outline electricity/utility connection works and associated traffic management proposals prior to determination. This should be included within the submitted TA and also assessed as part of the EIA scoping process.

EIA – Highways

The EIA confirms that Highways has been scoped out of the EIA.

It is noted that the site is located in a sustainable location with a GMAL rating of 8.

The proposed development does not have any car parking spaces associated with it. The operational phase of the proposed development is expected to have 60 LDV and 4 HDV annual average daily traffic.

The site currently has 2 short lengths of marked parking bays on Park Place site frontage. The proposals will reconfigure these and provide 3 marked spaces, included on blue badge holder bay and 1 car club bay.

Servicing is proposed using the existing area on the western side of the building which utilises a shared access from Park Place. Service vehicles will be required to reverse in from Park Place. Typically, Highways will ask that service and waste vehicle enter, manoeuvre and exit the site in forward gear. This servicing arrangement will be reviewed at planning stage. It is requested that the applicant provide swept path drawings and confirm that a banksman will be provided to ensure safe movements when reversing into the site.

Cycle parking will be provided at a rate of 1 space per unit.

SK Transport have been assessing the transport impacts associated with the proposed development.

EIA Scoping – Operational

A traffic flow assessment suggests that the AM and PM peak flows with the baseline and proposed development are not significantly different. The proposed development will result in a 0.39% increase in traffic flows on Cheetham Hill Road.

To mitigate any traffic to the development the EIA states that mitigation in the form of the following will be included:

- Cycle Parking.
- Disabled on-street parking spaces.
- On-street Car Club parking spaces.
- Improved boundary treatments.
- Improvements to bounding footways.
- Residents Travel Plan.

Overall, the EIA Scope concludes that there is no requirement for the assessment of the environment effects of the day-to-day operation of the proposed development to be scoped in. This is acceptable to Highways as the Transport Assessment, Travel Plans, Servicing Management Plan and Management Strategy for Food / Parcel Deliveries will provide assessment of the proposed development on the local highway network. Additionally, it is requested that these assessments provide discussions on mitigation to be in place to ensure best and safe practice at the site.

Many thanks,

[redacted]

[redacted]
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

[redacted]

Email: [redacted]
Mobile: [redacted]
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Upcoming Leave: Thursday 31st August & Friday 1st September
Friday 22nd September – Tuesday 26th September

[redacted]

[redacted]

From: Planning [redacted]
Sent: 18 August 2023 15:06
To: Jennifer Atkinson [redacted]
Subject: EIA Scoping Opinion Request - One Park Place

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

One Park Place

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to Jennifer Atkinson via email to [redacted] no later than 31 August 2023.

[redacted]
Team Lead

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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FW: 1 Park Place scoping opinion

[redacted]
Thu 31/08/2023 09:19
To:Jennifer Atkinson [redacted]

Regards

[redacted]

Postal address: Manchester City Council, P O Box 532, Town Hall Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M60 2LA (for sat nav use M2 5DB)

From: [redacted]
Sent: Wednesday, August 30, 2023 12:03 PM
To: [redacted]
Subject: 1 Park Place scoping opinion

[redacted]

I have received the above scoping opinion and have the following comments if you would pass these on to the Planning Officer who will be dealing with the application.

Air Quality
This section has been scoped out.
The planning application will however need to be supported by an Air Quality impact assessment for existing receptors and exposure assessment for future occupiers including assessment of PM2.5 and PM10 along with NOX concentrations at the site. Recommendations for the control of fugitive dust emissions during the demolition and construction phases will be required following assessment of these activities. It has been confirmed there will be no parking spaces and the building will be electrically heated.

Construction and Demolition Impacts
This section has been scoped out.
The application will need to be supported by a demolition and construction management plan which will need to include the recommendations from the AQ report to control dust, a section relating to controlling Noise and Vibration which should include noise and vibration limits at the site boundary, details of noise and vibration monitoring, details of equipment and machinery to be used, their expected noise level, location of the identified receptors, site wide mitigation measures. A section confirm the site hours and details of stakeholder engagement and complaints procedure will be required.

Noise Impact
This section has been scoped out.
The application will need to be supported by an acoustic assessment and recommendations with regard to building insulation to address noise break in to the residential units from external noise and noise transfer from the ground floor and mezzanine commercial units. An AVO overheating assessment will also be required for the residential apartments.
Assessment of noise breakout from the commercial and mezzanine units will be required and assessment of noise from any plant associated with the commercial units and also noise from the building ventilation system

with regard to our noise criteria and recommendations providing for any insulation/ mitigation measures required.

Ground Conditions
This section has been scoped out.
The sentence in section 5.24 has not been completed “due to the site and expected……”. This will need to be amended to confirm the reasoning for being scoped out.
Regardless, the planning application will need to be supported by a contaminated land assessment.

Additional comments:
We may have further comment once the above assessments have been submitted with the application and the developer should be aware that we are likely to recommend other conditions(but not restricted to) with regard to control of fume and odour extraction from any ground floor and mezzanine retail use, condition relating to hours of opening and restrictions on delivery time to commercial units and condition regarding refuse provision. The applicant should have regard to our guidance document GD04 which outlines the requirement to be complied with regarding waste provision for the residential units. There may be other conditions to be recommended once the full application has been submitted.

The developer is advised to review our technical guidance document relating to acoustics, contaminated land, air quality and waste which can be found at the Information for Developers webpage for the relevant criteria to be complied with for this development.

Kind regards

[redacted]

[redacted]
Environmental Protection Officer
Environmental Protection
Environmental Health
The Neighbourhoods Directorate
Manchester City Council

email: [redacted]
website: www.manchester.gov.uk
Tel: [redacted]
Internal: [redacted]

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FW: EIA Scoping Opinion Request - One Park Place

[redacted]
Mon 21/08/2023 08:39
To:Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

1 attachments (7 MB)
EIA Scoping Report - One Park Place.pdf;

Hiya Jen,

"No comments from Work and Skills in relation to Local Labour, assuming we will be consulted on Local Labour conditional requirements as and when progressing to full planning application(s). "

Regards

[redacted]
Work and Skills Specialist
Work and Skills Team
Growth and Development Directorate
Manchester City Council
Manchester Town Hall Extension
Manchester
M60 2LA (postal)
M2 5DB (Sat nav)

Mobile: [redacted]
Email: [redacted]

Sign up for the Work and Skills Bulletin
manchester.gov.uk/work
Follow the Work & Skills team on Twitter **@mccworkskills**

From: Work Skills Admin [redacted]
Sent: 18 August 2023 15:08
To: [redacted]
Subject: Fw: EIA Scoping Opinion Request - One Park Place

we

Kind Regards

Work and Skills Team
Growth and Development Directorate
Manchester City Council
Town Hall Extension, Albert Square,

Manchester, PO Box 532,
M60 2LA

Sign up for The Work and Skills Bulletin here https://public.govdelivery.com/accounts/UKMANCHESTER/signup/19569

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https://secure.manchester.gov.uk/info/500361/coronavirus

Direct Number - 07939 165 819 / 07939 165 860
Follow us on Twitter- @MCCWorkSkills
Email: work.skills.admin@manchester.gov.uk
Web: http://www.manchester.gov.uk

From: Planning <[redacted]>
Sent: 18 August 2023 14:06
To: Jennifer Atkinson [redacted]
Subject: EIA Scoping Opinion Request - One Park Place

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

One Park Place

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

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The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to Jennifer Atkinson via email to [redacted] no later than 31 August 2023.

Regards
[redacted]
Team Lead

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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Historic England

Ms Jennifer Atkinson
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Direct Dial: 0207 973 3091

Our ref: PL00793815

30 August 2023

Dear Ms Atkinson

Re: ONE PARK PLACE ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING REPORT

Thank you for your letter of 18 August consulting us about the above EIA Scoping Report.

This development could, potentially, have an impact upon a number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

We would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.

We would strongly recommend that you involve the relevant conservation officer and archaeological staff at the Historic Environment Record in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic)

might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

Yours sincerely,

[redacted]

[redacted]

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

RE: EIA Scoping Opinion Request - One Park Place

[redacted]

Mon 21/08/2023 07:26

To:Planning [redacted]

You don't often get email from diane.jackson@magairports.com. Learn why this is important

Hi Jennifer,

Thank you for consulting Manchester Airport's Aerodrome Safeguarding authority on the proposed One Park Place development.

This site lies within Manchester Airport's safeguarded area and consideration should therefore be made to whether development within the area causes: a physical obstacle to aircraft; an attraction to significant numbers of species of birds that would increase the risk of a birdstrike; light or reflection that might present a visual hazard; interference with radar and other air navigation and communication systems and whether the construction process will present any hazard to aircraft safety.

When considering the type, scale and design of any development within the One Park Place area, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria, consultation procedures with ourselves and NATS, and any potential impacts on aircraft safety are addressed. This will principally relate to the height of buildings at this location and whether there is any potential interference to RADAR operations. The developer should also be mindful of the height of constructin equipment and the potential need to include obstacle lighting in the building design.

We do endorse the value of promoting early engagement with stakeholders and the only judge of whether there will be a radar interference issue is NATS. We would therefore urge consultation with them to discuss the implications of proposals as they take shape.

Kind Regards,

[redacted]

Group Aerodrome Safeguarding Officer
Stansted Airport | East Midlands Airport | Manchester Airport

MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX
m: [redacted]
e: [redacted]
www.magairports.com

From: Planning [redacted]
Sent: Friday, August 18, 2023 3:07 PM
To: Jennifer Atkinson [redacted]
Subject: EIA Scoping Opinion Request - One Park Place

WARNING: This email originated outside of MAG.
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Regards

[redacted]
Team Lead

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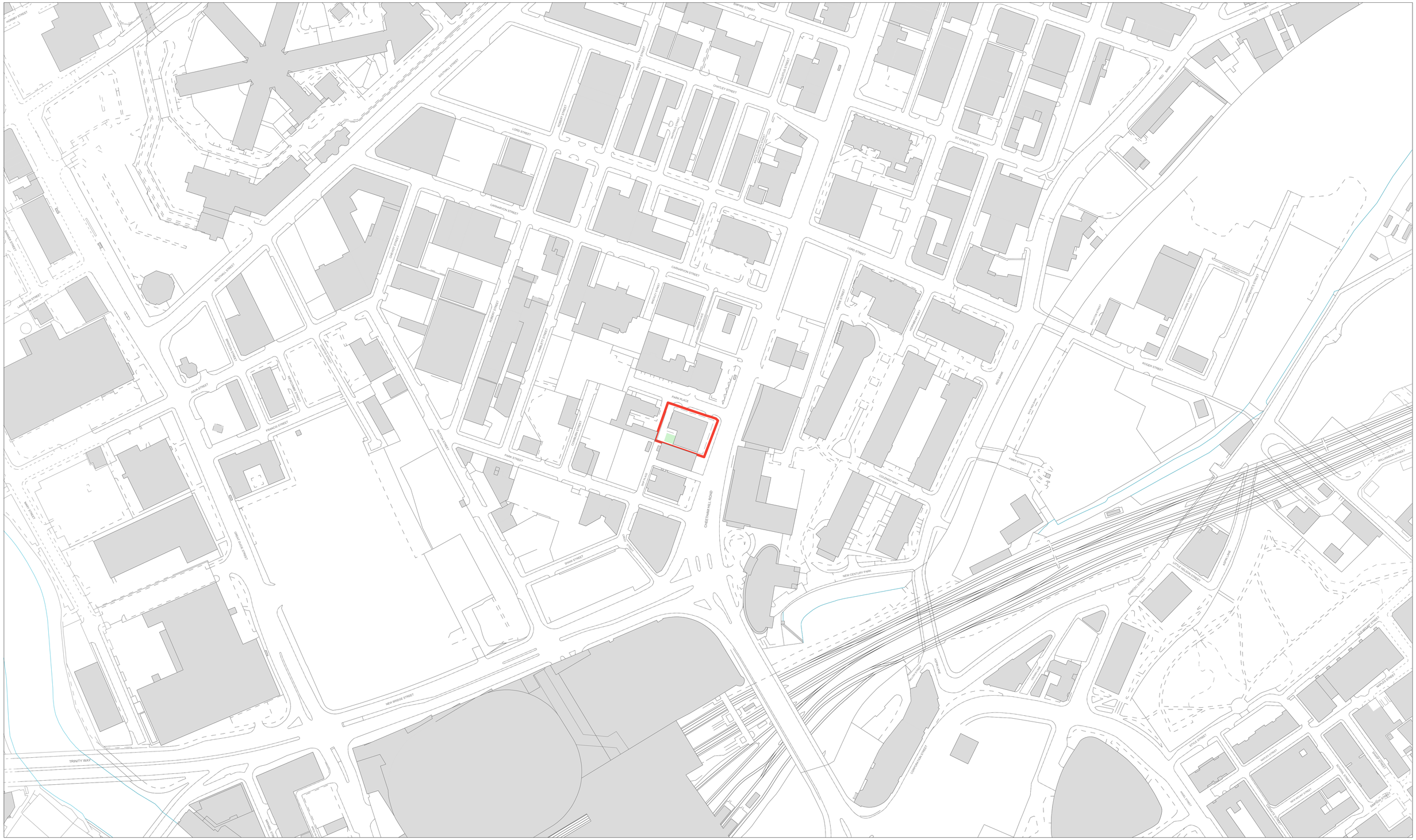
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2. The Site

List of Appendices

1.1 Site Location Plan

2.1 Site Location Plan



hodder+partners

SGI Studios
1 Kelso Place
Manchester M15 4LE

t: +44(0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

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

revisions + notes:

~~04.08.23~~ Rev.A
01.09.23 Rev.B North point and scale bar added

0 10m 40m
2m 20m 80m

client: Benjamin Property ltd.
date: September 2023

project: Park Place, Manchester
scale: 1:2500@A3
drawn by: RC + ET

title: Location Plan
drawing number: L(—)501

status: Planning
job number: 0654
revision: B

hodder+partners

4. The Proposed Development

List of Appendices

4.1 Construction Phase Plan

4.1 Construction Phase Plan

Construction Phase
Safety, Health, Environment & Quality Plan (CSHEQ Plan)

CONTRACT DETAILS:

CONTRACT NUMBER: TBC

CONTRACT TITLE: **One Park Place, Manchester**

CLIENT: Apater Capital

CLIENT REFERENCE: TBC



Prepared By:	Simon Rutherford	Date: 03.10.23
Checked By:	Paul McBurney	Date: 03.10.23
Approved By:	Insert	Date: Insert
Accepted By:	Insert	Date: Insert

The project CPP should be reviewed and updated monthly, persons reviewing should identify changes in table, no change note review completed.

Issue	Page(s)	Revision Description	Prepared	Reviewed	Authorised
01	All	First Draft, with amends	SR	PM	

NOTE:

The responsibility for the safety of the contract works rests fully and unreservedly with the Principal Contractor. The acceptance of this Safety, Health, Environmental & Quality (SHEQ) Plan by the Client and involvement in studies or audits does not in any way absolve the Principal Contractor from that responsibility, nor is it intended to confirm or suggest that the Principal Contractor fully meets their statutory obligations.

Distribution of first issue and all subsequent revisions:

1. Original to be retained on the site in hard copy within the site management files.
2. PDF copies to be retained on company contract specific electronic filing system(s).
3. PDF copies to be mailed to Client, Principal Designer, Contract Manager, Quantity Surveyor, SHEQ Advisor and the nominated representative of all subcontractors.





The SHEQ plan is structured in the following sections:

1.0 PROJECT OUTLINE

1.1 Purpose
1.2 Project Detail
1.3 Dilapidation Surveys, Existing Records and Plans – Pre-Construction Information
1.4 Project Targets and Objectives
1.5 Legal Requirement
1.6 Ownership and Review

2.0 PROJECT MANAGEMENT ARRANGEMENTS

2.1 Contractual Structure
2.2 Delivery Team Structure
2.3 Accountabilities and Responsibilities
2.4 Meeting and Communication Arrangements
2.5 Transfer from Bid to Pre-Con/Delivery Team

3.0 CONSTRUCTION LOGISTICS & MANAGEMENT

3.1 Risk Assessments
3.2 Site Security
3.3 Welfare
3.4 Emergency Response

4.0 ENVIROMENTAL & SUSTAINABILITY

4.1 Carbon Footprint
4.2 Noise, Vibration & Dust

5.0 ASSURANCE AND DESIGN

6.0 QUALITY CONTROL

7.0 PROJECT MONITORING, AUDIT and REVIEW

7.1 Key Appointments
7.2 Site Team Monitoring
7.3 Independent Monitoring
7.4 Proactive and Reactive Reporting

8.0 APPENDICES

1.0 PROJECT OUTLINE

1.1 Purpose

This Construction SHEQ plan is produced to demonstrate the plans and arrangements to ensure effective delivery of the project.

The basic principle of the content evolves from the management system and procedures on United Way that define the ways of working for all projects within United Living. Reference and inclusion of pre-construction information best practice has been included.

The purpose of this document is to:

- Provide detail of how the project is to be constructed and managed for the benefit of the delivery team, client scrutiny and other interested parties.
- To ensure a safe and healthy place of work is provided and maintained throughout the project for employees, contractors, visitors and public/residents.
- To ensure that the design and quality controls and assurances are understood and documented to meet client and legal requirements.
- To ensure that the environmental and sustainability risks and deliverables are identified, understood, and managed.
- To demonstrate understanding and compliance with legal requirements, for example CDM. Building Safety and Fire Safety.

1.2 Project Detail

The design and build of one new residentials apartment buildings on brownfield land adjacent to Park Place, central Manchester;

Block	Apartment Type	No. of Apartments
Main	1 Bed	46
	2 Bed	95
	3 Bed	13
	Total:	**154**

There are mixed amenity spaces included.

Initially, under enabling works package, the existing site will undergo the external concrete ground slab to be broken up, set aside and crushed. The Site will be fully remediated as per an agreed remediation strategy, clearing away any obstructions.

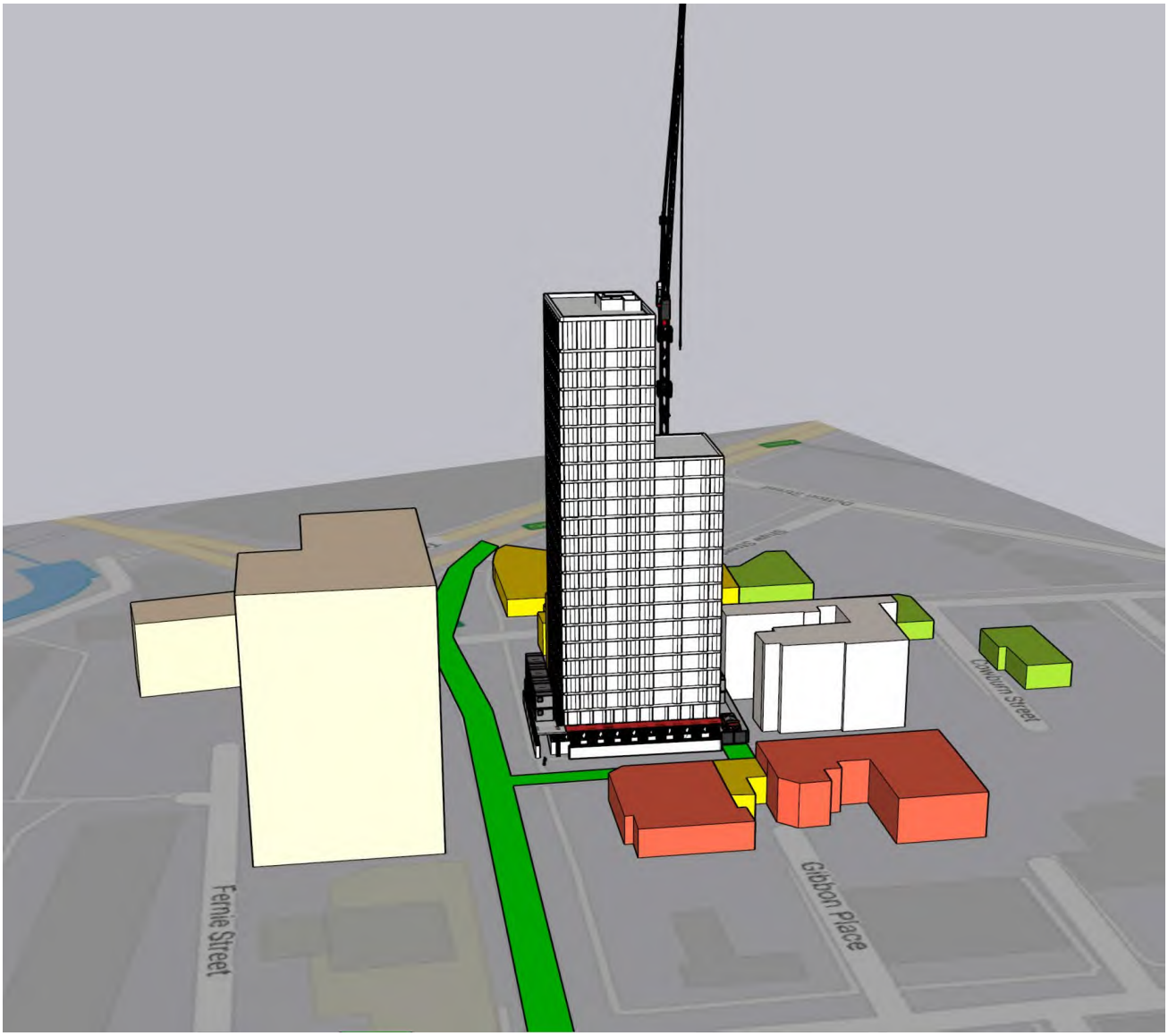
A suitably designed granular piling mat will be laid as part of these works. We will carry out a Ground Penetrating Radar survey and to identify live services within the site.

There are no existing trees on-site requiring clearance.

The construction comprises of a series of Continuous Flight Auger CFA, piles with a network of pile caps and associated ground beams before constructing a suspended reinforced concrete ground floor slab. Before any Ground Penetration is undertaken we will again refer to all information and managed in accordance with established procedures.

The main structure is a reinforced concrete building, including lift shafts and stair cores. The facades are a hybrid of inner leaf Structural Framing System, SFS along with a precast concrete panels to the outer leaf and cladding in localised areas. Windows are of an aluminium fabrication.

The duration of the project is approximately 130 weeks, of which 6 weeks will be the enabling works and the remainder the main construction phase.



1.3 Dilapidation Surveys, Existing Records and Plans – Pre-construction Information

Prior to the commencement of any work, information was evaluated and assessed and used to ensure the safe planning of any works this is filled on the United Living server.

United Living have evaluated the information and relevant surveys commissioned by the Client to gather sufficient evidence of the site. Information obtained has been collated and will be issued to the appointed Principal Designer, to be included within their Pre-construction Information Pack, a copy of which will be provided within our digital project folder under One Park Place, Manchester.

1.4 Project Targets and Objectives

Group has set strategic targets to allow continued improvement and added value, the following table outlines how the project will aim to assist in aiming for targets.

TARGET AREA	GROUP TARGET	PROJECT SPECIFIC TARGET	BRIEF OUTLINE
Environmental Objectives & Targets	Reduce carbon emissions to net-zero by 2030	-	-
	Reduce avoidable waste to zero by 2030	Site Waste to achieve 95% recycled.	-
	Eliminate single-use plastic by 2030	Single Use plastic to be minimised to a minimum and alternative packaging to be used wherever possible.	Alternatively try using cardboard or wooden packaging crates which can be recycled.
Safety Targets	100% completion of RAMS Challenge for high-risk trades.	Site Teams to comply with UL compliance.	-
	Close Call/ Good Call, hazard spots: 4 per employee/ contractor operative per year.	Each member of staff and site operatives are to provide the site team 4 no. Close / Good Call hazard Spot initiatives / year.	-
	25% reduction on Group AFR (July 20 was 0.1, therefore target 0.75)	Site teams are to be meticulous with on site, safety standards and must comply with HSE & UL compliance to assist in achieving a 25% reduction on yearly Accident Frequency Rate, AFR.	-
Quality Targets	Inspection and test plans, evidenced and delivered for identified quality risk areas, including fire protection and prevention.	Site team are to collate on site records including photographic evidence to verify that works have been constructed in line with designers' drawings and specifications along with inspections from appropriate checking bodies.	Site registered with Considerate Constructors
	CCS target score 40	CCS target score 40	-

1.5 Legal Requirement

A full list of SHEQ legal registers REG-0001 can be found on United Way.

The development of this plan has considered all legislation and relevant guidance and industry standards in particularly the following enabling legislation:

- The HASWA 74
- The Control of Pollution Act 1972
- The Environmental Protection Act 1990
- The Clean Air Act 1993
- CDM 2015
- The Building Regulations 2010

All the required legal documents will be displayed on site for example, F10, Insurances and HSE notifications poster on the relevant safety boards.

Local authority licences such as hoarding and other specific will also be displayed:

- Water Discharge licence
- Over sail licences
- Parking suspension
- Road closure licence
- Pedestrian path closer licence
- Hoarding licence
- Scaffolding License on public footpaths

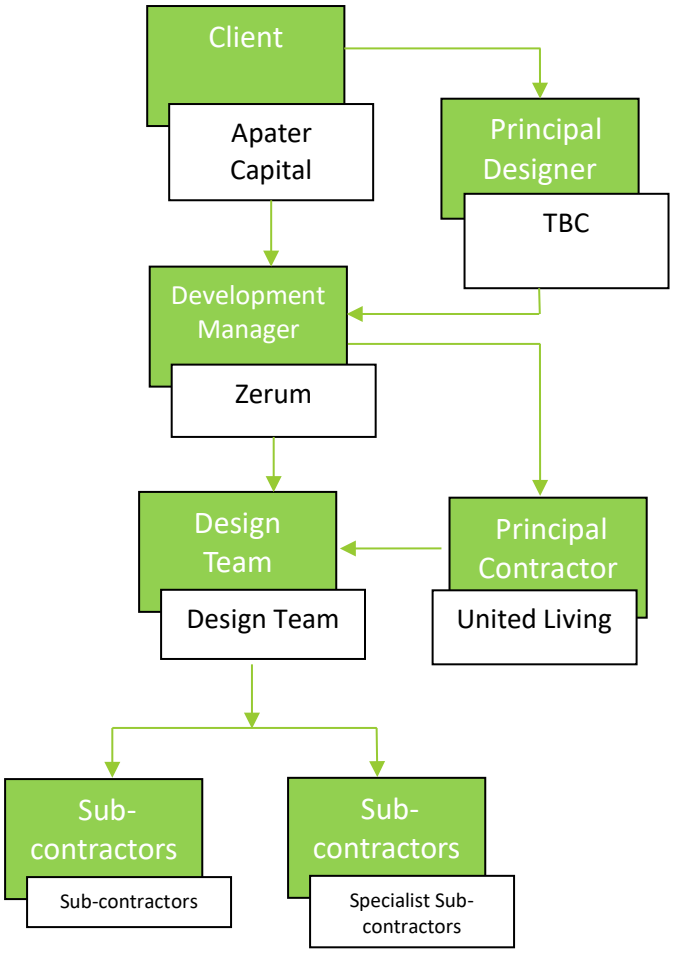
1.6 Ownership and Review

The Project Contract Manager owns this plan. For larger projects this will be delegated / shared with other delivery teams.

The Contract Manager will establish the review period for this plan based on project duration, scope, program and other factors considered relevant.

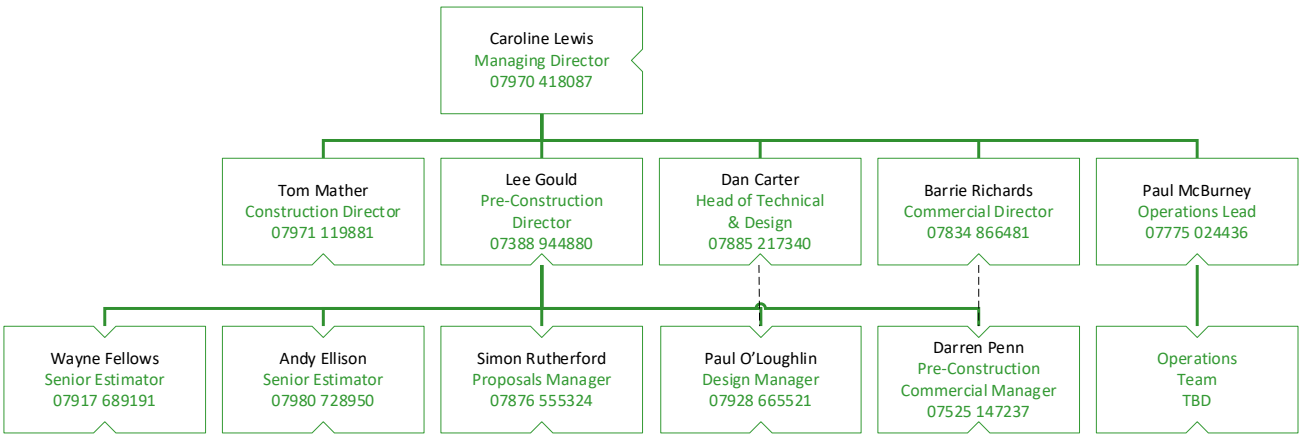
2. PROJECT MANAGEMENT ARRANGEMENTS

2.1 Contractual Structure



2.2 Delivery Team Structure

PCSA Structure (Delivery Team TBC)



2.3 Accountabilities and Responsibilities

The project directory for this project can be found in appendix 3 and responsibility matrix is at appendix 2.

2.4 Meeting and Communication Arrangements

- Record the agreed meeting structures, project review, client meetings, design meetings (DTM)
  - Minutes will be taken, distributed and logged on our document management system; ACONEX.
  - United Living Site teams will facilitate initial fortnightly DTMs, onsite or through Microsoft Teams, with Design Consultants which may change to monthly reviews as the design progresses.
  - Senior managers will meet on site to discuss actions and strategies to de-risk any issues concerning the site activities.
  - The project will hold monthly meetings with the client on-site to discuss all manner of scheme progress as appropriate. Agenda and details discussed will be collated, issued and filed on ACONEX.
    - Customer satisfaction will be assessed during these meetings. Any concerns of the client's representative will be addressed and dealt with on spot if possible. Complaints will be managed to ensure acceptable closure as directed by the Contract Manager. All items of satisfaction or complaint will be forwarded to the Customer Care Team for analysis. This information forms part of preventative action monitoring for the project and is utilised in quarterly Management Review meetings.
  - Project review CVRs will take place monthly and recorded internally.
  - Contractor meetings will be arranged weekly with key trades and held on ACONEX and Site Files. KPIs will be developed to allow understanding for each trade.
  - Day to day management will be under PRO-2630 Putting People to Work, this outlines the process of communications on the project and continues improvement avenues.
    - Including daily start right meetings, collaborative planning meetings and close call/good call
  - Further information on quality of build includes RFI/Non-conformance this can be found in section 5 Assurance of Design and Section 6 Quality Control.
- Stakeholder Engagement: Advance notice to neighbouring residents / businesses will be provided via letters / emails / notices etc (as required). Any community events will be communicated out via the same means. Our main site signage will display key information such as key contact information for any queries, along with up to date / build progress related information updates.
  - Information provided will include details of upcoming works e.g. large deliveries / noisy / disruptive works etc and mitigation actions we have taken in consultation to reduce disruption.
- Key contact information will be included on all communications including on our Site Notice Boards.
- Our Complaints Procedure will be available to view on-site, along with a suggestion and complaints box located on the site hoarding for members of the public to have their say. Monitored throughout.
- A Traffic and Pedestrian Management Plan will be displayed at key areas around site with additional safety signage to inform the public on safe access routes around site.

2.5 Transfer from Bid to Pre-Con/Delivery Team

Presentation and formal Risk & Opportunities Plan handover to take place on completion of the PCSA in early 2024 to the delivery team. Attendees will be logged and minutes recorded.

Pre-Con Attendees:

- Lee Gould – Pre-Con
- Darren Penn – Commercial
- Simon Rutherford – Pre-Con
- Wayne Fellows – Cost
- Andy Ellison – Cost
- Paul O'Loughlin – Design
- Paul McBurney – Operations

Key Delivery Team Attendees:

- Contract Manager – TBC
- Project Manager – TBC
- Quantity Surveyor – TBC
- Design Manager – TBC

3.0 CONSTRUCTION LOGISTICS & MANAGEMENT

This section outlines arrangements for controlled development of the project. The continuing change of the build will be managed with the review process as detailed in 'Section 7 – Project Monitoring, Audit and Review', along with the working plans that are found in appendices to the main CPP.

Brief Summary:

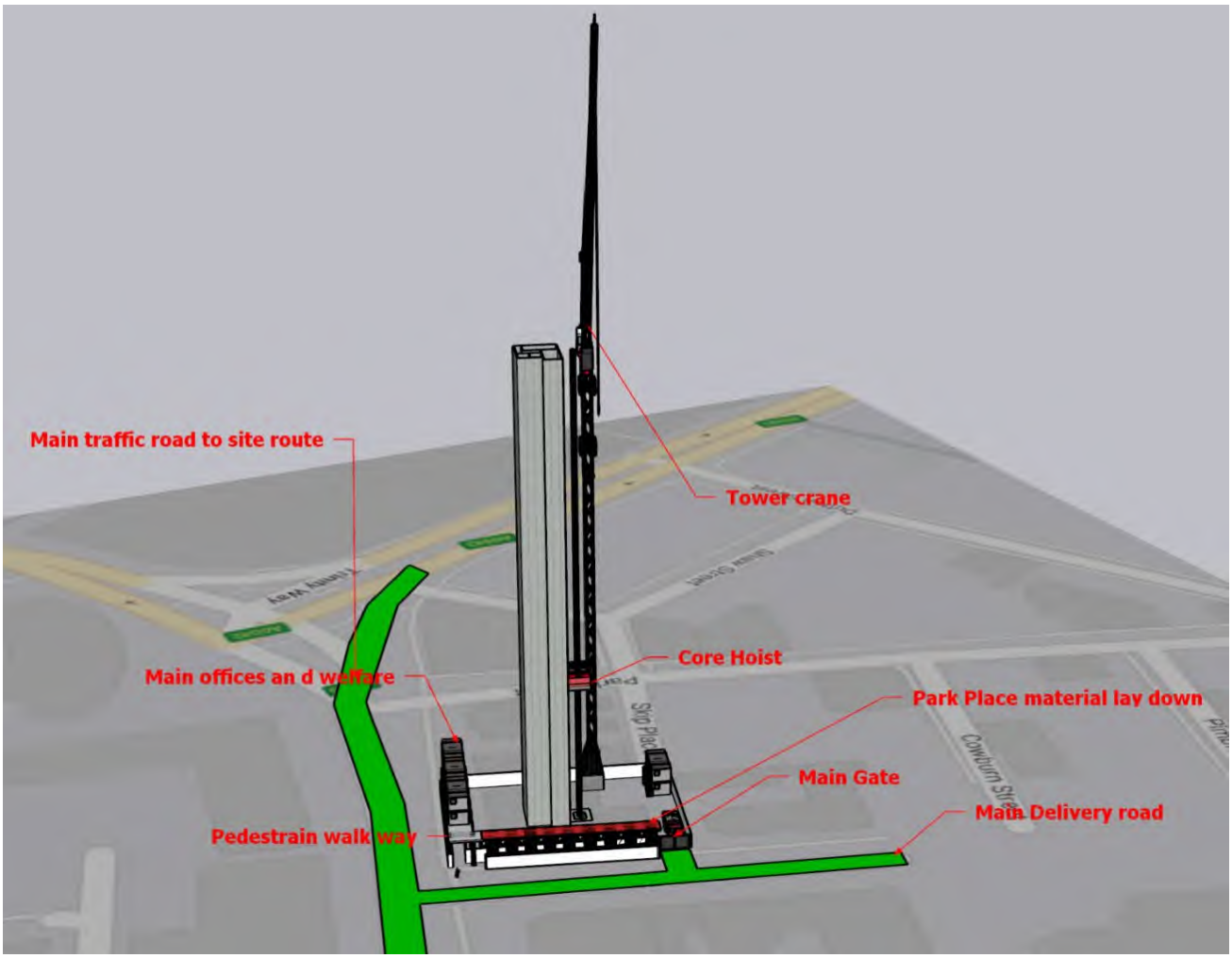
- No noisy works will commence before 8.30 am and works will complete by 5.30 pm (or as agreed)
- There are no known highway restrictions for vehicles attending site.
- Vehicles (when called in by communication), will be marshalled onto site to the designated point of Load / Offload position.
- Vehicles will be inspected for cleanliness on exiting the site.
- There are no foreseen dangers as the vehicle leaves United Living's site.

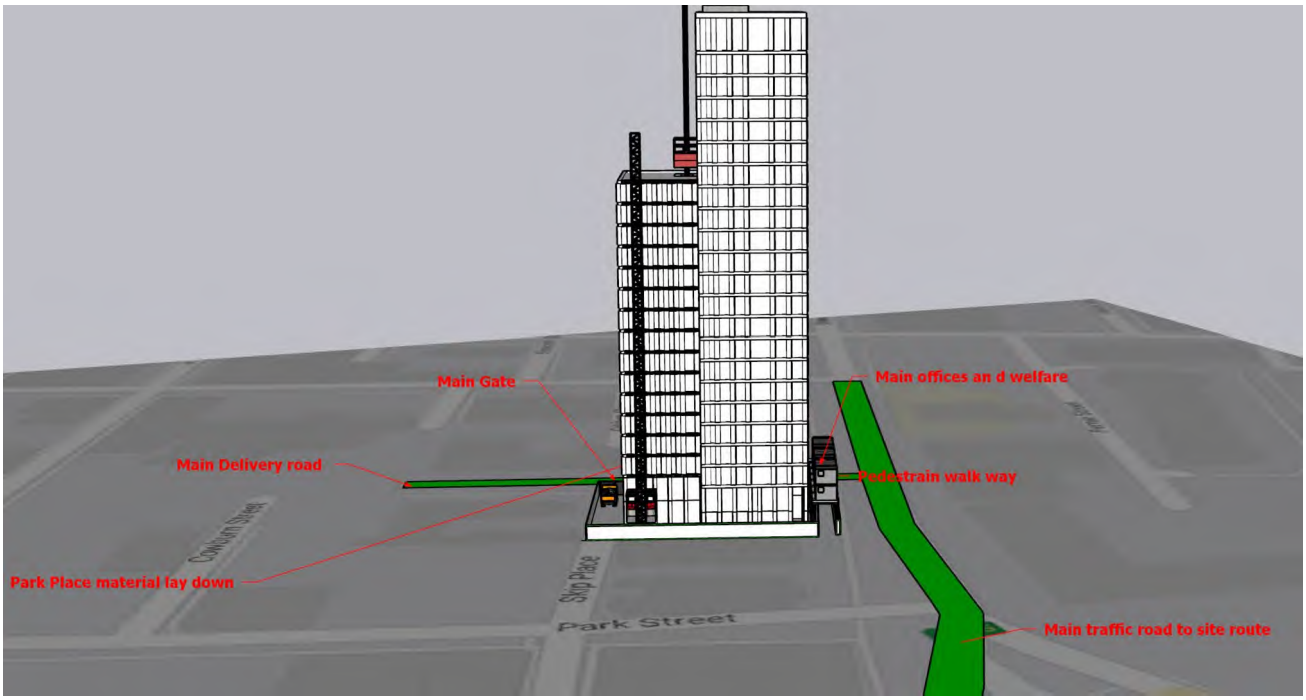


Site Logistics Overview:

- Cheetham Hill will be the main delivery route for materials to site.
    - Turn left into Park Place for entrance
    - Turn left on to Cheetham Hill for exit.
- Materials on the initial stages to be off loaded from within the site boundary.
- As the building progresses materials to be loaded / stored temporarily on the designated loading bay
- A Banksman will aid the loading / unloading of all deliveries and ensure the safe access / egress to site.

Site Logistics Overview: Compound, Crane, Hoist, Waste and Access Layout





Wheel Wash – provided at Gate 1; a raised platform will allow all vehicles to be hosed down before leaving site. The platform will be a sump to catch all wash-off / debris and then removed from site accordingly.

Dust Suppression – anticipate low risk given UL scope does not include the reduced level or placement of a pile mat. Regardless, we will develop and implement a Dust Management Plan (DMP) which will outline our measurement and suppression measures in the event of dust arising. Our main mitigation measures will include water sprayed from hoses local to the source and the aforementioned wheel wash facilities.

- Our DMP will adhere to the applicable recommendations outlined within the Air Quality Assessment (103056) in relation to communication, site management, monitoring and maintenance.

Material Deliveries – Primary Entry, Gate 1 – Primary Exit.

- We intend to use the area on Park place as a "pick" line for the Tower cranes for delivery of material.
- All deliveries are to be "Just on time" and will be booked into site with a 30min unloading time.
    - Vehicles will only be called to site when the bay is clear for the next delivery.
    - No vehicles are to sit outside the site waiting for entry.
- All delivery vehicles are to be sheeted over.

Waste Removal – Waste "Bins" will be located by each hoist on each floor. The bins will be collected each day and brought to the ground floor to be picked up by our waste collection company who also will be our logistics and delivery controlling company.

Parking on-site – There will be no parking on site and only certain staff will be permitted to park in the area opposite site, as identified as the Site Parking and Welfare compound.

3.1 Risk Assessment

This section details the logistic arrangements and plans for the project. This is a live document to accommodate the frequent changes and arrangements through the life of the project, including the project programme & the information for the changing risks through the project life. This includes traffic management and plant requirements for the build. The assessment of what is required will likely change depending on the sequence of works and the geographical location of the project. The specific site layout and detail and construction logistic plan FRM-4509 Construction Logistics Plan -App5

- Review the Project Risk and Opportunities Matrix and Register FRM-0339. This form originates at bid stage and follows the project through various stages. The bid team should have presented the ROP to the delivery team at handover.
- Review the construction logistics and management (specific to project) in accordance with the internal process Operations Management System Procedure located on United Way. This forms the basis for understanding and developing the site.
- Specific project risk analysis to determine the potential fatal and severe risks for the project and other significant risks following the pre-populated forms. Specific project RA are held in relevant sections of the appendixes for this CPP.

Designers Risk – All drawings will identify a CDM Residual Risk Box which will be noted on all designers' drawings.

- These Risks will be discussed in Design Team meetings and reviewed. Subcontractors will be made aware of the said risks and where possible mitigated with alternative solutions.

Method Statements / Risk Assessments – All activities on Site will have a set of Risk Assessments / Method Statement, (RAMS), and will be approved by the Senior Site Team / SHEQ Manager as being sufficient to undertake the works safely.

- A copy of the RAMS will be filed within the Subcontractors Health and Safety File and reviewed at regular intervals to make sure the works are being conducted as stated.
- Any Changes to the said RAMS will be discussed with the relevant parties before changes accepted.
- A copy of approved Subcontractor RAMS will be stored in each sub-contractor safety file with a copy of the RAMS register that will be appended to this document in Appendix Subcontractor Safety RAMS.

3.2 Site Security

A requirement to control un-authorised site access under The Criminal Justice and Public Order Act 1994, sub section Trespass. United living also ensures that contractors workforce comply with the Right to work UK regulations and GDPR. Induction for people is controlled by PRO 2630 Putting people to work. This procedure defines the induction for all visitors and work force.

GDPR for United Living is controlled internally by PRO 9007 CRISIS MANAGEMENT PLAN. Where possible and practicable Bio-site will be used to manage and control site access. Bio-site is ISO 2017 Security accredited system. All other personal data for people will be secured on site.

- A Biosite access control system will mitigate any unauthorised personnel entering site.
- Visitors will be required to sign in the office Signing-in book.
- A Gateman will support the arrival and departure of all goods vehicles.
- Perimeter Site Security will comply with the Employer's Requirements.

3.3 Welfare

The minimum standard applied are the requirements of Schedule 2 of The Construction (Design & Management) regulations 2015. The actual welfare arrangements on the project programme will be governed by the application of the UL Visual Standards VS-0009B.

Site specific arrangements are:

- It is anticipated the project will at peak have approximately 160 – 180 people operating on site and our approach to the welfare facilities will be phased. We have included 2 number canteens each seating 20 people at a time, 12 number toilets with washing facilities and showers along with 2 number drying rooms.
- It is anticipated there will be a smaller welfare facility at the outset for demolition and remediation works which will grow to facilitate full capacity and will diminish as work progresses.
- Site set up initially will be set off site on Port Street with self-contained WC with 10 seated cubical and 5 heads, the heads will be located in segregated area so the unit can be used as a unisex facility, the provision will be suitable for peak numbers. Once the superstructure is complete and the project is in its fitout stages an on-site welfare facility will be installed for the comfort of the site operatives.
- The drying rooms and changing units will be set for maximum numbers, 2 drying machines will be installed so during works wet kit can be maintained. The unit will also have 5 battery bank lockable chargers.

Site Rules have been agreed as follows:

1. Housekeeping - Ensure ALL Walkways and work areas are clear and free of rubbish, materials and tools, always use the designated walking routes.
2. Working at Height – Always pre-plan work that involves working at height to get the right access equipment, involve those doing the tasks, ensure that access and the work area provides a safe place to work.
3. Scaffold – Do not tamper with or alter scaffolding; see your supervisor or UL Site Manager to arrange this for you.
4. RAMS – get to know and understand your Method Statement and Risks Assessments for the task and only perform tasks that you are confident, trained and competent to do;
5. Pre-Start - Ensure that you get involved in the Daily Safety Brief to understand any changes or specific risks for that day.
6. PPE – Always wear the minimum PPE, you will be told what this is at your induction, and ensure you know and use any additional PPE for the tasks you are doing. The wearing of shorts is not permitted on any site
7. Permits – There are high risk activities, e.g. Temporary works, Hot Work and breaking ground, that require a permit, (you will be told what these are in your induction) do NOT work without a valid permit.
8. Environment - Ensure you dispose of waste in accordance with the site requirements explained at induction, report and clear up spillages as soon as practical, using the appropriate spill response equipment.
9. Health - Make sure you know the health risks for the tasks that you are doing and the precautions that you need to take. Know and understand your COSHH assessments.
10. Report ALL accidents, incidents and anything that may concern you immediately to your supervisor and UL site manager.

Additional:

1. Members of Public - Always consider our impact on the public outside our hoarding, consider occupants of adjoining buildings particularly when some are occupied with construction still being carried out. Treat third parties with respect.
2. Observe your site security arrangements, use turnstiles respectfully, challenge strangers on your project.

Information & Signage – Signage arrangements and methods for communicating with staff and workforce as per signage guide United Living FRM-3303 Signage brochure

3.4 Emergency Response

During the Enabling Works Programme, the provisions of a Muster Point will be established, on site, as point of collection. This will be communicated within the Site Induction to all operatives and Site attendees.
In the event of an emergency the alarm will be raised via an Air Horn, which alert foresaid people to make their way to the muster point for rollcall.

If applicable the Emergency Services will be notified by dialling 999 from any telephone and the address given: -

United Living – Emergency Number: **01322 665 522**

Park Place, Manchester, M1 2EG

Any incidents that occur on site will notified to Senior Management, the Employers Representatives and Principal Designer, recorded on ECO-Online, with incident investigation to follow.

Fire Prevention – The Fire prevention procedure (PRO-4034) outlines the United Way process that all projects follow. Project specifics are recorded on the emergency response plan, FRM-4525 (emergency Response Plan)– A copy of the project specific plan is located in FRM-4509 app7.

First Aid – Medical First aid specific arrangements are outlined in the FRM-4525 Emergency Response Plan. The local Hospital A&E is also recorded on site notice board(s) and below:

Manchester Royal Infirmary
Oxford Road,
Manchester,
M13 9WL

Tel: 0161 276 1234

RIDDOR – RIDDOR events will be initially investigated by the Senior Site Team member, where they will;

- suspend all activities affected by the incident
- make safe
- alert the responsible Senior Management & necessary authorities
  - including the Employers Representative and Principal Designer
- take initial witness statements
  - followed up within 24hrs by an available SHEQ Manager.

Information relating to the incident will be stored on United Living's Health and Safety Database 'ECO-Online'. United Living will follow up with the appropriate person that the required notifications have been formally posted to the HSE.

Findings from the incident will be immediately discussed with the operations team and recommendation implemented, forthwith.

PPE – All Site Staff, Visitors & the workforce will wear the following PPE, which is Mandatory: -

- Safety Boots — BS EN ISO 20345
- HI Vis Clothing — BS EN 471
- Safety Head Protection — BS EN 397
- Safety Hand protection (Gloves) — BS EN 420

Assessed by Risk Assessment for the task:

- Eye Protection — BS EN 166
- RPE – Respiratory Protective Equipment — (To be advised by Risk Assessment)

3.4 COVID - 19

Due to the impact of the Covid19 pandemic a guidance document has been created to assist sites with additional control measures to enable them to work in accordance with the changing government advice.

Regular or standard health and safety requirements of any construction activity must not be compromised at this time. If an activity cannot be undertaken safely due to a lack of suitably qualified personnel being available, the required materials and equipment or protective equipment or social distancing being implemented, it should not take place.

Site teams must review the guidance and take time to plan work with our supply chain partners to account for the social distancing and other Covid considerations, this should include arrangements to remind the workforce at every opportunity of the Site Covid19 Procedures which are aimed at protecting them, their colleagues, their families and the UK population.

An Appendix 4 has been added to detail the specific changes and controls that this project has in place to implement and comply with the FFG/ULG Covid 19 guidance.

Appendix 4 will be reviewed and amended regularly by the site lead to ensure that the site specific Covid19 arrangements and controls remain compliant and active with the FFG/ULG guidance as it is revised against changing Government, Public Health England and World Health organisation guidance.

3.5 Material Handling

The specific material distribution arrangements for this project including the required materials handling equipment and associated risks are outlined by RA this is found in appendix 1 Construction Logistic Plan.

Lifting – All tasks that require lifting material and persons are detailed and outlines the requirements in PRO-4012 Lifting operations and lifting procedures.

3.6 Lighting

The site will be sufficiently lit to provide safe access and egress to the emergency walkways. Care will be taken that the chosen lights do not cause nuisance or pollution to the surrounding neighbours, similar, the chosen lamp will be energy efficient. Task Lighting will be provided by the individual subcontractor to undertake their works.

3.7 Temporary Works

United Living appoint a Temporary Works Coordinator, who will manage the temporary works process, (Please refer to PRO 4020B, Supplementary Documents), and record all the Temporary design structure works including statutory checks and that they are managed, "Cradle to Grave." United Living Temporary Works will be in accordance to BS 5975, with the correct Classification Certification stored in the Temporary Works Register.

3.8 Temporary Electrics

A Temporary Electrics Coordinator is appointed to make sure that all electrics, deemed temporary, are checked and installed accordingly. Installation will be conducted by fully trained & competent electricians and a copy of the test certificate will be retained on site for record purposes. (Please refer to PRO 4015 Electrics which can be found in the Supplementary Documents Appendix).

3.9 Working at Height

(Please refer to PRO 4013 Working at Height Procedure which can be found in the Supplementary Documents Appendix).

3.12 Crane Lifting

An appointed person will be employed to review all lifting practises on Site, whom will conduct the lift plan and managed by the Lift Supervisor and monitored by the Lift Coordinator. Records of the lift plan will be retained in the onsite Health and Safety File for reference. All Staff mentioned above will be fully qualified and have the relevant experience. (Please refer to PRO 4012 Lifting Operations and Lifting Equipment which can be found in the Supplementary Documents Appendix).

3.13 Manual Handling

(Please refer to PRO 4005 Manual Handling Procedure which can be found in the Supplementary Documents Appendix).

3.14 Risk of Falling Objects / House Keeping

United Living will take the appropriate action of Risk Assessing the type of works been undertaken and reduce / mitigate the risk of any potential hazards. Site Team will take the necessary precautions of following the items recommended in the Risk Assessment.

Housekeeping will be kept up to high standards of removing objects from designated walkways and keeping emergency access clear. Any liquids spilt will be cleaned up immediately to prevent any slip, trips and falls. The above items are included within the welfare facilities as well as the Site.

3.15 Work associated with fragile materials

Under no circumstances will fragile materials be walked upon! Any materials deemed fragile will be handled in accordance with manufactures recommendations or the product is removed in smaller sections to aid handling. Where ever possible fragile materials will not be used on site. Where the above items are not possible then an alternative method will be Risk Assessed and dealt with from the recommendations.

3.16 Asbestos

Any materials suspected of being an Asbestos Containing Material (ACM), will be left undisturbed until proven otherwise! A Refurbishment & Demolition Survey has been carried out for the existing buildings and an approved Licenced Asbestos Removal Contractor, (LARC), will be employed to remove all ACM's from these buildings. The Refurbishment and Demolition Survey Reports 10596AS1-R01 & 10596AS-R01 can be found in the Supporting Document folder, attached this document, and a hard copy will be available on site for review. The Licenced Asbestos Removal Company details can be found in the project directory (Appendix 3). A Copy of the RAMS can be found on site for review.

3.17 Contaminated Ground

A fully detailed soils and contamination report has been conducted for this scheme which highlights the recommendations associated to the contaminates identified. Following the Soils and Contamination report a remediation strategy has been developed where we have independent geotechnical consultants validating the works recommended and advising best course of mitigating any risks.

3.18 COSHH

(Please refer to PRO 4029 COSHH which can be found in the Supplementary Documents Appendix).

3.19 Excavations

All excavations will require a Permit to Penetrate the ground and deep excavations will require a temporary works design. The excavation will be checked daily, as a maximum, that the shoring is safe for entry by personnel to enter. This will be recorded on the Excavation Check Sheet and a copy retained in the Temporary Works register.

3.20 Maintenance of Plant and Machinery

Only competent, trained and authorised people will be allowed to undertake any maintenance to plant or machinery. The operator will identify any faults and report to their supervisor for repairs. Under no Circumstances should the machinery or Plant be used until repaired and certified.

3.21 Hot Works

Any works that generate heat will require a Hot Works Permit which can be obtained from the Site Management Team.

3.21 Arrangements for Health and Safety File

United Living will collate the relevant information required and present the Health and Safety File information as stated within the Preconstruction Information Pack, issued by Safe Sphere.

4.0 ENVIRONMENTAL & SUSTAINABILITY

This section details the environmental and sustainability requirements for the project. It has been prepared in accordance with our Environmental Management System (1S0 14001) and the Group Environmental & Sustainability Policy and should be used in conjunction with, but not restricted to the Environmental management plan Project Environmental & Sustainability Plan Environmental management plan is located at Appendix 8.

Environmental targets and objectives are listed in in section 1.3 of this plan.

The Group Environment & Sustainability Procedure PRO-4120. Project controls and the Project Environmental & Sustainability Plan FRM-4509 in Appendix 8 highlights specific risks, opportunities and accountabilities.

The significant impacts can be summarised under the following headings in no particular order of significance:

- Waste Management
- Pollution Prevention
- Nuisance Control
- Wildlife & Biodiversity Protection
- Responsible Use of Resources & Materials

A review period for the risk evaluation and assessment will be established based on the project duration and scope and will be conducted in accordance with section 1.5 of this plan. As a minimum standard this will be no longer than 1 month period per project.

Permits, Consents and Licences, applicable environmental legislation is highlighted in the Environment & Sustainability Procedure.

4.1 Carbon Footprint

In line with UL group targets and its commitment to reduce carbon emissions to net zero by 2030 the project will make inroads to the net by:

Item of control	YES/NO	Comments	Remarks: Why if not using:
NRMM		All contractors will be requested to apply NRMM guidance for plant and machinery (Stage IV target)	
CLOCS		United living is champion for CLOCS and Extra module under CSS will be completed	
FORS		The project has requested that all deliveries to site are managed by haulage contractors under FORs	

The project is governed by 106 or local authority to apply an Air management plan details the local arrangements to meet regulations, local authority and/ or planning consent stipulations. (developed -not on System) This can be found in the appendix 4 Project Environmental & Sustainability Plan.

4.2 Noise, Vibration and Dust

United Living recognise that the construction works could be a major cause for concern for the local community. The key considerations are:

- The close proximity of the residential properties
- The adjacent businesses
- Adjacent footpaths and highways
- Local public transport/bus stops etc.

Noise, vibration and dust arising from the construction works will be the most sensitive issues that will need to be considered and managed effectively. Prior to the works commencing we will have applied for and obtained Section 61 consent from Manchester City Council. This allows for contractors to apply for permission for noise generating activities during construction and avoids the risk of being served with a notice under the terms of the Control of Pollution Act 1974 or the Environmental protection Act 1990.

As part of the application we will demonstrate a best practicable means approach to managing construction noise and vibration including:

- Establishing fixed noise and dust monitoring stations on the perimeter of the site
- Regular monitoring and reporting of noise and dust data
- Regular engagement with the local community
- A single United Living point of contact

Processes will be implemented to keep the noise levels low, these will include:

- Using appropriate equipment for the task
- Maintaining machinery and equipment
- The installation of noise barriers and screens
- Plant to be shut off when not in use
- Environmental training for site staff and operatives (Tool Box Talks)
- Site induction to reflect the specific nature and location of the project

United Living will assess the impact of dust and airborne emissions on local sensitive receptors. These will include (as applicable):

- Local residents
- Areas of local landscaping/trees
- The local schools
- The nearby communal areas
- Local transport routes
- Local pedestrian routes

The following procedures will be implemented to prevent or to control dust:

- Observe wind speed and direction, prior to commencing dust generating operations
- Regular inspections of the site perimeter, local footpaths and highways to check dust deposition
- The use of enclosed or covered chutes and skips
- Any scaffolding to be clad in monarflex / debris netting

- The use of dust extractors for cutting equipment
- The use of water sprays to suppress dust from plant and vehicle movements
- To secure loose materials to prevent them being blown about by the wind
- Install a wheel wash facility at the site egress point
- Regular mechanical road sweeping
- Cleaning gang for the site perimeter
- Enclose dust generating activities where possible
- Ensure that all equipment is regularly maintained. Site waste will be placed in a designated area established within the site boundary.

The waste management arrangements will be established through the development of the site waste management plan in accordance with United Living's Waste Management Procedure.

5.0 ASSURANCE AND DESIGN

Design is managed by number of Senior / Design Managers following a tailored process and procedures ensuing that design coordination, Design change and quality meets Building Regulation requirements, Gateway 2 and Golden Thread forthcoming requirements.

This is held on United Way Tender and Construction Stage Design Process Map – UL– FLO-2303.

6.0 QUALITY CONTROL

United Living are committed to the installation of quality product in order for safe building as per building regulations.

The project quality will be governed in accordance to PRO-4903 Quality Management Procedure, selection of the supply chain will also come under the procedure relevant to trade.
Communication of control with aspects to the build is managed through electronic means ACONEX.

Sub-contractor approval is managed internally on electronic data base, this also holds relevant competency accreditations for trade.

Project specific detail for project is completed using FRM-4903C Project Quality Plan this holds relative information and trackers for monitoring the build.

Construction warranty by third party is obtained through various means and this includes external audit inspections. This project is governed by (Warranty Provider – TBC).

Trade specific material installations are controlled and installed to manufacturers and design specifications, Inspection and test plans are used to collate evidence of the installations.

Request for information and Non-Conformance reports are used to identify change or detail this flow is from all involved in the project, PD/Client/UL/Contractor these are held on electrical data sheets on ACONEX and reviewed monthly.

Collation of information is as per CDM schedule 2 or as specified by client.

7.0 PROJECT MONITORING, AUDIT AND REVIEW

The project progress, set up and standards will be regularly monitored by the site team, contractors and independently by SHEQ and the senior management team. There will also be independent audits carried out by the central auditing team in line with the agreed auditing schedule.

7.1 Key Appointments

List of key appointments,

ROLE	RESPONSIBLE PERSON
Service Avoidance Co-ordinator	TBC
Scaffold Co-ordinator	TBC
TW Co-ordinator	TBC
Asbestos Co-ordinator	TBC
Gas Co-ordinator	TBC
Duty Holder Electrics	TBC
First Aider	TBC
Fire Warden	TBC

7.2 Site Team Monitoring

Sufficient resource on site and in support for monitoring is to be made available by business MD. Project teams will carry out duties as per matrix at Appendix 7 and calendared. A site management tracker should be displayed for reference FRM-0210 Site Management Tracker

Measure	Frequency	Responsibility	Name
Site Inspections	Weekly	Project Manager / Delegate	TBC
Site Inspections PIT	Monthly	Safety Manager	TBC
VMR	Monthly	Operations Manager	TBC
Contract Review	Monthly	Commercial Manager	TBC
Progress v Programme	Weekly	Project Manager / Planner	TBC
Defects	Weekly	Project Manager / Site Manager	TBC
Defects	Weekly	Project Manager	TBC
Audit Results and Corrective Actions	Group set	Project Manager	TBC
Accident/Incident Performance	Monthly	Project Manager	TBC
Waste Performance	Monthly	Project Manager	TBC
Customer Perception	Monthly	Project Manager / Delegate	TBC

7.3 Independent Monitoring

Project will be subject to various other visits by external and internal bodies

Measure	Frequency	Responsibility	Name
Client	Monthly	Apater Capital	
	Monthly	Project Manager	
	Control Points	Project Manager	
	When		
	When		
	When		
	When		
	When		
	When		
	When		
	When		

7.4 Proactive And Reactive Reporting

All reporting is under 2/7/28 PRO-4025 and electronic gathering and recording of events are held on EcoOnline, all projects staff must be aware of the reporting process and the system.

United living takes all reporting as a learning and the project team are dedicated to lessons learnt.

8.0 APPENDICES

FRM-0339 Risk and Opportunity – App1

FRM-4509 Responsibilities RACI Matrix – App2

FRM-4509 Project Delivery – App3

App4 (Not Used)

FRM-4509 Construction Logistics Plan – App5

FRM-4509 Construction Logistics Review Sheet – App6

FRM-4509 Emergency Response Plan – App7

FRM-4509 Environmental and Sustainability Management – App 8

FRM-4509 Environmental Risk Evaluation and Assessment – App9

App10 (Not Used)

FRM-4509 CSHEQ Plan Lite (Focused Sub-site Support) – App11

App12 (Not Used)

FRM-4509 New Homes Site Specific Induction – App13

6. Methodology

List of Appendices

6.1 Statement of Community Involvement

6.2 Schedule of Cumulative Developments

6.1 Statement of Community Involvement

CAVENDISH

Insight. Influence. Creativity.

Statement of Community Involvement

Created for Benjamin Property Company Limited

October 2023

The ideas and information contained within this report and any other associated documents are of a confidential nature and must not be passed on to any third party without the prior written consent of Cavendish Consulting.

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Executive Summary.

Benjamin Property Company Limited, who are working in partnership with United Living are bringing forward plans for a new residential-led mixed use development at the junction of One Park Place and Cheetham Hill Road, north of Manchester City Centre.

The site is located within the Great Ducie Street Strategic Regeneration Framework (SRF) developed for the area by Manchester City Council. The SRF envisages residential-led mixed use development on this site and the proposals are consistent with this vision. The proposals for One Park Place would provide much-needed, high-quality new homes with ground floor commercial uses that will act as a catalyst for the wider regeneration of this area, as desired by the Council.

Benjamin Property Company Limited are committed to consulting with the local community regarding its proposals. A full pre-application consultation process has been undertaken in advance of a planning application being submitted to Manchester City Council.

Residents and stakeholders were given the opportunity to provide feedback regarding the proposals at all stages of our public consultation via a consultation website. A Freephone information line and a feedback email address were also made available throughout the course of the pre-application consultation, for interested parties to receive further information and to enable people to provide their feedback to the project team.

This has ensured that the local community has had an opportunity to understand the proposals, discuss them with members of the project team and provide their feedback before the submission of a planning application.

The project consultation website was online from Tuesday 19th September to Monday 2nd October 2023. On 19th September 2023, 504 households and businesses located close to the site were sent an A5 newsletter promoting the project which included a QR code linking directly to the project consultation website. Online feedback forms were available as part of the virtual exhibition for attendees to record their views. Hard copies of the consultation materials and feedback form were also made available upon request by those unable to access the internet.

Benjamin Property Company Limited have reviewed all the feedback received to date, and the main comments raised by the local community have been addressed within this document and the wider material submitted as part of the planning application. Following submission of the application, Benjamin Property Company Limited will ensure that interested parties and key stakeholders remain informed and updated regarding the proposals.

Commented [MD1]: Please updated throughout the document. They can also be referred to as 'the Applicant'.

1. Introduction.

1.1 Benjamin Property Company Limited is a family-owned property company established to deliver new residential-led mixed use development in Cheetham Hill.

1.2 Benjamin Property Company Limited is committed to consulting stakeholders and the local community about its planning application. The company recognises the value of communicating with members of the local community, community groups, local councillors and other relevant third-party stakeholders about its ambitions.

1.3 This document has been produced with the aim of clearly and concisely highlighting the community consultation undertaken by Benjamin Property Company Limited in respect of its proposal for the site. It provides a chronological account of the consultation activity that has been undertaken within the pre-application stages of the planning application and the activity that Benjamin Property Company Limited proposes to undertake post submission.

1.4 In order to assist with the community consultation process, Benjamin Property Company Limited appointed Cavendish, a specialist communications consultancy, to form part of its wider project team for the proposed redevelopment.

1.5 All feedback received is accounted for and represented within this document.

2. Background.

2.1 The site

2.1.1 The proposal site is located at the junction of One Park Place and Cheetham Hill Road, north of Manchester City Centre.



Site Location

2.1.2 The site is occupied by a low-quality commercial building, which has been disused for some time.

2.2 Proposal

2.2.1 Benjamin Property Company Limited will submit a planning application to Manchester City Council for the construction of a block of twenty-five storeys at its highest point, containing a mix of one- and two-bedroom apartments. There will be commercial units on the ground floor for small businesses and a pocket courtyard providing green amenity space.

Housing mix

2.2.2 The proposed development will provide 154 apartments, of which 46 will be one-bedroom, 95 will be two-bedroom accommodating three people and 13 will be two-bedroom accommodating four people.

Commented [MD2]: The exact split is as follows:

- 46 one bedroom
- 95 two bedroom-three person
- 13 two bedroom-four person

Commented [SF3R2]: Do I need to make an amendment in response to this comment or is it just for information?

Commented [MD4R2]: It's not a deal breaker but I think it would be good to add the exact split please. Thanks!

2.2.3 The tenure is to be determined dependent upon the housing market at the time of completion.

2.2.4 The development will include 20% affordable homes as required by Manchester City Council's policy. The developer is in discussions with a Registered Provider regarding the on-site affordable units.

Amenity space

2.2.5 The development will include several amenity spaces for residents including; a roof terrace, a semi-private courtyard, internal amenity spaces at mezzanine level.

Highways & access

2.2.6 The proposal site is in a highly sustainable location, a short walk from Manchester Victoria Railway Station and adjacent to bus stops with services to destinations including Manchester City Centre, Bury, Middleton and North Manchester General Hospital.

2.2.7 There will be secure storage provided for 154 bicycles. There will also be 2 cycle stands adjacent the ground floor visitor entrance.

3. Consultation.

3.1 National Planning Policy Framework (September 2023)

3.1.1 The National Planning Policy Framework (NPPF) sets out the Government's policies for England and outlines how these policies should be applied.

3.1.2 Benjamin Property Company Limited has paid regard to the NPPF at Paragraph 39 when it states that *"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties."*

3.1.3 It goes on to highlight at Paragraph 40 that *"Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications."*

3.1.4 Paragraph 41 outlines that the Local Planning Authority should encourage other parties to take maximum advantage of the pre-application stage, noting that *"The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits."*

3.2 Manchester City Council (MCC)

3.2.1 MCC formally adopted its refreshed Statement of Community Involvement (SCI) in 2018.

3.2.2 MCC's adopted SCI sets out that, for significant developments, applicants are encouraged to consult with the local community before submitting a planning application. In section 9 it states:

"Pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal which takes on board the opinions of the community. This will mean that there are likely to be fewer objections once an application is submitted. Negotiations on s106 agreements will be between the developer, planning officers and relevant council services and in consultation with councillors. Comments from consultees will be taken into account when negotiations take place."

3.2.3 Government guidance and MCC's SCI encourages pre-application discussions and community involvement. As a result, Benjamin Property Company Limited's consultation programme had a number of key objectives including:

- To encourage input from the local community, including residents, interest groups, councillors and businesses
- To provide the community with a genuine opportunity to provide feedback on the plans
- To allow people to become actively involved in the process
- To identify and address any issues raised by the local community and stakeholders

3.3 Contacting statutory bodies

3.3.1 Pre-application discussions were held with officers at MCC prior to the start of the consultation and will continue throughout the submission and determination period.

3.3.2 As part of this, regular meetings have taken place between the Benjamin Property Company Limited project team and officers within Manchester City Council's Planning Department.

3.3.3 These meetings have been invaluable in helping to ensure that the planning application as submitted is consistent with local planning policy, particularly the SRF, and that the pre-application consultation which has been undertaken was informed by local knowledge about the scope and topics that should be included.

3.4 Engagement with stakeholders

3.4.1 Advanced notification of the community consultation process was issued to relevant stakeholders via e-mail on Tuesday 19th September 2023. The e-mail was accompanied by the newsletter sent to nearby addresses and offered a meeting with the project team. E-mails were sent to:

- Leader of MCC – Councillor Bev Craig
- Executive Member for Housing and Development – Councillor Gavin White
- Cheetham ward member – Councillor Shaukat Ali
- Cheetham ward member – Councillor Shazia Butt
- Cheetham ward member – Councillor Naeem Hassan
- Piccadilly ward member – Councillor Sam Wheeler
- Piccadilly ward member – Councillor Adele Douglas
- Piccadilly ward member – Councillor Jon-Connor Lyons
- Cheetham Neighbourhood Manager – Sue Bozkurt
- Member of Parliament for Blackley & Broughton – Graham Stringer MP

3.4.2 **An example of the notification e-mail can be found at Appendix 6.1.**

3.5 Consultation leaflet

3.5.1 Benjamin Property Company Limited undertook a virtual approach to its pre-application consultation, with the project website providing the main opportunity to engage and record feedback.

3.5.2 An invitation leaflet was distributed to 504 households and businesses in the local area providing information about Benjamin Property Company Limited, the proposals for One Park Place and how to take part in the consultation. The invitations began to be delivered on Tuesday 19th September 2023. The following map illustrates the distribution area.



Newsletter distribution area

3.5.3 The A5 invitation newsletter contained the following information:

- Background to the site
- Details of the project website and virtual consultation (including a QR code to directly link into the website)
- An overview of the proposals
- Benefits of the proposed development
- Email and freephone contact details

3.5.4 **A copy of the invitation leaflet can be found at Appendix 6.2.**

3.5.5 **Screenshots of the project website can be found at Appendix 6.3.**

3.5.6 The invitation leaflet also displayed details of the Freephone information line, email address and the project's dedicated website address to allow people to request further information.

3.6 Media relations

3.6.1 To ensure the wider community was aware of the consultation, a detailed press release was issued to several local media publications including The Business Desk, Place North West and The Manchester Evening News. The press release contained the following information:

- Background to the site
- Details of the virtual consultation
- A brief overview of the proposals
- Benefits of the proposed development
- Contact information including the freephone information line, project email and the website address

3.6.2 **A copy of the press release and media clippings can be found at Appendix 6.4.**

3.6.3 The following coverage arose from the issuing of the press release:

Newspaper	Article	Date
Place North West	Cheetham Hill tower proposals emerge	20/09/2023
The Business Desk	Plans for 154-apartment block unveiled for North Manchester	20/09/2023
Manchester Evening News	Cheetham Hill set for 25-storey tower as developers expand city centre	24/09/2023

4. Feedback Received.

4.1 Feedback overview

4.1.1 The following review includes all comments received up to Monday 2nd October 2023. 289 unique visitors viewed the consultation website during the consultation period.

4.1.2 The consultation received 20 responses via the consultation website. The below section provides a summary of the views expressed throughout the consultation. Sections 4.2 and 4.3 provide more detail about the feedback received.

4.1.3 The comments related to the following matters; presence of balconies, affordable housing, cycle storage, active frontage, public realm and general appearance/aesthetics. The responses to each of these comments is set out in the following section.

4.2 Response to comments

4.2.1 All comments received have been reviewed by the project team and responded to in this section.

4.2.2 The issues which arose during the pre-application consultation process and Benjamin Property Company Limited's response to each are detailed below:

Balconies: Some respondents were concerned that balconies did not feature in the proposals. When viewing general arrangement drawings, balconies are clearly visible on the building's north façade. There are 13 apartments with balconies in total. All other apartments feature floor to ceiling glazing in primary living spaces and adhere to UK space standards. Residents will have access to outside space in the pocket courtyard and roof terrace.

Affordable homes: Respondents emphasised that a percentage of apartments should be registered as affordable homes. The scheme will feature 20% affordable homes in line with the city-wide target, which amount to 31 units in total. The tenure of the affordable housing and unit types will be market dependant and based on further discussions with Registered Providers (RPs). The Applicant and their delivery partner are currently in discussions with a RP to provide the on-site affordable units.

Cycle storage: Some respondents to the consultation expressed concerns about the number of secure cycle spaces provided. The building will contain 154 secure cycle bays as well as a set of external cycle bays at the main residential entrance. This abides by the requirements set out in the Manchester Core Strategy (stating one bay must be provided per apartment unit) but also the advice provided by appointed highways consultants SK Transport (who recommended additional visitor cycle storage to feature externally).

Active frontages: Many respondents wanted to see active frontages introduced to the area, with a variety of suggestions. As the scheme is yet to enter a detailed design stage, the commercial units across the ground floor have not been specified yet. However, considering that active frontages are provided across the ground floor, the scheme aligns with the SRF set out by Manchester City Council (which details the implementation of active frontages on the plot).

Public realm: Respondents requested details on what was classed as 'public realm' and 'outdoor amenity'. A full landscaping drawing package has been provided by landscape architects Land Studio. In summary, the scheme features a ground floor courtyard space with raised planters, seating colonnade and improved streetscaping and lighting for pedestrians. In addition, a roof terrace on the 15th floor displays similar features as well as a wellbeing lawn, communal dining/work area and outdoor games table.

Appearance/aesthetics: Some respondents questioned the decision to design a concrete façade over red brick cladding (the latter referred to as mimicking the traditional style of older buildings typical of the area). However, the intent of the SRF is to revitalise the area with a selection of iconic buildings that remain sensitive to the surrounding historic architecture. We believe that our design contributes to achieving this. Further explanation of the rationale for the design is covered in the Design and Access Statement (DAS) submitted as part of the planning application.

4.3 Stakeholder meetings

4.3.1 A meeting was held on 28th September with Manchester City Council's Cabinet Member for Housing and Development, Councillor Gavin White, who was positive about the proposals.

4.3.2 Councillor White enquired about the tenure of the properties and was reassured by the commitment regarding the provision of 20% affordable homes.

4.3.3 Councillor White also enquired about the environmental credentials of the development and was similarly reassured that the development took a 'fabric first' approach to reducing its impact on the environment. This approach would achieve a 40% reduction in CO_2 emissions compared to building regulations. Full details are set out in the energy statement submitted as part of the planning application.

Commented [MD5]: These have now been changed to amenity areas so the scheme will only feature ground floor commercial units.

Commented [SF6R5]: Do I need to make an amendment in response to this comment or is it just for information?

Commented [MD7R5]: Just for information. Thanks.

5. Post-application engagement.

5.1 On-going stakeholder engagement

5.1.1 Given the interest shown by residents and stakeholders in the proposals, Benjamin Property Company Limited will ensure information continually flows through existing channels to interested parties.

5.1.2 Contact will be made with local stakeholders advising them that the planning application has been submitted and how they can contact the project team if they require any further information. The letter will be sent to the following stakeholders:

- Leader and relevant cabinet member
- Cheetham ward members
- Piccadilly ward members
- MP for Blackley and Broughton
- Cheetham Neighbourhood Manager

5.1.3 The website will be updated with information about the application and the channels of communication (freephone and email) will remain available to members of the public.

5.2 Continued media contact

5.2.1 To ensure the wider community is aware of the submission of the planning application a detailed press release will be issued to local publications including The Business Desk, Place North West and The Manchester Evening News. The press release will contain the following information:

- An overview of the site
- Notification that the application has been submitted
- An overview of the proposed development
- Information regarding the consultation which has taken place
- Contact information including the freephone information line, email address and the website address

6. Appendices.

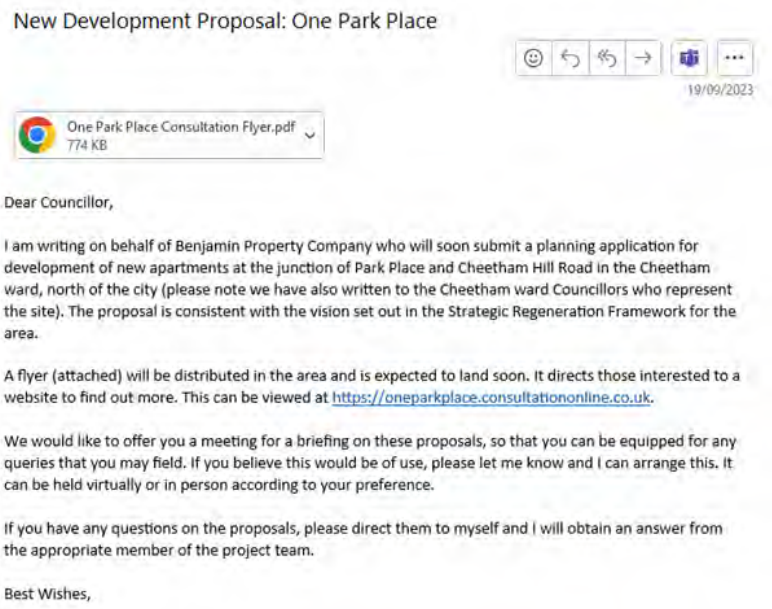
6.1 Example stakeholder e-mail

6.2 Community information leaflet

6.3 Online consultation screenshots

6.4 Press release and media clippings

6.1 Example stakeholder e-mail



New Development Proposal: One Park Place

19/09/2023

One Park Place Consultation Flyer.pdf
774 KB

Dear Councillor,

I am writing on behalf of Benjamin Property Company who will soon submit a planning application for development of new apartments at the junction of Park Place and Cheetham Hill Road in the Cheetham ward, north of the city (please note we have also written to the Cheetham ward Councillors who represent the site). The proposal is consistent with the vision set out in the Strategic Regeneration Framework for the area.

A flyer (attached) will be distributed in the area and is expected to land soon. It directs those interested to a website to find out more. This can be viewed at https://oneparkplace.consultationonline.co.uk.

We would like to offer you a meeting for a briefing on these proposals, so that you can be equipped for any queries that you may field. If you believe this would be of use, please let me know and I can arrange this. It can be held virtually or in person according to your preference.

If you have any questions on the proposals, please direct them to myself and I will obtain an answer from the appropriate member of the project team.

Best Wishes,

6.2 Community information leaflet

One Park Place

We are excited to share with you details of the latest development coming to your neighbourhood – One Park Place by Benjamin Property Company.

This innovative project aims to bring modern living and vibrant commercial spaces to the corner of Park Place and Cheetham Hill Road. We believe it's important for all residents to be given the opportunity to be involved in shaping the future of our community.



Find out more on our project website.

We have launched a dedicated project website on **oneparkplace.consultationonline.co.uk**. This platform offers an in-depth look at our plans, giving you the opportunity to provide valuable feedback until **29th September**. Your input is an integral part of our mission to create a remarkable living and business space that resonates with the character of our city.

Our Vision: A well-designed 25-storey tower, offering 154 residential apartments and vibrant ground floor commercial spaces. One Park Place is set to become a centrepiece that sets the standard for the future development of our neighbourhood.

Ideally located: Strategically located near Manchester Victoria Railway Station and on the Cheetham Hill Road bus corridor, One Park Place is in a sustainable location. Aligned with the area's Strategic Regeneration Framework, this development echoes the city's vision for growth.

A Positive Impact: We believe that by coming together, we can build a project that provides high-quality homes which act as a catalyst for the regeneration of this neighbourhood. Don't miss this opportunity to play an essential role in the development of One Park Place.

A Design for the Future: Our design, brought to life by renowned architects Hodder and Partners in partnership with United Living New Homes, merges contemporary aesthetics with practicality. As one of the pioneering projects in the region, it's poised to set new benchmarks in urban development.

We want to hear from you

You can leave your feedback, provide comments or register your interest in one of the properties via:

0800 298 7040 (Freephone)

feedback@consultation-online.co.uk

One Park Place Consultation, Freepost RTYC-TZRU-ARGA, Cavendish, Dalton Place, 29 John Dalton Street, Manchester M2 6FW

oneparkplace.consultationonline.co.uk

Scan me to go to the website

6.3 Online consultation screenshots

One Park Place

Home About us Have your say



Our vision for One Park Place

Benjamin Property Company is proud to present One Park Place, a much-needed redevelopment of an underutilised site at the junction of Cheetham Hill Road and Park Place, Manchester.

Our vision is for a new residential-led development supported by commercial units available for occupation by businesses catering for new and existing residents alike.

These proposals have been carefully considered to ensure that they are consistent with the ambitions set out in Manchester City Council's Great Ducie Street Strategic Regeneration Framework. They will provide more than 150 new homes in a highly sustainable location, in a building that will set the standard for developments that will follow.

We have worked with a range of partners to produce proposals for a development that residents will be proud to call home, and which will complement existing residential developments in the neighbourhood.

Scroll down for more details on our plans, our company, and who we've worked with to bring this vision forward.





Key features

- 25 storeys
- 46 1-bedroom apartments
- 108 2-bedroom apartments
- A proportion of affordable homes
- Commercial units for small businesses
- Shared amenity space
- Roof terrace
- New Pocket Courtyard
- 154 secure cycle spaces

The site

Our site is at the junction of Park Place with Cheetham Hill Road, to the north of Manchester City Centre.

The site's proximity to Manchester Victoria Railway Station, and position on the well-served Cheetham Hill Road bus corridor, makes it a highly sustainable location for a new residential development of this scale.

Our development will require the demolition of the building currently on the site, which is a low-quality industrial unit. The attractive design of our building, and the incorporation of a pocket park, will result in a significant visual improvement compared to what currently stands here.





About us

Benjamin Property Company is a firm with a vested interest in the success of Manchester. We care about this city.

We have long standing roots in Manchester and want to play a role in the growth of the city.

An opportunity has arisen to help meet the demand for city-centre living as growth extends the residential area of central Manchester to the north. We want to use the site to cater for this demand, in a way that supports Manchester City Council with their ambitions for the area.

Our Main Contractor and Architect

Benjamin Property Company have appointed United Living and Hodder+Pertners as the construction company and architect for the scheme.

Hodder+Partners is an established architectural practice, with over 60 major awards, including the inaugural RIBA Stirling Prize for architecture.

With a wealth of experience of designing outstanding buildings nationally, and specific experience of designing some of the most iconic developments in Manchester, Hodder+Partners were considered perfect for One Park Place. We are proud to have them on board.

hodder+partners







The Team

land studio · FUTURESERV · zerum · Rosace · united living

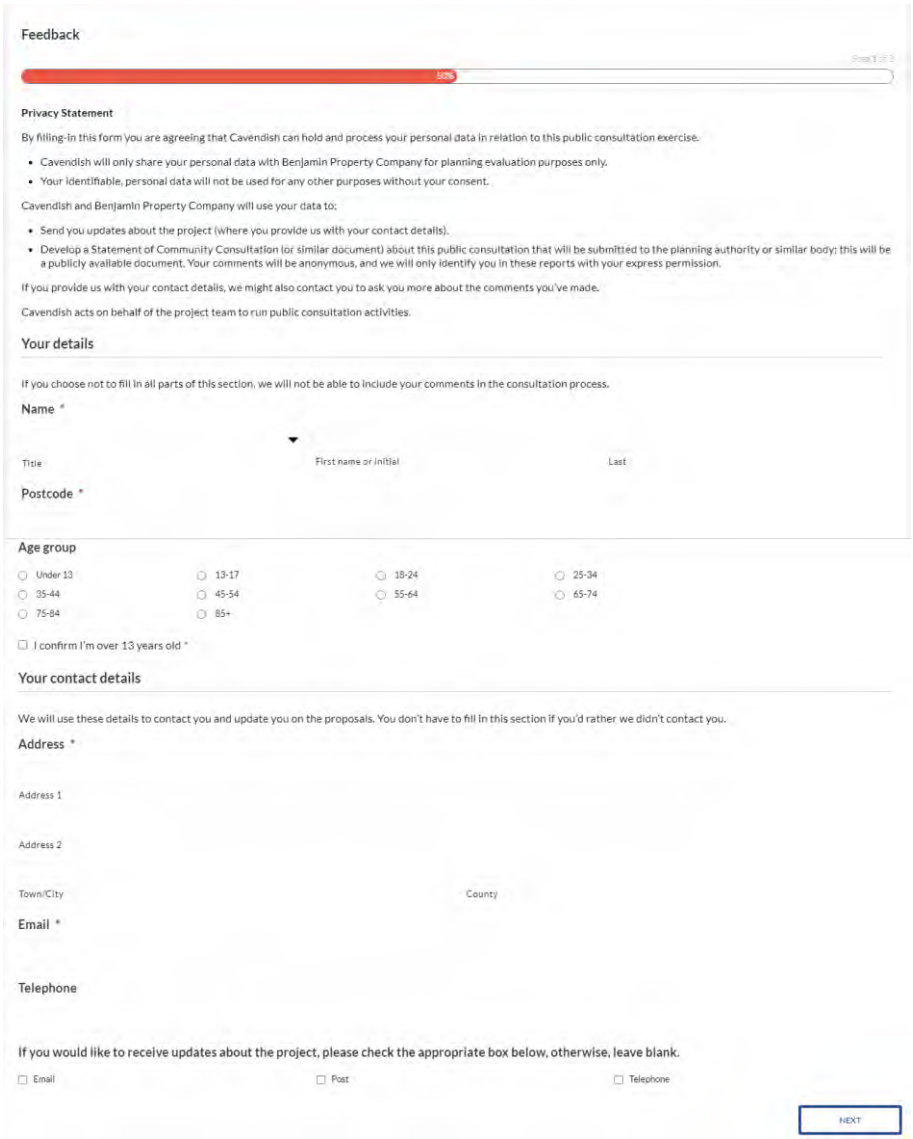
We want to hear from you

We want to hear from local people about these plans for the neighbourhood.

Our development will be an iconic, exemplar development, that sets the standard for the future regeneration of this entire area. It is vital that people have the opportunity to shape our plans before we submit our planning application.

Please scroll down to share your views.

HAVE YOUR SAY



Feedback

Privacy Statement

By filling-in this form you are agreeing that Cavendish can hold and process your personal data in relation to this public consultation exercise.

- Cavendish will only share your personal data with Benjamin Property Company for planning evaluation purposes only.
- Your identifiable, personal data will not be used for any other purposes without your consent.

Cavendish and Benjamin Property Company will use your data to:

- Send you updates about the project (where you provide us with your contact details).
- Develop a Statement of Community Consultation (or similar document) about this public consultation that will be submitted to the planning authority or similar body; this will be a publicly available document. Your comments will be anonymous, and we will only identify you in these reports with your express permission.

If you provide us with your contact details, we might also contact you to ask you more about the comments you've made.

Cavendish acts on behalf of the project team to run public consultation activities.

Your details

If you choose not to fill in all parts of this section, we will not be able to include your comments in the consultation process.

Name *

Title | First name or initial | Last

Postcode *

Age group

Under 13 | 13-17 | 18-24 | 25-34
35-44 | 45-54 | 55-64 | 65-74
75-84 | 85+

I confirm I'm over 13 years old *

Your contact details

We will use these details to contact you and update you on the proposals. You don't have to fill in this section if you'd rather we didn't contact you.

Address *

Address 1

Address 2

Town/City | County

Email *

Telephone

If you would like to receive updates about the project, please check the appropriate box below, otherwise, leave blank.

Email | Post | Telephone

NEXT

Feedback

100%

1. How informative have you found this consultation?

- Very informative
- Somewhat informative
- Not informative

2. Do you have any comments you would like to make about the proposals?

3. Is there anything that you think we could improve?

4. What do you envision as the most significant benefit of having One Park Place in our community?

5. Are there any specific amenities or features you believe should be prioritised in the development?

6. Do you have any suggestions for the ground floor commercial space?

7. Would you be interested in a property?

6.4 Press release and media clippings

FOR IMMEDIATE RELEASE
20 SEPTEMBER 2023

154 new apartments to kickstart regeneration of North Manchester neighbourhood

Plans for a modern, new 25-storey tower, offering 154 residential apartments and vibrant ground-floor commercial spaces have been announced for an underutilised site at the junction of Cheetham Hill Road and Park Place, Manchester.

A public consultation has been launched by United Living and Benjamin Property Company, who are bringing forward the proposals for the development set to transform the neighborhood, named One Park Place.

One Park Place will comprise 46 thoughtfully designed 1-bedroom apartments and 108 2-bedroom apartments, including a proportion of affordable homes. Beyond the apartments, the project will offer a host of shared amenity spaces, a roof terrace, and a pocket courtyard. Active, sustainable travel will be accommodated with 154 secure bicycle storage spaces.

Furthermore, the new residential-led development would be supported by commercial units available for occupation by small businesses.

The site's strategic location, within proximity to Manchester Victoria Railway Station and along the well-served Cheetham Hill Road bus corridor, underscores its sustainability and accessibility, making it an ideal setting for a residential development of this scale.

A dedicated project website has been launched at **oneparkplace.consultationonline.co.uk.** This platform provides a comprehensive overview of the plans, allowing for the sharing of valuable feedback until **September 29th**. The input received is essential to creating an exceptional living and business environment that embodies the spirit of the city.

Asim Ali at Benjamin Property Group said:

"We are delighted to unveil our plans for Cheetham Hill. We firmly believe that One Park Place will deliver high-quality homes and act as a catalyst for the neighborhood's rejuvenation, aligned to the area's Strategic Regeneration Framework and reflecting the city's vision for growth."

"With the increasing demand for city-center living in Manchester, as the city continues to thrive, we take pride in offering a development that will cater to this need. We hope the community will take time to explore our plans and share their valuable feedback."

INFORMATION ENDS

For more information please contact

Emily Grisewood

emily.grisewood@cavendishconsulting.com

0161 359 4106

Notes to editor:

Benjamin Property Company is a forward-thinking property development company committed to transforming urban landscapes and enhancing the quality of life for communities.

Hodder and Partners are the architects working on the scheme, with over 60 major awards including the inaugural RIBA Stirling Prize for architecture.

United Living have been appointed as the main contractor to deliver the scheme.

Also on the project team is Land Studio, Futureserv, Zerum and Roscoe.



NORTH WEST Place

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Reader Comments

Great to see this cluster consolidating.

Renaker completes Salford's tallest tower

Ish, at least it will almost hide the boring, nondescript property behind it when...

Preston clears way for 124 city

Great Jackson Street regeneration becomes named New Jackson. It would be brilliant if Greengate...

Renaker completes Salford's tallest tower

Fallowfield was the best night out in Manchester?

Plans in for £400m Fallowfield campus...

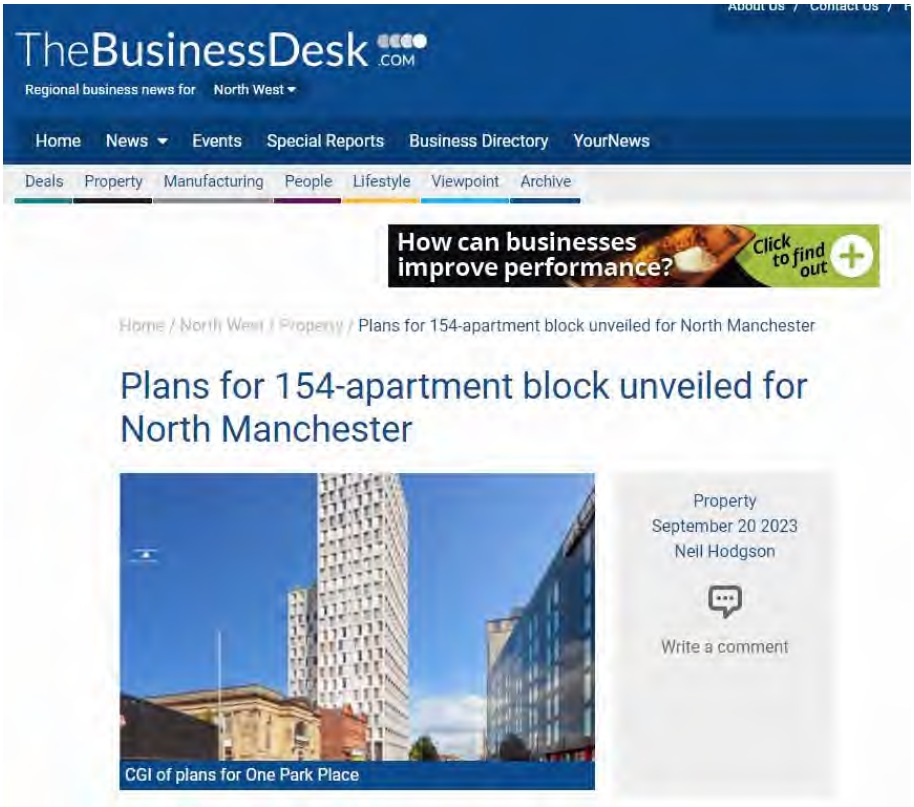
It seems amazing that they have not yet replaced lead pipes , after all...

United Utilities, Welsh Water announce £17bn...

The site is located in one of Manchester's main growth areas. Credit: via Cavendish

Cheetham Hill tower proposals emerge

20 September 2023 10:13 • Dan Whelan • Comments (27)



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Home / North West / Property / Plans for 154-apartment block unveiled for North Manchester

Plans for 154-apartment block unveiled for North Manchester

CGI of plans for One Park Place

Property
September 20 2023
Neil Hodgson

Write a comment

News • Greater Manchester News • Manchester City Centre

Cheetham Hill set for 25-storey tower as developers expand city centre

It will house apartments

NEWS By **Ethan Davies** City Centre Reporter
12:02, 24 SEP 2023

Bookmark



The proposed tower seen on Cheetham Hill Road (Image: Benjamin Property Company)

ADVERTISEMENT



6.2 Schedule of Cumulative Developments

Agreed Cumulative Sites

Name	Application ref.	Description	Status and programme
Approved			
1 Lord Street	113914/FO/2016	Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings	Approved 17.11.2016 Numerous condition discharges. MCC confirmed implementation
New Victoria, Corporation Street	134092/FO/2022	Erection of a 10 storey office building (Use Class E) plus basement, a ground floor commercial unit (Use Class E), with associated external amenity in the form of roof terraces, plant, substation, cycle parking, hard and soft landscaping, access and servicing and other associated works	Approved 20.10.2022 Office phase to complete Q4 2025
	128667/JO/2020	Variation of condition 2 (specified plans) attached to previously approved planning application 111777/FO/2016/C1 to allow for changes to the approved plans to include formation of a new enclosed amenity use bridge link between the two approved residential buildings at upper ground floor level only, together with roof top amenity space/terrace on top of new bridge link.	Approved 19.03.2021 Residential phase under construction and close to completion
	111777/FO/2016/C	Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (178 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works.	Approved 29.09.2016
Land bound by Great Ducie Street	132416/FO/2021	Erection of two buildings part 27, 20, 17 storeys and part 11 and 10 storeys to form a mixed use development comprising of 461 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (718 sqm) together with public realm including courtyard pocket park, landscaping, car parking and other associated works	Approved 30.06.2022 Construction has not yet commenced
Former Boddingtons Brewery	118831/FO/2018	Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey	Approved 28.02.2019

site, Dutton Street		building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works	Permission implemented and construction phase began May 2023


Agreed Cumulative Sites
Legend
1 - No. 1 Lord Street
2 - Former Boddingtons Brewery, Dutton Street
3 - Land at Great Ducie Street
4 - New Victoria, Corporation Street
The Application Site
Lord St
Red Bank
Roger St
Chase St
Fernie St
Park Pl
Carnarvon St
Robert St
Bamford St
Crewood St
Southall St
Julia St
Frances St
Dutton St
Park St
Shaw St
Scotland
Derby St
Aspin La
Old Mount St
Naples St
Shaw St
Angel St
Ring Rd
A664
Corporation St
Hunts Bank
Victoria St
A58
Trinity Wy
New Bridge St
Greengate
Queen St
Norton St
River Irwell
Mary St
Water St
Google Earth
N

7. Daylight and Sunlight

List of Appendices

7.1 Drawings of the Existing and Proposed Situations
7.2 Daylight and Sunlight Analysis Results for Surrounding Sensitive Receptors

7.1 Drawings of the Existing and Proposed Situation



SOURCES OF INFORMATION

IR06-230918-Zerum
IR07-20220704-ML research
IR08-20230927-VUCITY

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ALL INFORMATION DISPLAYED IS SUBJECT TO A COMPLETE VERIFIABLE SITE SURVEY BEING UNDERTAKEN. GIA TAKES NO RESPONSIBILITY ON THE ACCURACY OR RELIABILITY OF THE DISPLAYED DATA SINCE A VERIFIED SITE SURVEY WAS NOT MADE AVAILABLE PRIOR TO THE GENERATION OF SUCH INFORMATION.

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NOTES:
EXISTING SCENARIO SHOWN IN SEPIA.
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N.B. DO NOT SCALE OFF THIS DRAWING

PROJECT:

ONE PARK PLACE, MANCHESTER

DRAWING NAME:

PLAN VIEW EXISTING

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	NTS	KS	-	SEP2023
PROJ No.	REL No.	IS No.	DWG No.	REV No.
2464	01	01	01	-

gia
2 Commercial St.
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www.gia.uk.com
MANCHESTER • LONDON



SOURCES OF INFORMATION

IR06-230918-Zerum
IR07-20220704-ML research
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PROJECT:
ONE PARK PLACE,
MANCHESTER

DRAWING NAME:
3D VIEW EXISTING

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	NTS	KS	-	SEP2023
PROJ No.	REL No.	IS No.	DWG No.	REV No.
2464	01	01	02	-

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SOURCES OF INFORMATION

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EXISTING SCENARIO SHOWN IN SEPIA
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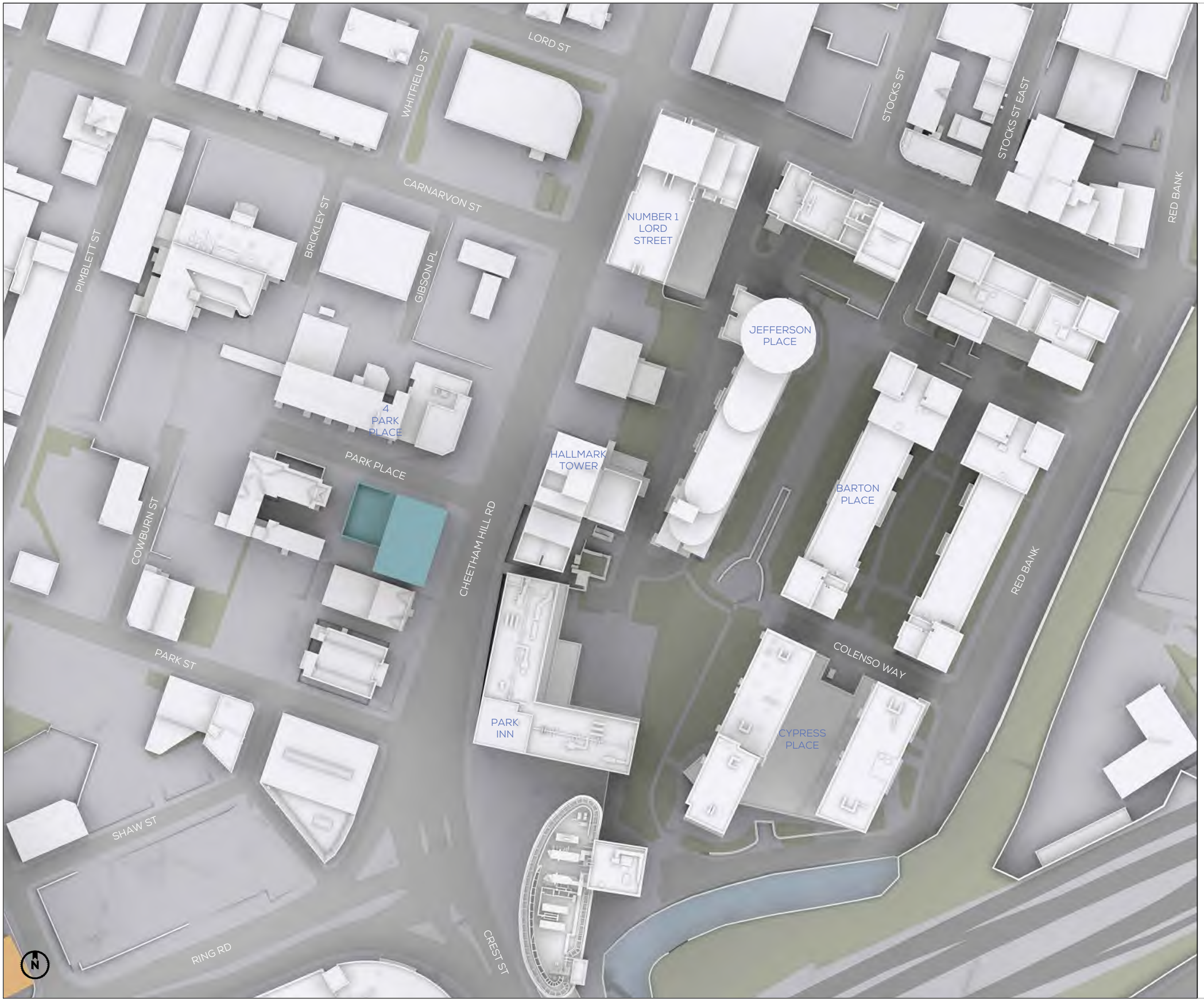
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PROJECT:
ONE PARK PLACE,
MANCHESTER

DRAWING NAME:
3D VIEW EXISTING

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	NTS	KS	-	SEP2023
PROJ No.	REL No.	IS No.	DWG No.	REV No.
2464	01	01	03	-

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mail@gia.uk.com
www.gia.uk.com
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NOTES:
PROPOSED SCHEME SHOWN IN TEAL
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N.B. DO NOT SCALE OFF THIS DRAWING

PROJECT:
ONE PARK PLACE, MANCHESTER

DRAWING NAME:
PLAN VIEW PROPOSED

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	NTS	KS	-	SEP2023
PROJ No.	REL No.	IS No.	DWG No.	REV No.
2464	01	01	04	-

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NOTES:
PROPOSED SCHEME SHOWN IN TEAL
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PROJECT:
ONE PARK PLACE,
MANCHESTER

DRAWING NAME:
3D VIEW PROPOSED

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	NTS	KS	-	SEP2023
PROJ No.	REL No.	IS No.	DWG No.	REV No.
2464	01	01	05	-

gia
2 Commercial St.
Manchester
M15 4RQ
mail@gia.uk.com
www.gia.uk.com
MANCHESTER • LONDON



SOURCES OF INFORMATION

IR06-230918-Zerum
IR07-20220704-ML research
IR08-20230927-VUCITY

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ALL INFORMATION DISPLAYED IS SUBJECT TO A COMPLETE VERIFIABLE SITE SURVEY BEING UNDERTAKEN. GIA TAKES NO RESPONSIBILITY ON THE ACCURACY OR RELIABILITY OF THE DISPLAYED DATA SINCE A VERIFIED SITE SURVEY WAS NOT MADE AVAILABLE PRIOR TO THE GENERATION OF SUCH INFORMATION.

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NOTES:
PROPOSED SCHEME SHOWN IN TEAL
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N.B. DO NOT SCALE OFF THIS DRAWING

PROJECT:

ONE PARK PLACE, MANCHESTER

DRAWING NAME:

3D VIEW PROPOSED

DWN BY	SCALE	CHK BY	STATUS	DATE
SP	NTS	KS	-	SEP2023
PROJ No.	REL No.	IS No.	DWG No.	REV No.
2464	01	01	06	-

gia
2 Commercial St.
Manchester
M15 4RQ
mail@gia.uk.com
www.gia.uk.com
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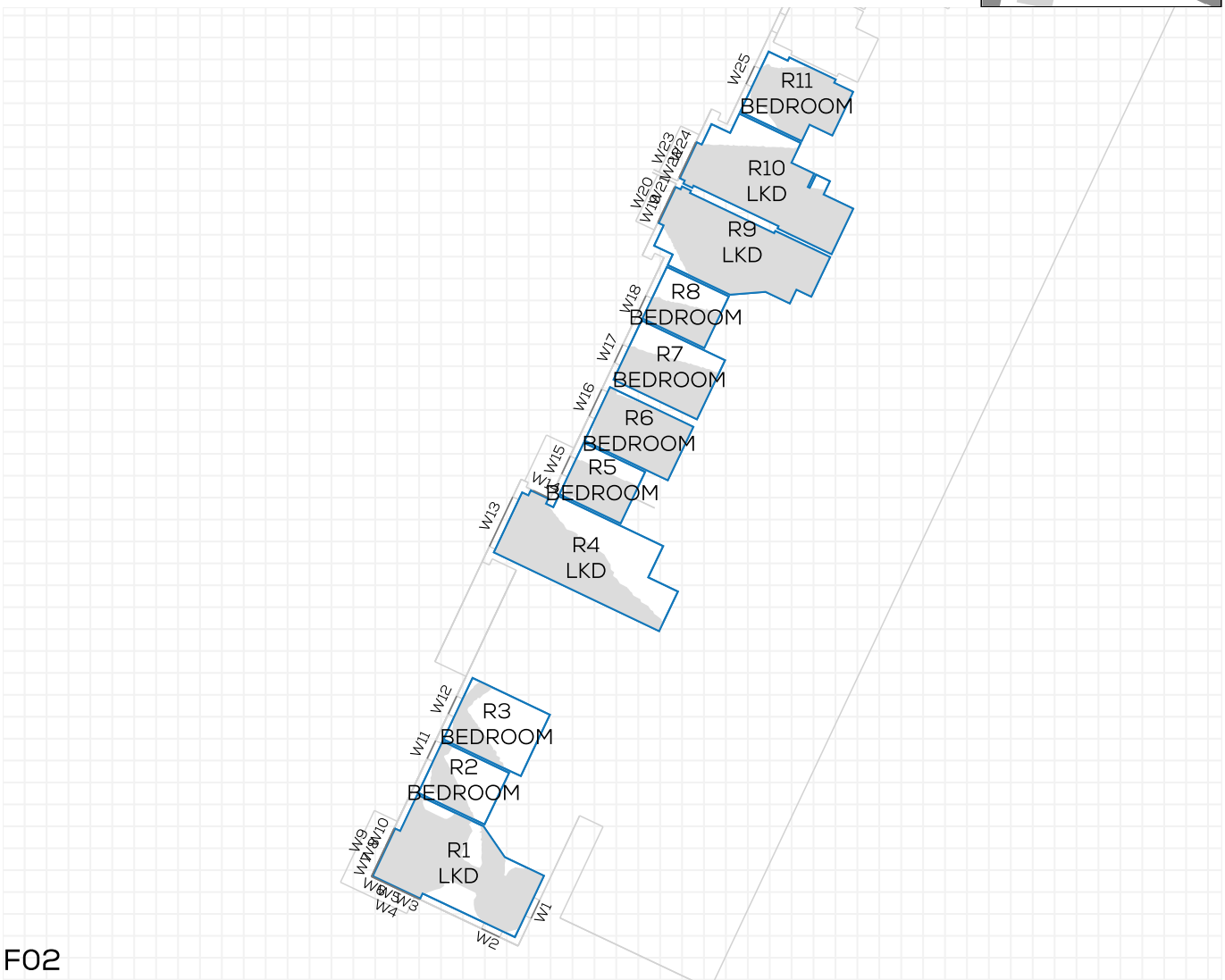
7.2 Daylight and Sunlight Analysis Results for Surrounding Sensitive Receptors

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL1

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F02

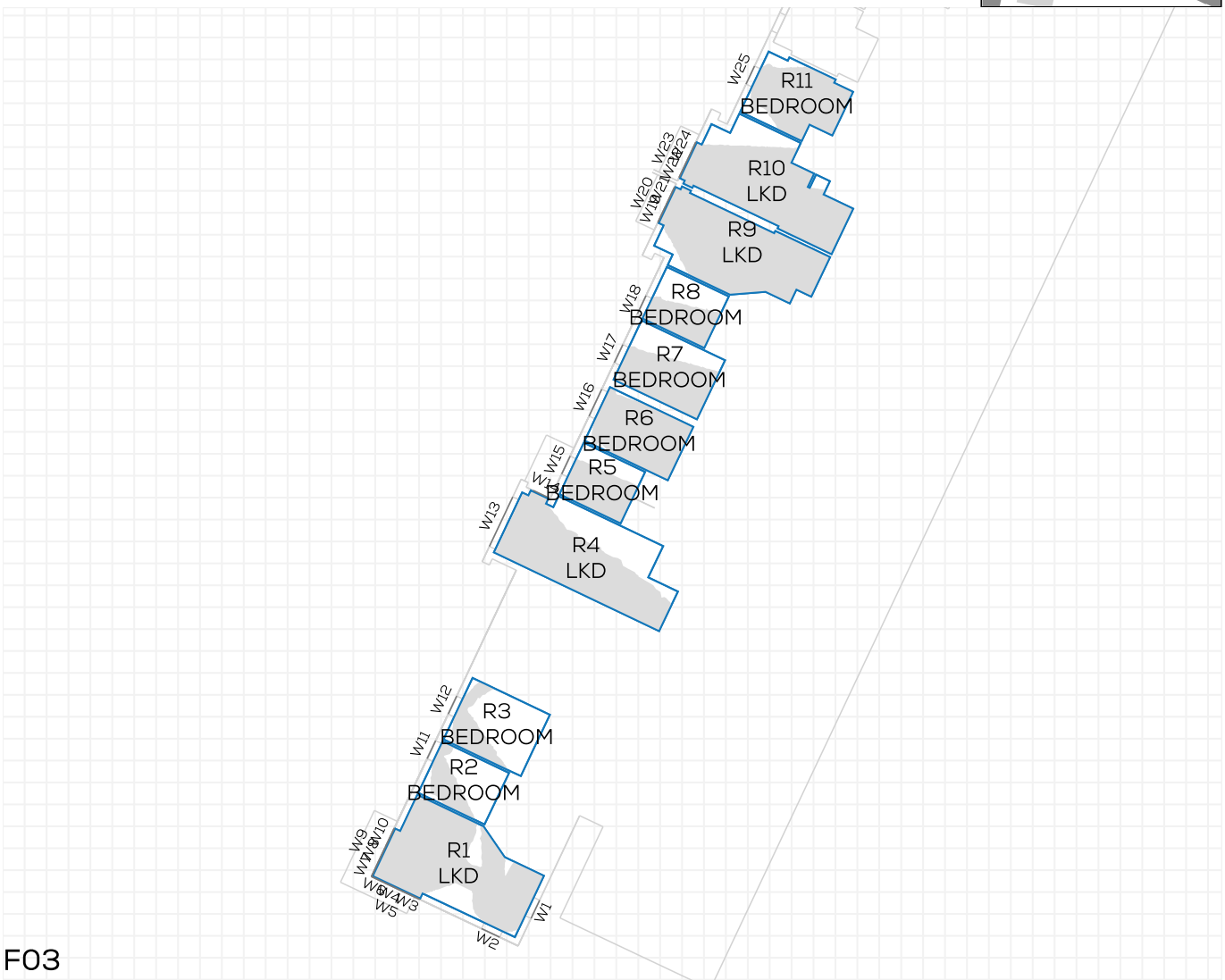
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F02	R1	RESIDENTIAL	LKD	25.7	83.1	83.1	0.0	0
F02	R2	RESIDENTIAL	BEDROOM	8.7	33.9	33.9	0.0	0
F02	R3	RESIDENTIAL	BEDROOM	12.1	29.7	29.7	0.0	0
F02	R4	RESIDENTIAL	LKD	26.9	60.1	60.1	0.0	0
F02	R5	RESIDENTIAL	BEDROOM	8.1	68.9	68.9	0.0	0
F02	R6	RESIDENTIAL	BEDROOM	11.4	97.3	97.3	0.0	0
F02	R7	RESIDENTIAL	BEDROOM	12.6	67.3	67.3	0.0	0
F02	R8	RESIDENTIAL	BEDROOM	8.1	55	55	0.0	0
F02	R9	RESIDENTIAL	LKD	23.0	95.5	95.5	0.0	0
F02	R10	RESIDENTIAL	LKD	24.3	83.4	83.4	0.0	0
F02	R11	RESIDENTIAL	BEDROOM	12.4	86.7	86.7	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL2

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F03

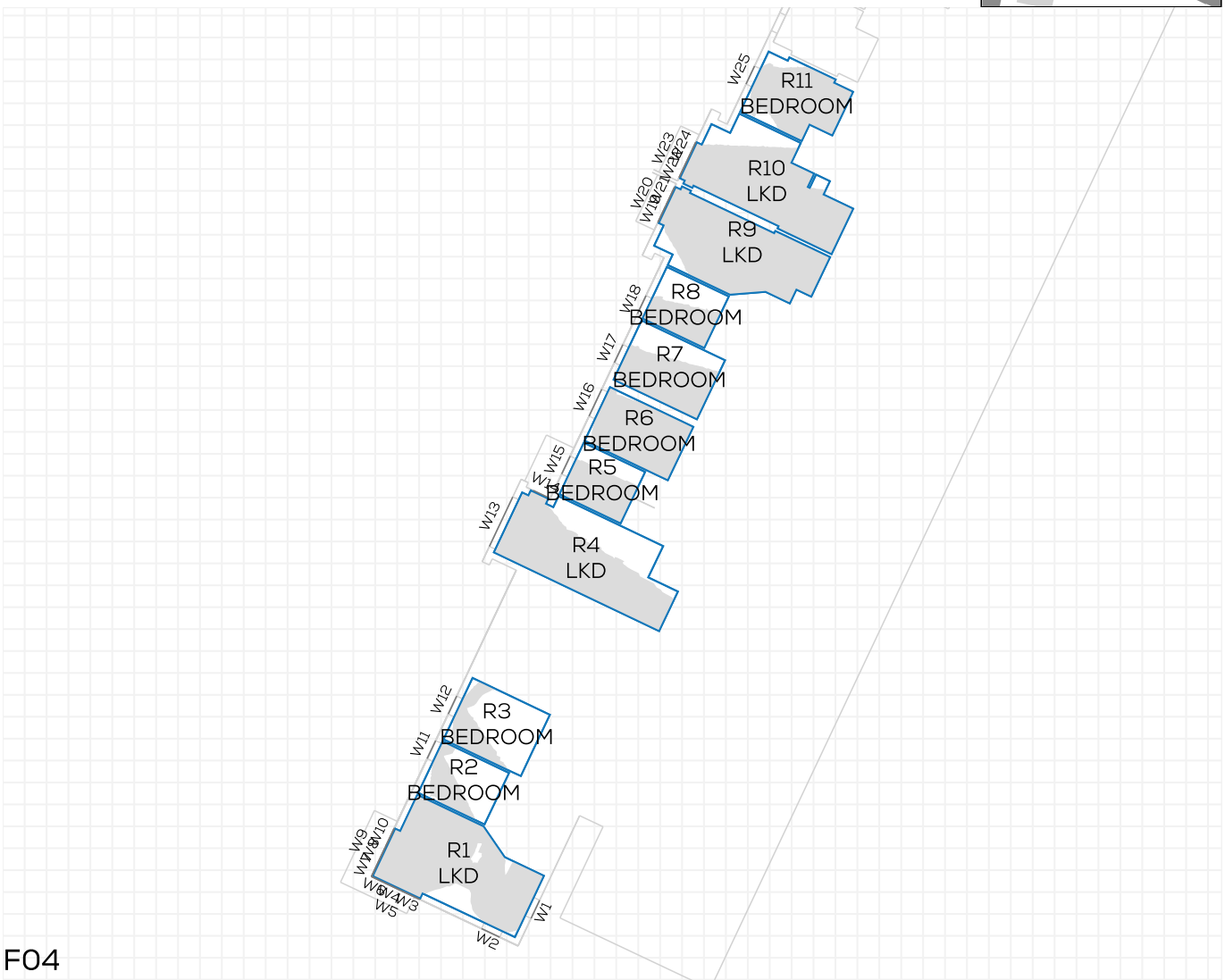
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F03	R1	RESIDENTIAL	LKD	25.7	88.5	88.5	0.0	0
F03	R2	RESIDENTIAL	BEDROOM	8.7	35.2	35.2	0.0	0
F03	R3	RESIDENTIAL	BEDROOM	12.1	30.6	30.6	0.0	0
F03	R4	RESIDENTIAL	LKD	26.9	70.9	70.9	0.0	0
F03	R5	RESIDENTIAL	BEDROOM	8.1	69.2	69.2	0.0	0
F03	R6	RESIDENTIAL	BEDROOM	11.4	96.8	96.8	0.0	0
F03	R7	RESIDENTIAL	BEDROOM	12.6	67.7	67.7	0.0	0
F03	R8	RESIDENTIAL	BEDROOM	8.1	55.1	55.1	0.0	0
F03	R9	RESIDENTIAL	LKD	23.0	95.6	95.6	0.0	0
F03	R10	RESIDENTIAL	LKD	24.3	83.5	83.5	0.0	0
F03	R11	RESIDENTIAL	BEDROOM	12.4	87.1	87.1	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL3

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F04

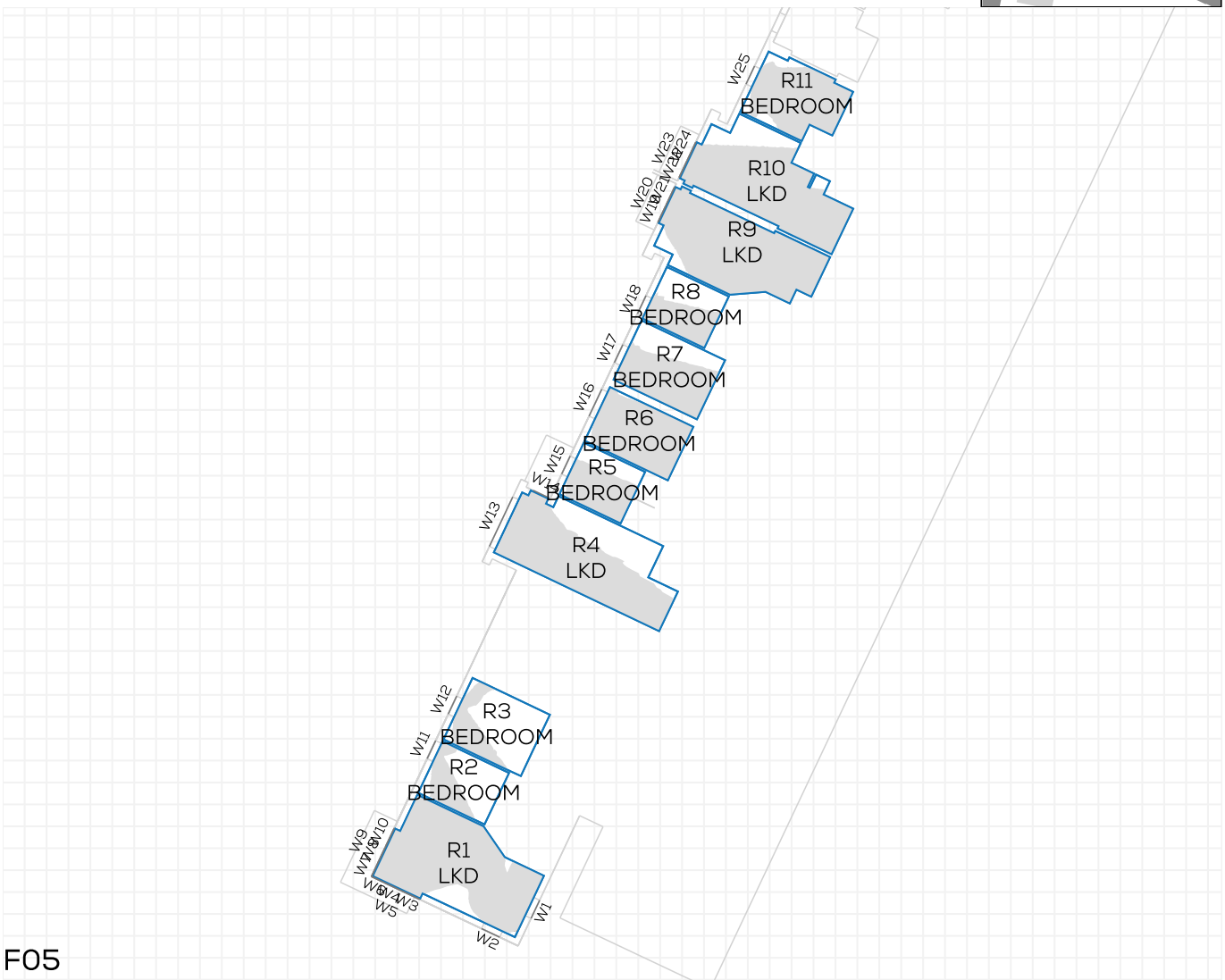
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F04	R1	RESIDENTIAL	LKD	25.7	91.3	91.3	0.0	0
F04	R2	RESIDENTIAL	BEDROOM	8.7	36.3	36.3	0.0	0
F04	R3	RESIDENTIAL	BEDROOM	12.1	30.8	30.8	0.0	0
F04	R4	RESIDENTIAL	LKD	26.9	72	72	0.0	0
F04	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F04	R6	RESIDENTIAL	BEDROOM	11.4	97.4	97.4	0.0	0
F04	R7	RESIDENTIAL	BEDROOM	12.6	67.9	67.9	0.0	0
F04	R8	RESIDENTIAL	BEDROOM	8.1	55.2	55.2	0.0	0
F04	R9	RESIDENTIAL	LKD	23.0	95.6	95.6	0.0	0
F04	R10	RESIDENTIAL	LKD	24.3	83.5	83.5	0.0	0
F04	R11	RESIDENTIAL	BEDROOM	12.4	88	88	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL4

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F05

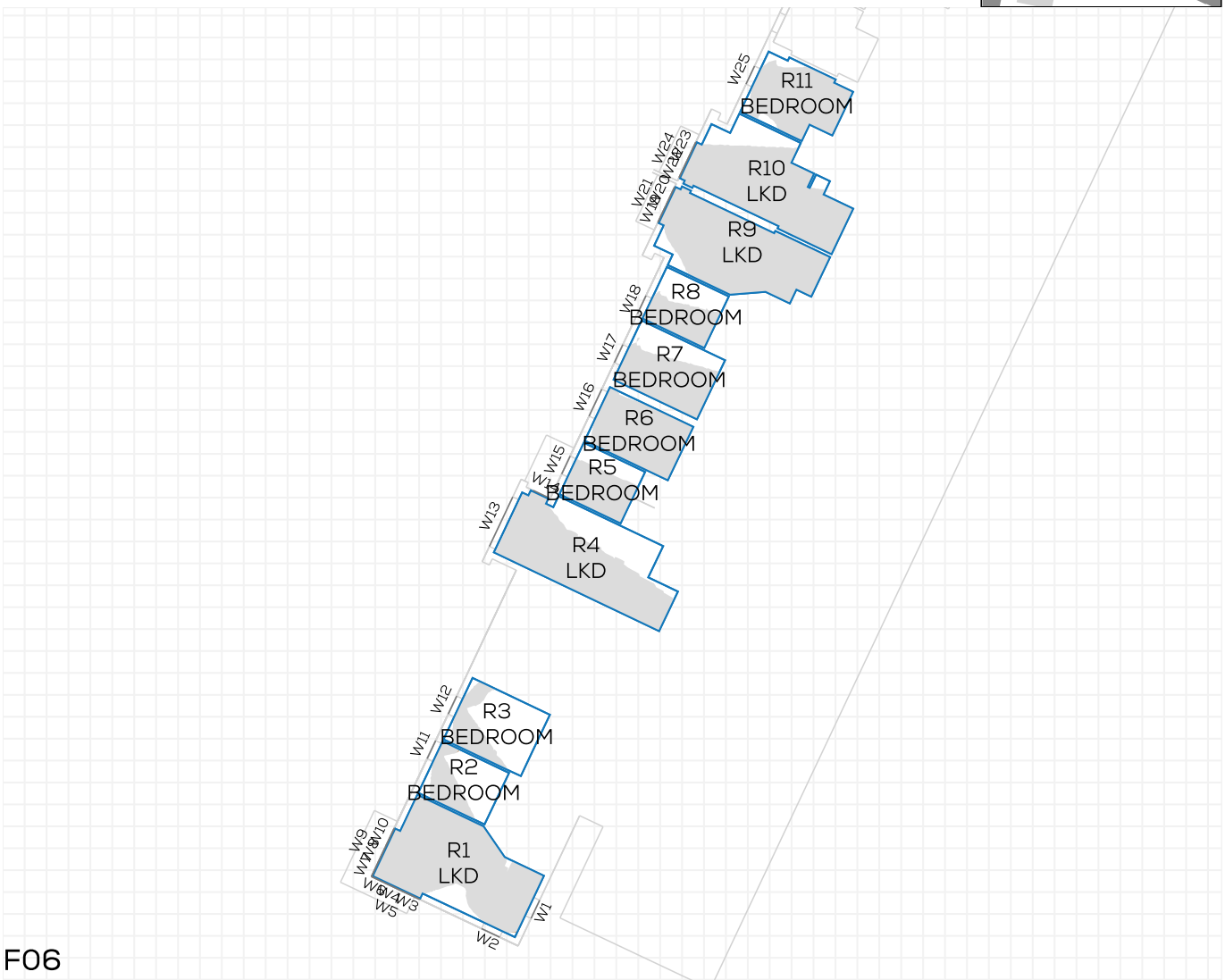
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F05	R1	RESIDENTIAL	LKD	25.7	92.7	92.6	0.0	0
F05	R2	RESIDENTIAL	BEDROOM	8.7	37.2	37.2	0.0	0
F05	R3	RESIDENTIAL	BEDROOM	12.1	31.3	31.3	0.0	0
F05	R4	RESIDENTIAL	LKD	26.9	72	72	0.0	0
F05	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F05	R6	RESIDENTIAL	BEDROOM	11.4	97.8	97.8	0.0	0
F05	R7	RESIDENTIAL	BEDROOM	12.6	68.1	68.1	0.0	0
F05	R8	RESIDENTIAL	BEDROOM	8.1	55.7	55.7	0.0	0
F05	R9	RESIDENTIAL	LKD	23.0	95.7	95.7	0.0	0
F05	R10	RESIDENTIAL	LKD	24.3	83.5	83.5	0.0	0
F05	R11	RESIDENTIAL	BEDROOM	12.4	89.3	89.3	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL5

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F06

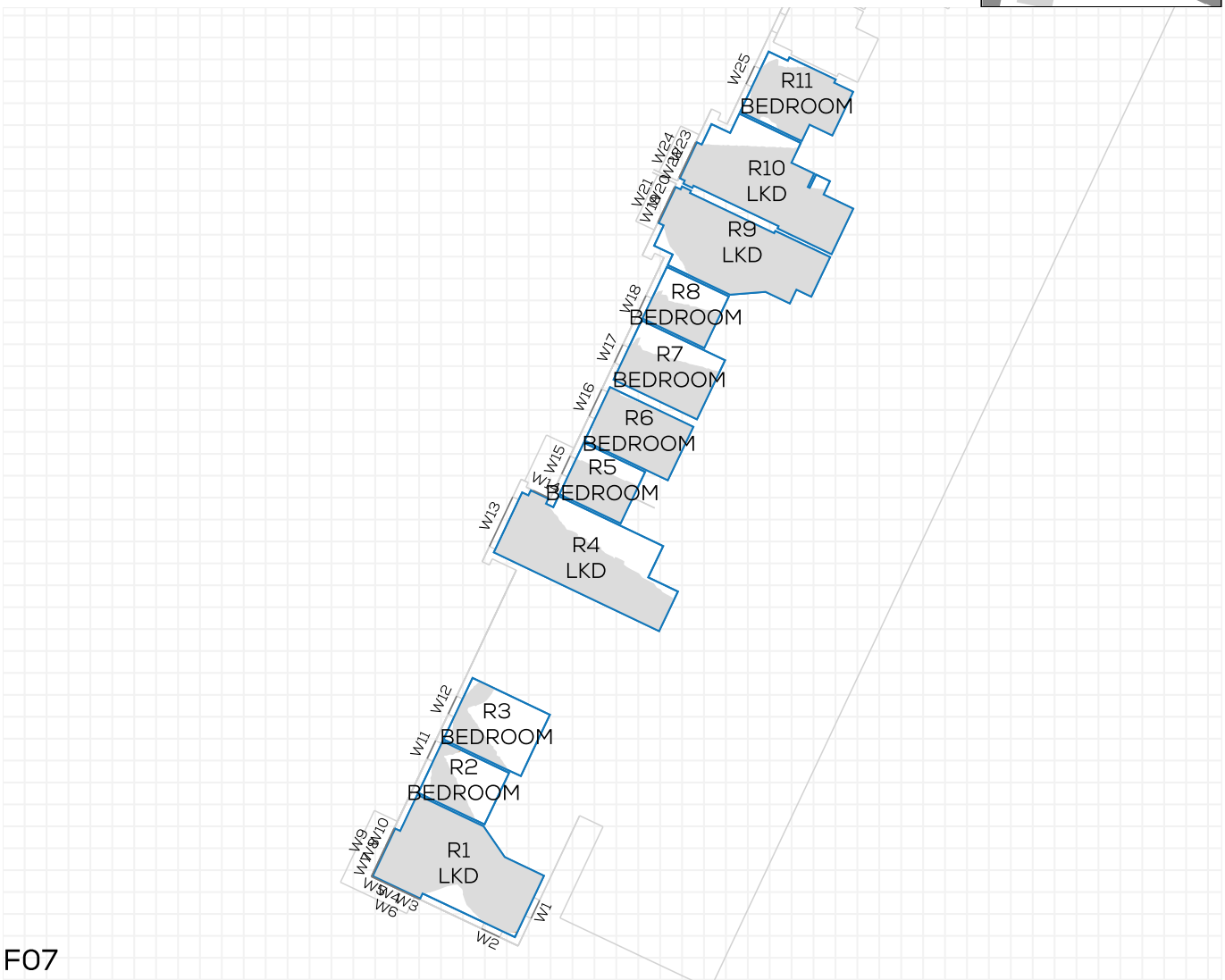
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F06	R1	RESIDENTIAL	LKD	25.7	93.3	93.2	0.0	0
F06	R2	RESIDENTIAL	BEDROOM	8.7	37.7	37.6	0.0	0.2
F06	R3	RESIDENTIAL	BEDROOM	12.1	31.8	31.8	0.0	0
F06	R4	RESIDENTIAL	LKD	26.9	72.1	72.1	0.0	0
F06	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F06	R6	RESIDENTIAL	BEDROOM	11.4	97.8	97.8	0.0	0
F06	R7	RESIDENTIAL	BEDROOM	12.6	68.3	68.3	0.0	0
F06	R8	RESIDENTIAL	BEDROOM	8.1	56.5	56.5	0.0	0
F06	R9	RESIDENTIAL	LKD	23.0	95.9	95.9	0.0	0
F06	R10	RESIDENTIAL	LKD	24.3	83.5	83.5	0.0	0
F06	R11	RESIDENTIAL	BEDROOM	12.4	90.2	90.2	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL6

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F07

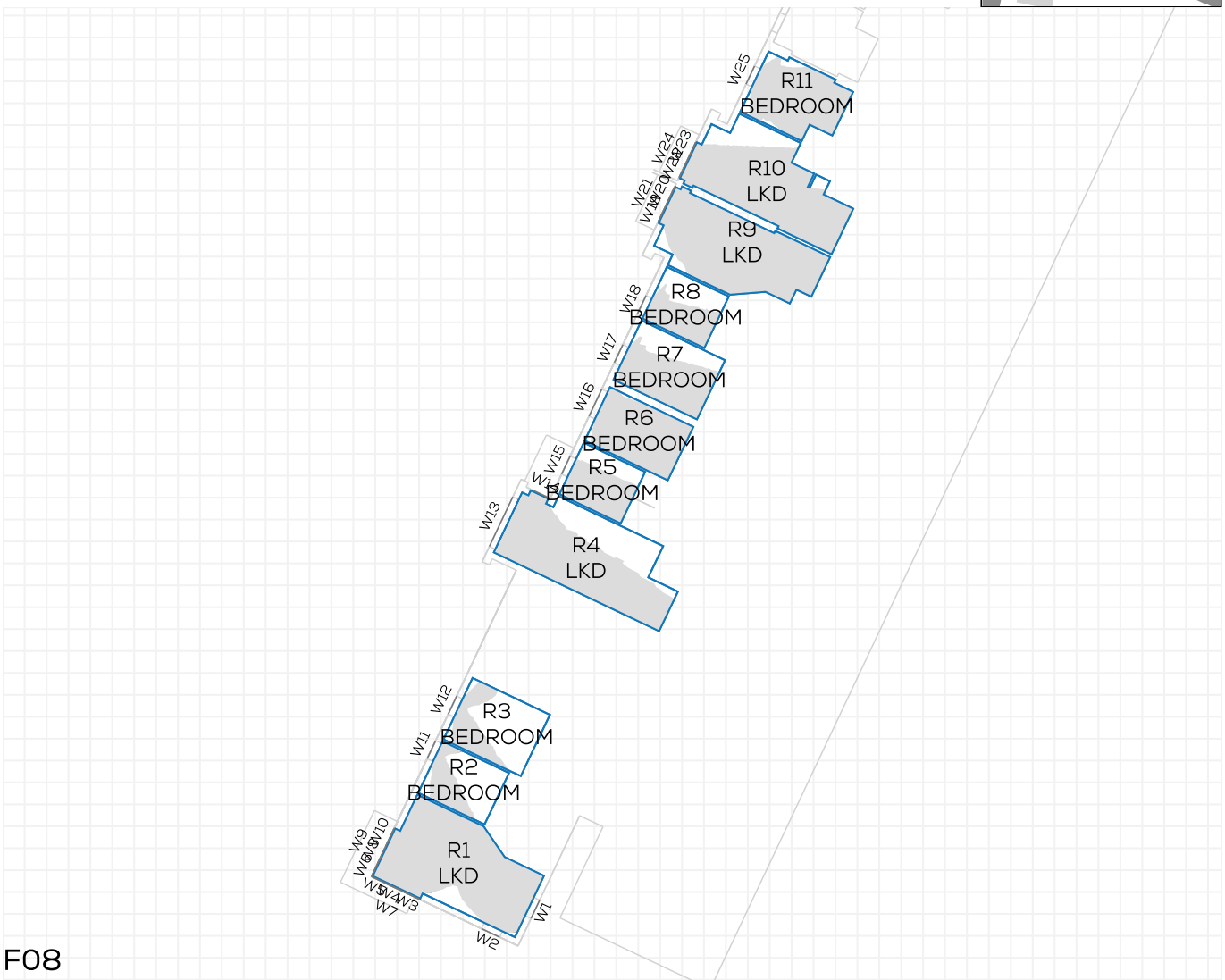
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F07	R1	RESIDENTIAL	LKD	25.7	94.1	94.1	0.0	0.1
F07	R2	RESIDENTIAL	BEDROOM	8.7	38	37.9	0.0	0.4
F07	R3	RESIDENTIAL	BEDROOM	12.1	32.6	32.6	0.0	0
F07	R4	RESIDENTIAL	LKD	26.9	72.1	72.1	0.0	0
F07	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F07	R6	RESIDENTIAL	BEDROOM	11.4	98	98	0.0	0
F07	R7	RESIDENTIAL	BEDROOM	12.6	68.7	68.7	0.0	0
F07	R8	RESIDENTIAL	BEDROOM	8.1	56.9	56.9	0.0	0
F07	R9	RESIDENTIAL	LKD	23.0	96.2	96.2	0.0	0
F07	R10	RESIDENTIAL	LKD	24.3	83.4	83.4	0.0	0
F07	R11	RESIDENTIAL	BEDROOM	12.4	91.4	91.4	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL7

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F08

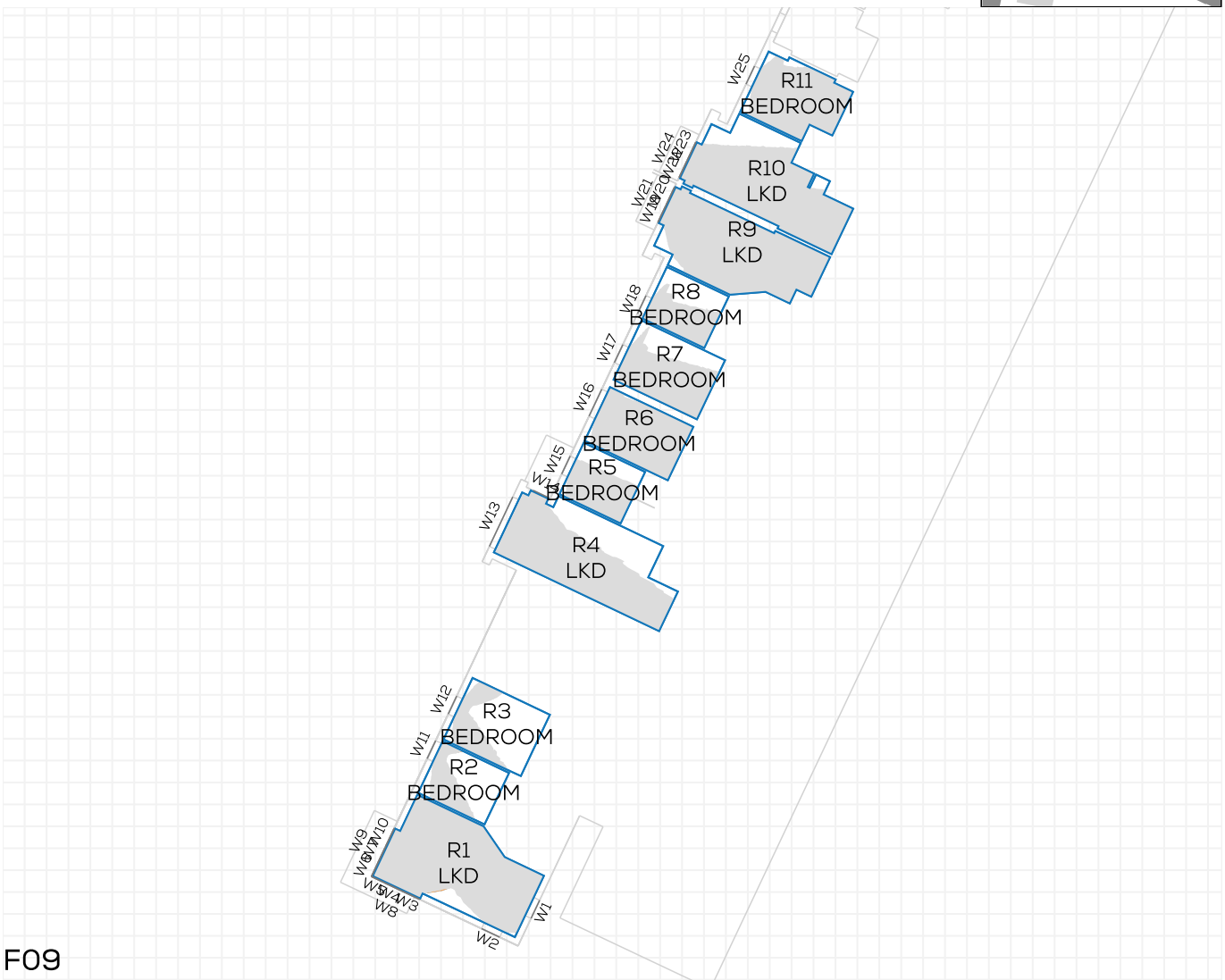
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F08	R1	RESIDENTIAL	LKD	25.7	94.8	94.7	0.0	0.1
F08	R2	RESIDENTIAL	BEDROOM	8.7	38.2	38.1	0.0	0.4
F08	R3	RESIDENTIAL	BEDROOM	12.1	33.5	33.5	0.0	0
F08	R4	RESIDENTIAL	LKD	26.9	72.1	72.1	0.0	0
F08	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F08	R6	RESIDENTIAL	BEDROOM	11.4	98.1	98.1	0.0	0
F08	R7	RESIDENTIAL	BEDROOM	12.6	69.5	69.5	0.0	0
F08	R8	RESIDENTIAL	BEDROOM	8.1	58.4	58.4	0.0	0
F08	R9	RESIDENTIAL	LKD	23.0	96.5	96.5	0.0	0
F08	R10	RESIDENTIAL	LKD	24.3	83.5	83.5	0.0	0
F08	R11	RESIDENTIAL	BEDROOM	12.4	92.7	92.7	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL8

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F09

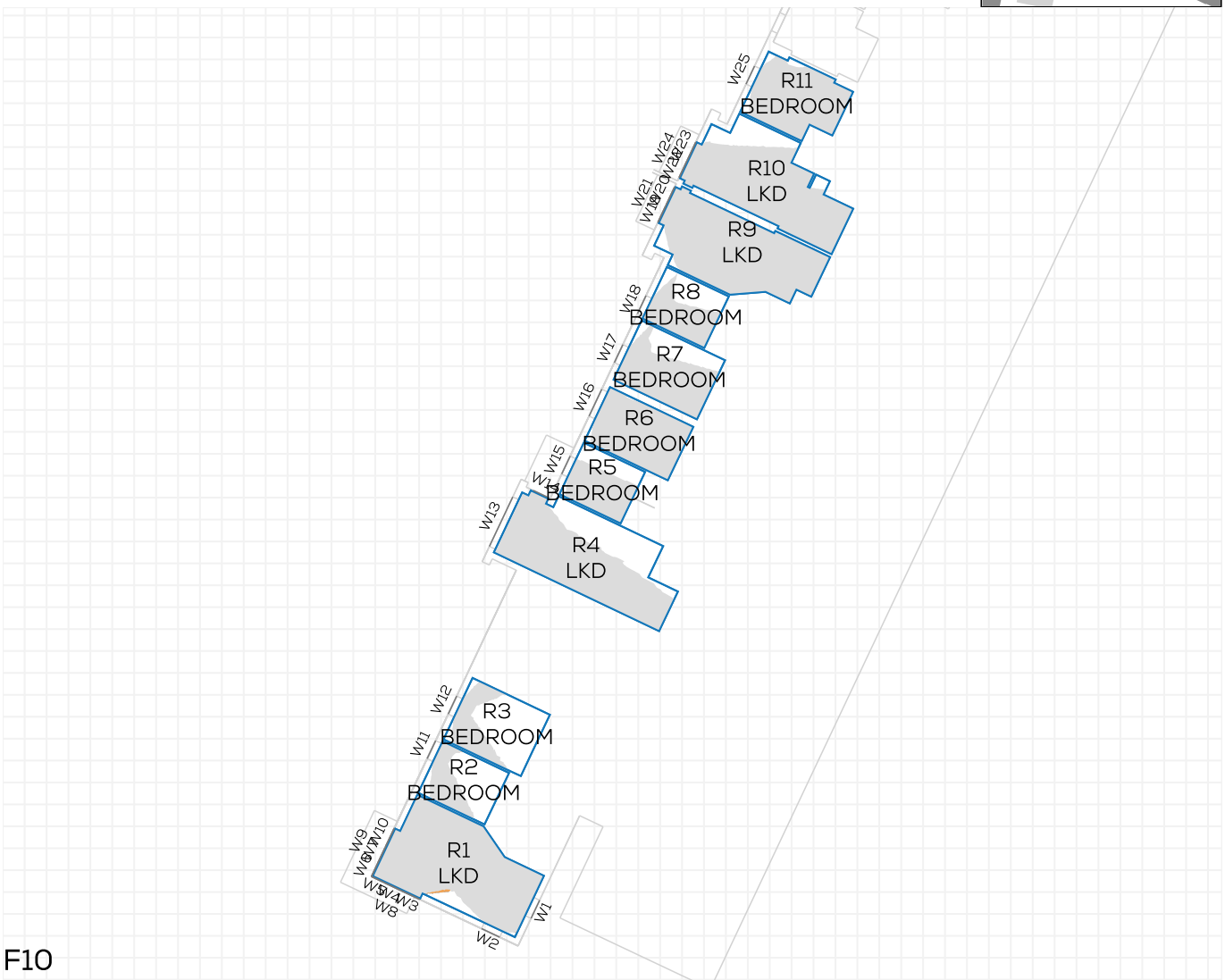
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F09	R1	RESIDENTIAL	LKD	25.7	95.5	95.3	0.1	0.2
F09	R2	RESIDENTIAL	BEDROOM	8.7	38.5	38.4	0.0	0.3
F09	R3	RESIDENTIAL	BEDROOM	12.1	34.4	34.4	0.0	0
F09	R4	RESIDENTIAL	LKD	26.9	72.1	72.1	0.0	0
F09	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F09	R6	RESIDENTIAL	BEDROOM	11.4	98.2	98.2	0.0	0
F09	R7	RESIDENTIAL	BEDROOM	12.6	70.7	70.7	0.0	0
F09	R8	RESIDENTIAL	BEDROOM	8.1	59.6	59.6	0.0	0
F09	R9	RESIDENTIAL	LKD	23.0	97.1	97.1	0.0	0
F09	R10	RESIDENTIAL	LKD	24.3	83.6	83.6	0.0	0
F09	R11	RESIDENTIAL	BEDROOM	12.4	94.4	94.4	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL9

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F10

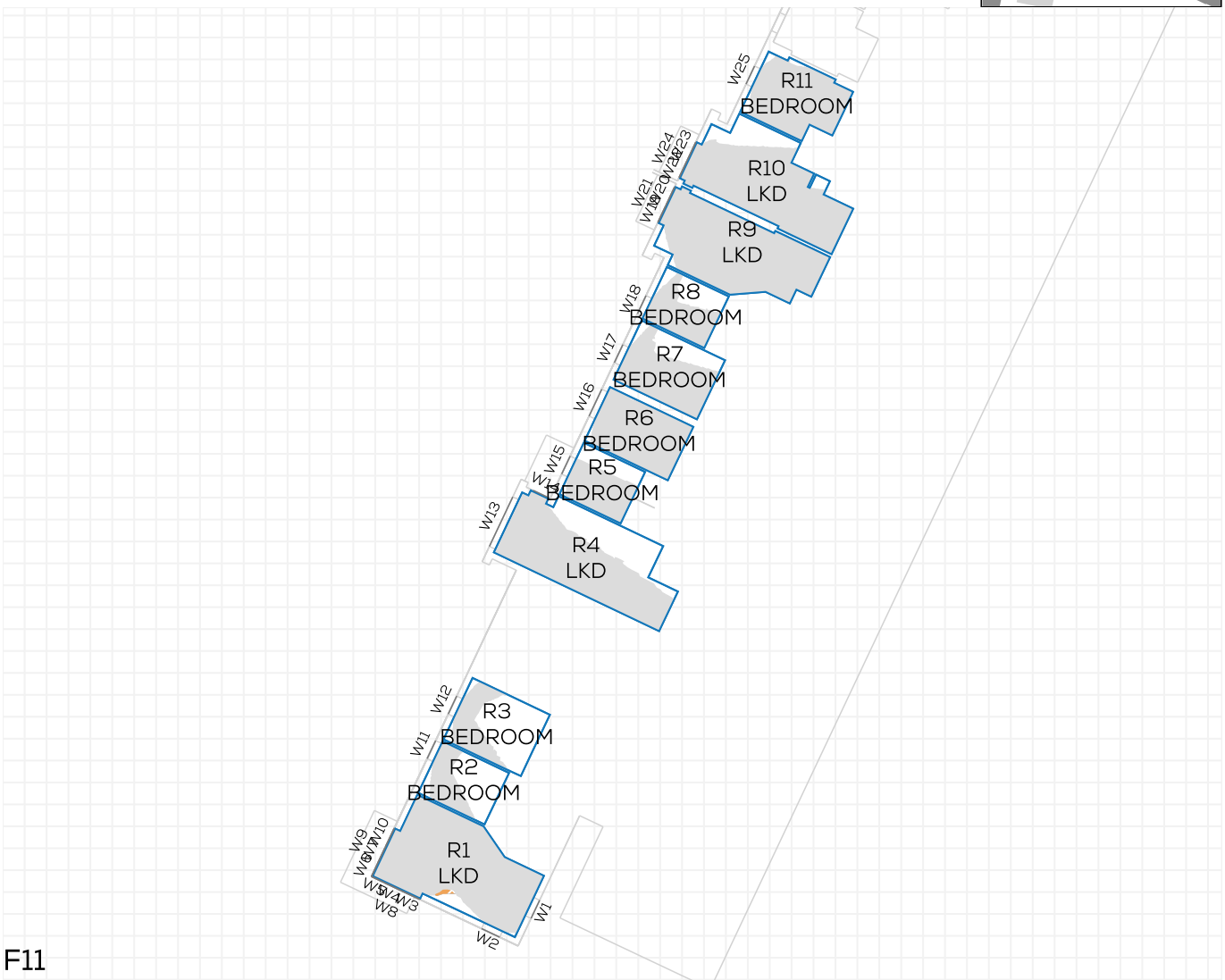
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F10	R1	RESIDENTIAL	LKD	25.7	95.9	95.4	0.1	0.5
F10	R2	RESIDENTIAL	BEDROOM	8.7	39.2	39.1	0.0	0.2
F10	R3	RESIDENTIAL	BEDROOM	12.1	35.2	35.2	0.0	0
F10	R4	RESIDENTIAL	LKD	26.9	72.1	72.1	0.0	0
F10	R5	RESIDENTIAL	BEDROOM	8.1	69.5	69.5	0.0	0
F10	R6	RESIDENTIAL	BEDROOM	11.4	98.4	98.4	0.0	0
F10	R7	RESIDENTIAL	BEDROOM	12.6	72.6	72.6	0.0	0
F10	R8	RESIDENTIAL	BEDROOM	8.1	62.3	62.3	0.0	0
F10	R9	RESIDENTIAL	LKD	23.0	97.6	97.6	0.0	0
F10	R10	RESIDENTIAL	LKD	24.3	83.8	83.8	0.0	0
F10	R11	RESIDENTIAL	BEDROOM	12.4	95	95	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL10

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F11

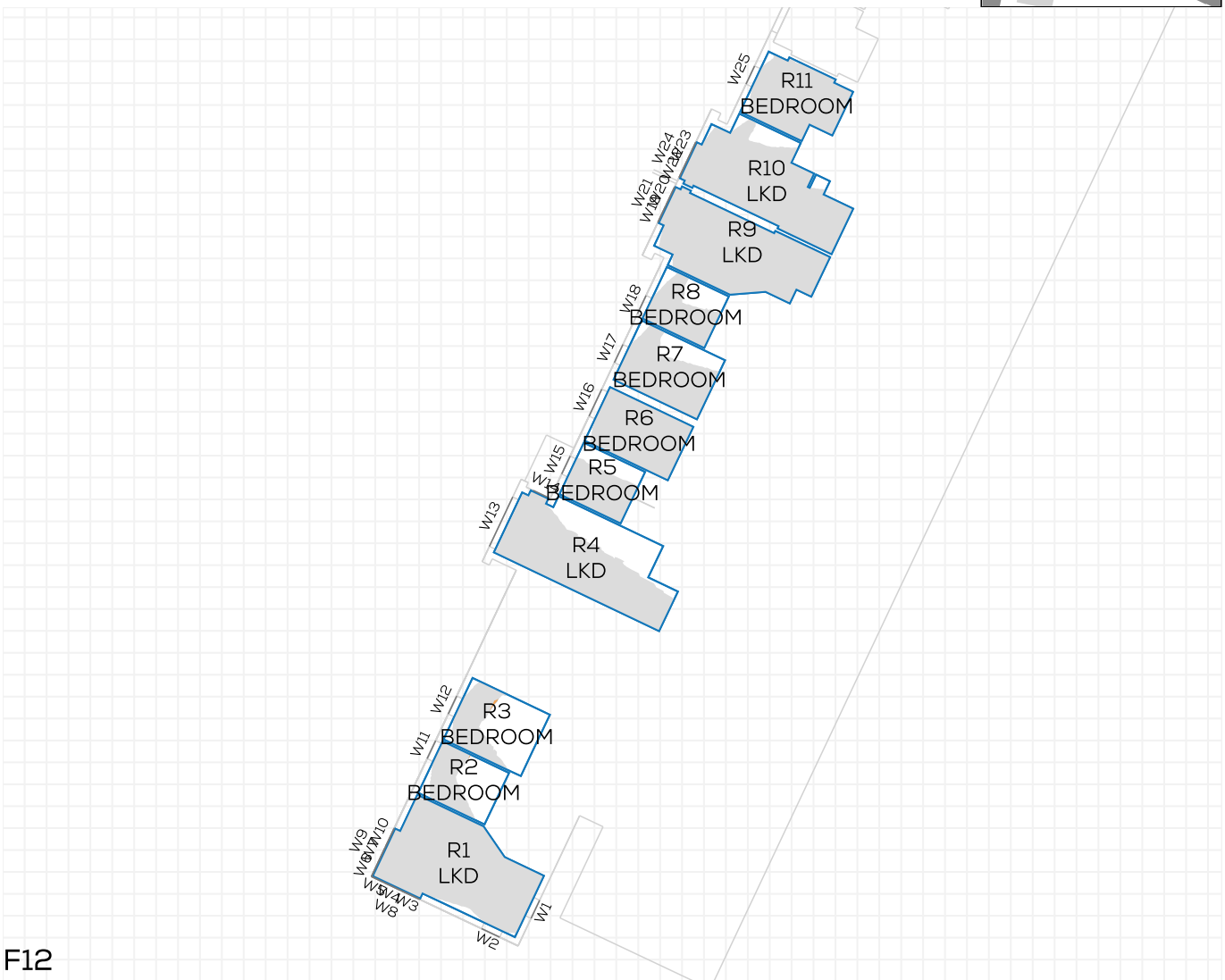
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F11	R1	RESIDENTIAL	LKD	25.7	96.4	95.7	0.2	0.7
F11	R2	RESIDENTIAL	BEDROOM	8.7	41.4	41.3	0.0	0.1
F11	R3	RESIDENTIAL	BEDROOM	12.1	36.8	36.8	0.0	0
F11	R4	RESIDENTIAL	LKD	26.9	72	72	0.0	0
F11	R5	RESIDENTIAL	BEDROOM	8.1	69.6	69.6	0.0	0
F11	R6	RESIDENTIAL	BEDROOM	11.4	98.5	98.5	0.0	0
F11	R7	RESIDENTIAL	BEDROOM	12.6	74.7	74.7	0.0	0
F11	R8	RESIDENTIAL	BEDROOM	8.1	66.3	66.3	0.0	0
F11	R9	RESIDENTIAL	LKD	23.0	97.7	97.7	0.0	0
F11	R10	RESIDENTIAL	LKD	24.3	84.1	84.1	0.0	0
F11	R11	RESIDENTIAL	BEDROOM	12.4	95.5	95.5	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL11

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F12

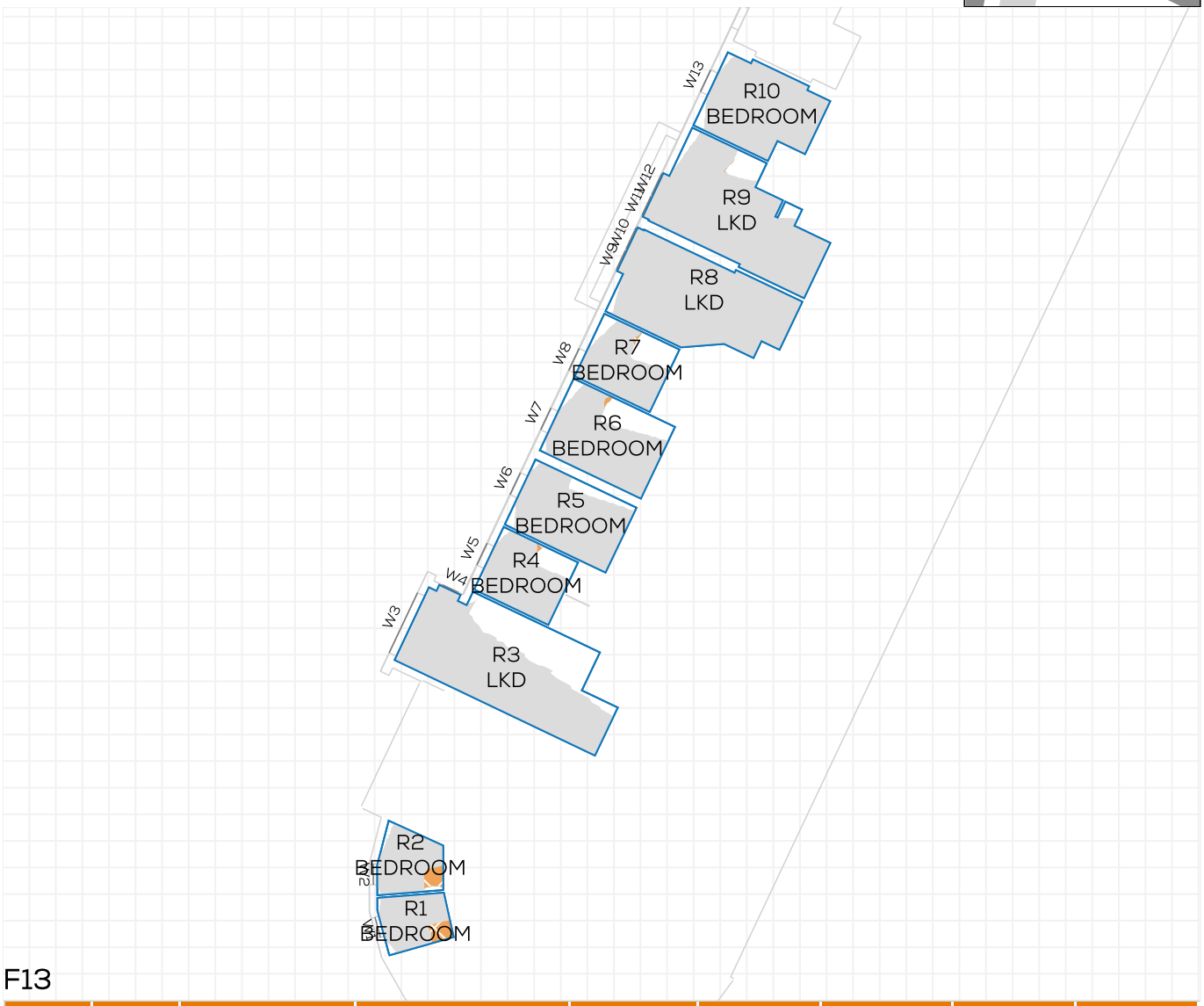
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F12	R1	RESIDENTIAL	LKD	25.7	98.2	98.1	0.0	0
F12	R2	RESIDENTIAL	BEDROOM	8.7	46.7	46.5	0.0	0.5
F12	R3	RESIDENTIAL	BEDROOM	12.1	41.3	40.7	0.1	1.4
F12	R4	RESIDENTIAL	LKD	26.9	72	72	0.0	0
F12	R5	RESIDENTIAL	BEDROOM	8.1	69.9	69.9	0.0	0
F12	R6	RESIDENTIAL	BEDROOM	11.4	98.8	98.8	0.0	0
F12	R7	RESIDENTIAL	BEDROOM	12.6	77.2	77.2	0.0	0
F12	R8	RESIDENTIAL	BEDROOM	8.1	70.8	70.8	0.0	0
F12	R9	RESIDENTIAL	LKD	23.0	99.2	99.2	0.0	0
F12	R10	RESIDENTIAL	LKD	24.3	91	91	0.0	0
F12	R11	RESIDENTIAL	BEDROOM	12.4	96.5	96.5	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL12

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F13

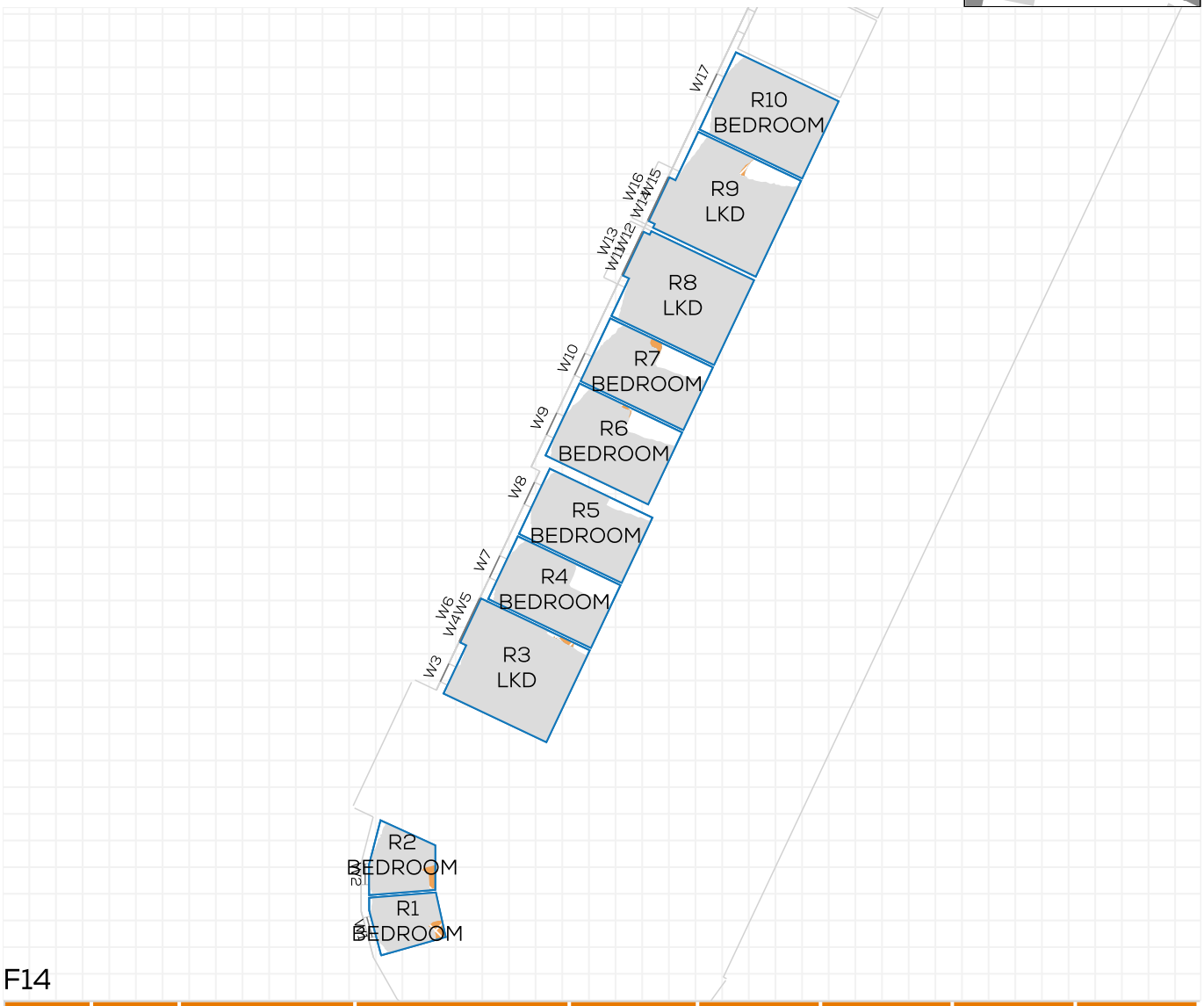
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F13	R1	RESIDENTIAL	BEDROOM	5.0	97	85.9	0.6	11.4
F13	R2	RESIDENTIAL	BEDROOM	5.4	94.8	85.2	0.5	10.1
F13	R3	RESIDENTIAL	LKD	26.9	72.5	72.5	0.0	0
F13	R4	RESIDENTIAL	BEDROOM	8.1	83.4	82.8	0.1	0.8
F13	R5	RESIDENTIAL	BEDROOM	11.4	90.8	90.8	0.0	0
F13	R6	RESIDENTIAL	BEDROOM	12.6	79.9	79.5	0.1	0.6
F13	R7	RESIDENTIAL	BEDROOM	8.1	75.9	75.3	0.0	0.7
F13	R8	RESIDENTIAL	LKD	20.3	99	99	0.0	0
F13	R9	RESIDENTIAL	LKD	21.5	91.5	91.5	0.0	0.1
F13	R10	RESIDENTIAL	BEDROOM	12.4	97	97	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL13

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F14

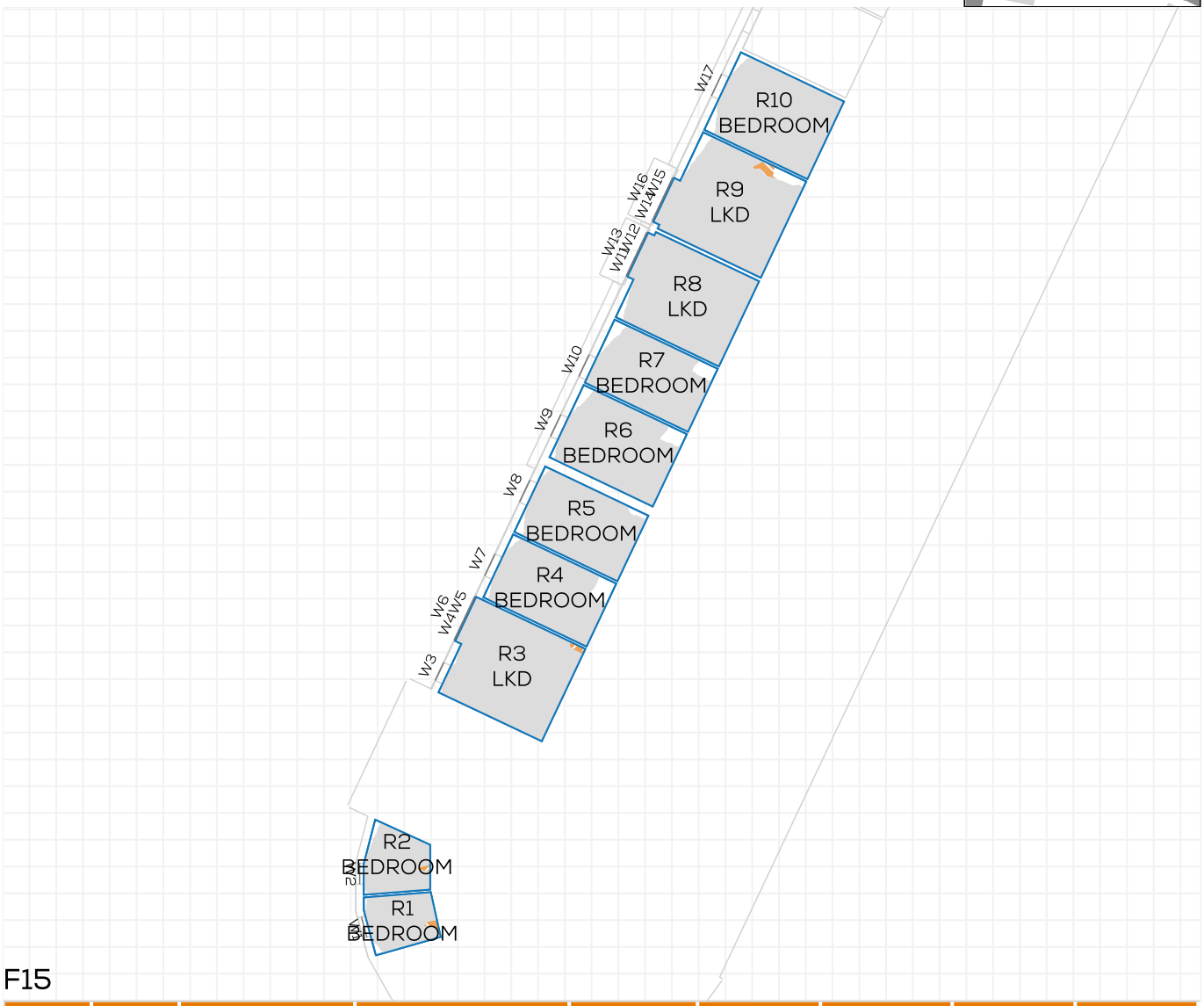
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F14	R1	RESIDENTIAL	BEDROOM	5.0	97.1	91.8	0.3	5.5
F14	R2	RESIDENTIAL	BEDROOM	5.4	96.5	92	0.2	4.7
F14	R3	RESIDENTIAL	LKD	16.7	98.5	97.8	0.1	0.6
F14	R4	RESIDENTIAL	BEDROOM	11.1	84.7	84.7	0.0	0
F14	R5	RESIDENTIAL	BEDROOM	11.5	93.2	93.2	0.0	0
F14	R6	RESIDENTIAL	BEDROOM	12.7	85.6	85	0.1	0.6
F14	R7	RESIDENTIAL	BEDROOM	11.1	82.7	81.4	0.1	1.6
F14	R8	RESIDENTIAL	LKD	15.4	98.6	98.6	0.0	0
F14	R9	RESIDENTIAL	LKD	17.4	91.3	90.9	0.1	0.5
F14	R10	RESIDENTIAL	BEDROOM	13.7	97	97	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL14

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F15

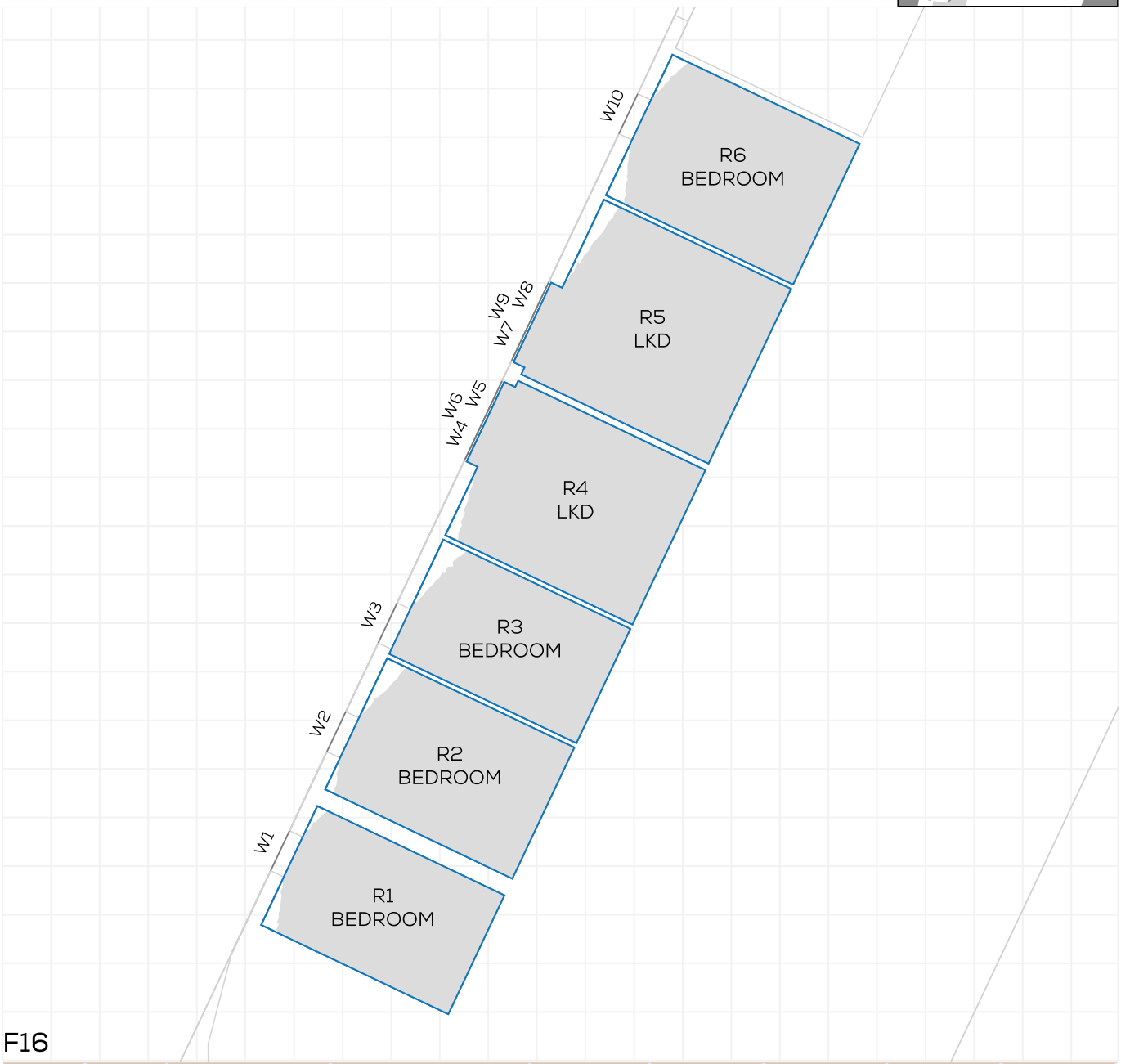
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F15	R1	RESIDENTIAL	BEDROOM	5.0	97.2	95	0.1	2.2
F15	R2	RESIDENTIAL	BEDROOM	5.4	96.6	95.2	0.1	1.4
F15	R3	RESIDENTIAL	LKD	16.7	99.5	98.9	0.1	0.6
F15	R4	RESIDENTIAL	BEDROOM	11.1	93.1	93.1	0.0	0
F15	R5	RESIDENTIAL	BEDROOM	11.5	96.7	96.7	0.0	0
F15	R6	RESIDENTIAL	BEDROOM	12.7	93.7	93.7	0.0	0
F15	R7	RESIDENTIAL	BEDROOM	11.1	92.7	92.6	0.0	0.1
F15	R8	RESIDENTIAL	LKD	15.4	98.7	98.7	0.0	0
F15	R9	RESIDENTIAL	LKD	17.4	95.4	93.9	0.3	1.6
F15	R10	RESIDENTIAL	BEDROOM	13.7	96.9	96.9	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: JEFFERSON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL15

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F16

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
JEFFERSON PLACE								
F16	R1	RESIDENTIAL	BEDROOM	11.5	97.8	97.8	0.0	0
F16	R2	RESIDENTIAL	BEDROOM	12.7	97.1	97.1	0.0	0
F16	R3	RESIDENTIAL	BEDROOM	11.1	96.5	96.5	0.0	0
F16	R4	RESIDENTIAL	LKD	15.4	98.7	98.7	0.0	0
F16	R5	RESIDENTIAL	LKD	17.4	98	98	0.0	0
F16	R6	RESIDENTIAL	BEDROOM	13.7	97	97	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: PARK INN 2 CHEETHAM HILL ROAD
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL16

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F01

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
PARK INN 2 CHEETHAM HILL ROAD								
F01	R1	HOTEL	HOTEL BEDROOM	51.9	97.1	95.5	0.8	1.7
F01	R2	HOTEL	HOTEL BEDROOM	20.7	94.2	78.6	3.2	16.6
F01	R3	HOTEL	HOTEL BEDROOM	15.4	97.3	97.3	0.0	0
F01	R4	HOTEL	HOTEL BEDROOM	15.3	97.5	89.7	1.2	8
F01	R5	HOTEL	HOTEL BEDROOM	15.2	97.3	97.2	0.0	0.1
F01	R6	HOTEL	HOTEL BEDROOM	15.1	97.3	86.3	1.7	11.3
F01	R7	HOTEL	HOTEL BEDROOM	15.1	97.3	97	0.0	0.3
F01	R8	HOTEL	HOTEL BEDROOM	15.0	97.3	80.1	2.6	17.7
F01	R9	HOTEL	HOTEL BEDROOM	15.0	97.4	96.2	0.2	1.2
F01	R10	HOTEL	HOTEL BEDROOM	14.8	97.5	73.5	3.6	24.6
F01	R11	HOTEL	HOTEL BEDROOM	17.3	95.8	92.1	0.6	3.9
F01	R12	HOTEL	HOTEL BEDROOM	17.2	95.8	62.5	5.7	34.8
F01	R13	HOTEL	HOTEL BEDROOM	14.1	98.3	76.2	3.1	22.5

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: PARK INN 2 CHEETHAM HILL ROAD
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL17

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F02

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
PARK INN 2 CHEETHAM HILL ROAD								
F02	R1	HOTEL	HOTEL BEDROOM	51.9	97.1	95.3	0.9	1.9
F02	R2	HOTEL	HOTEL BEDROOM	20.7	94.2	78.2	3.3	17
F02	R3	HOTEL	HOTEL BEDROOM	15.4	97.3	97.1	0.0	0.2
F02	R4	HOTEL	HOTEL BEDROOM	15.3	97.4	89.6	1.2	8.1
F02	R5	HOTEL	HOTEL BEDROOM	15.2	97.2	97	0.0	0.2
F02	R6	HOTEL	HOTEL BEDROOM	15.1	97.3	86.3	1.7	11.3
F02	R7	HOTEL	HOTEL BEDROOM	15.1	97.3	96.9	0.1	0.4
F02	R8	HOTEL	HOTEL BEDROOM	15.0	97.3	79.9	2.6	17.9
F02	R9	HOTEL	HOTEL BEDROOM	15.0	97.4	96.2	0.2	1.2
F02	R10	HOTEL	HOTEL BEDROOM	14.8	97.5	73.4	3.6	24.7
F02	R11	HOTEL	HOTEL BEDROOM	17.3	95.8	92	0.7	4
F02	R12	HOTEL	HOTEL BEDROOM	17.2	95.7	62.1	5.8	35
F02	R13	HOTEL	HOTEL BEDROOM	14.1	97.7	74.5	3.3	23.8

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: PARK INN 2 CHEETHAM HILL ROAD
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL18

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F03

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
PARK INN 2 CHEETHAM HILL ROAD								
F03	R1	HOTEL	HOTEL BEDROOM	51.9	97.1	95.3	0.9	1.8
F03	R2	HOTEL	HOTEL BEDROOM	20.7	94.2	78.2	3.3	17
F03	R3	HOTEL	HOTEL BEDROOM	15.4	97.2	97.1	0.0	0.2
F03	R4	HOTEL	HOTEL BEDROOM	15.3	97.4	90.1	1.1	7.5
F03	R5	HOTEL	HOTEL BEDROOM	15.2	97.2	97.1	0.0	0.2
F03	R6	HOTEL	HOTEL BEDROOM	15.1	97.3	86.3	1.7	11.3
F03	R7	HOTEL	HOTEL BEDROOM	15.1	97.3	96.9	0.1	0.4
F03	R8	HOTEL	HOTEL BEDROOM	15.0	97.3	80	2.6	17.8
F03	R9	HOTEL	HOTEL BEDROOM	15.0	97.4	96.2	0.2	1.2
F03	R10	HOTEL	HOTEL BEDROOM	14.8	97.5	73.4	3.6	24.7
F03	R11	HOTEL	HOTEL BEDROOM	17.3	95.8	92	0.7	4
F03	R12	HOTEL	HOTEL BEDROOM	17.2	95.7	62.2	5.7	35
F03	R13	HOTEL	HOTEL BEDROOM	14.1	97.7	74.6	3.3	23.6

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: PARK INN 2 CHEETHAM HILL ROAD
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL19

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F04

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
PARK INN 2 CHEETHAM HILL ROAD								
F04	R1	HOTEL	HOTEL BEDROOM	51.9	97.1	95.4	0.8	1.7
F04	R2	HOTEL	HOTEL BEDROOM	20.7	94.2	78.3	3.3	16.8
F04	R3	HOTEL	HOTEL BEDROOM	15.4	97.2	97.1	0.0	0.1
F04	R4	HOTEL	HOTEL BEDROOM	15.3	97.4	90.1	1.1	7.5
F04	R5	HOTEL	HOTEL BEDROOM	15.2	97.3	97.2	0.0	0.1
F04	R6	HOTEL	HOTEL BEDROOM	15.1	97.3	86.3	1.7	11.3
F04	R7	HOTEL	HOTEL BEDROOM	15.1	97.3	97	0.1	0.4
F04	R8	HOTEL	HOTEL BEDROOM	15.0	97.3	80	2.6	17.8
F04	R9	HOTEL	HOTEL BEDROOM	15.0	97.4	96.2	0.2	1.2
F04	R10	HOTEL	HOTEL BEDROOM	14.8	97.5	73.4	3.6	24.7
F04	R11	HOTEL	HOTEL BEDROOM	17.3	95.8	92	0.7	4
F04	R12	HOTEL	HOTEL BEDROOM	17.2	95.7	62.2	5.7	35
F04	R13	HOTEL	HOTEL BEDROOM	14.1	97.7	74.6	3.3	23.6

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: PARK INN 2 CHEETHAM HILL ROAD
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL20

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F05

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
PARK INN 2 CHEETHAM HILL ROAD								
F05	R1	HOTEL	HOTEL BEDROOM	51.9	97.1	95.4	0.8	1.7
F05	R2	HOTEL	HOTEL BEDROOM	20.7	94.2	78.4	3.3	16.8
F05	R3	HOTEL	HOTEL BEDROOM	15.4	97.2	97.2	0.0	0.1
F05	R4	HOTEL	HOTEL BEDROOM	15.3	97.4	89.6	1.2	8
F05	R5	HOTEL	HOTEL BEDROOM	15.2	97.3	97.2	0.0	0.1
F05	R6	HOTEL	HOTEL BEDROOM	15.1	97.3	86.3	1.7	11.3
F05	R7	HOTEL	HOTEL BEDROOM	15.1	97.3	97	0.1	0.4
F05	R8	HOTEL	HOTEL BEDROOM	15.0	97.3	80	2.6	17.8
F05	R9	HOTEL	HOTEL BEDROOM	15.0	97.4	96.2	0.2	1.2
F05	R10	HOTEL	HOTEL BEDROOM	14.8	97.5	73.4	3.6	24.7
F05	R11	HOTEL	HOTEL BEDROOM	17.3	95.8	92	0.7	4
F05	R12	HOTEL	HOTEL BEDROOM	17.2	95.7	62.2	5.7	35
F05	R13	HOTEL	HOTEL BEDROOM	14.1	97.7	74.6	3.3	23.7

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: PARK INN 2 CHEETHAM HILL ROAD
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL21

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F06

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
PARK INN 2 CHEETHAM HILL ROAD								
F06	R1	HOTEL	HOTEL BEDROOM	51.9	97.1	95.4	0.8	1.7
F06	R2	HOTEL	HOTEL BEDROOM	20.7	94.2	79.1	3.1	16.1
F06	R3	HOTEL	HOTEL BEDROOM	15.4	97.2	97.2	0.0	0
F06	R4	HOTEL	HOTEL BEDROOM	15.3	97.4	89.9	1.1	7.7
F06	R5	HOTEL	HOTEL BEDROOM	15.2	97.2	97.2	0.0	0
F06	R6	HOTEL	HOTEL BEDROOM	15.1	97.3	86.3	1.7	11.3
F06	R7	HOTEL	HOTEL BEDROOM	15.1	97.3	97	0.0	0.3
F06	R8	HOTEL	HOTEL BEDROOM	15.0	97.3	80	2.6	17.8
F06	R9	HOTEL	HOTEL BEDROOM	15.0	97.5	96.6	0.1	0.9
F06	R10	HOTEL	HOTEL BEDROOM	14.8	97.5	73.4	3.6	24.7
F06	R11	HOTEL	HOTEL BEDROOM	17.3	95.8	92	0.7	4
F06	R12	HOTEL	HOTEL BEDROOM	17.2	95.7	62.3	5.7	34.9
F06	R13	HOTEL	HOTEL BEDROOM	14.1	97.7	74.5	3.3	23.7

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL22

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F01

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F01	R1	RESIDENTIAL	LKD	24.7	96.8	39.1	14.3	59.6
F01	R2	RESIDENTIAL	BEDROOM	10.7	97.5	93.9	0.4	3.7
F01	R3	RESIDENTIAL	BEDROOM	11.1	96.9	77	2.2	20.5
F01	R4	RESIDENTIAL	BEDROOM	11.7	96.2	95	0.1	1.2
F01	R5	RESIDENTIAL	BEDROOM	9.0	95.4	90.4	0.5	5.2
F01	R6	RESIDENTIAL	LKD	26.6	83.2	82.7	0.1	0.5
F01	R7	RESIDENTIAL	BEDROOM	8.0	95.7	70	2.1	26.8
F01	R8	RESIDENTIAL	LKD	16.3	98.3	95.3	0.5	3.1
F01	R9	RESIDENTIAL	LKD	16.3	98.2	88.1	1.6	10.2
F01	R10	RESIDENTIAL	BEDROOM	8.5	96.9	89.8	0.6	7.3
F01	R11	RESIDENTIAL	BEDROOM	9.6	96.2	85.1	1.1	11.5
F01	R12	RESIDENTIAL	BEDROOM	8.9	98.1	94.2	0.3	4
F01	R13	RESIDENTIAL	LKD	20.7	96.2	94.5	0.4	1.8

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL23

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F02

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F02	R1	RESIDENTIAL	LKD	24.7	97.4	39.2	14.4	59.8
F02	R2	RESIDENTIAL	BEDROOM	10.7	97.5	94.6	0.3	3
F02	R3	RESIDENTIAL	BEDROOM	11.1	97	77.2	2.2	20.5
F02	R4	RESIDENTIAL	BEDROOM	11.7	96	94.8	0.1	1.2
F02	R5	RESIDENTIAL	BEDROOM	9.0	95.3	90.4	0.4	5.2
F02	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.5
F02	R7	RESIDENTIAL	BEDROOM	8.0	95.7	70.3	2.0	26.6
F02	R8	RESIDENTIAL	LKD	16.3	98.3	95.4	0.5	3
F02	R9	RESIDENTIAL	LKD	16.3	98.2	88.3	1.6	10.1
F02	R10	RESIDENTIAL	BEDROOM	8.5	96.9	90	0.6	7.2
F02	R11	RESIDENTIAL	BEDROOM	9.6	96.3	85.6	1.0	11.1
F02	R12	RESIDENTIAL	BEDROOM	8.9	98	93.8	0.4	4.3
F02	R13	RESIDENTIAL	LKD	20.7	96.2	94.5	0.4	1.8

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL24

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F03

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F03	R1	RESIDENTIAL	LKD	24.7	97.3	50.8	11.5	47.8
F03	R2	RESIDENTIAL	BEDROOM	10.7	96.5	96.3	0.0	0.2
F03	R3	RESIDENTIAL	BEDROOM	11.1	95.5	87.6	0.9	8.3
F03	R4	RESIDENTIAL	BEDROOM	11.7	97.4	80.5	2.0	17.4
F03	R5	RESIDENTIAL	BEDROOM	9.0	96.5	78.1	1.7	19
F03	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.5
F03	R7	RESIDENTIAL	BEDROOM	8.0	95.8	70.5	2.0	26.4
F03	R8	RESIDENTIAL	LKD	16.3	98.3	95.4	0.5	2.9
F03	R9	RESIDENTIAL	LKD	16.3	98.2	88.4	1.6	9.9
F03	R10	RESIDENTIAL	BEDROOM	8.5	96.9	90.2	0.6	6.9
F03	R11	RESIDENTIAL	BEDROOM	9.6	96.2	85.9	1.0	10.7
F03	R12	RESIDENTIAL	BEDROOM	8.9	98.1	94.1	0.4	4.1
F03	R13	RESIDENTIAL	LKD	20.7	96.2	94.5	0.4	1.8

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL25

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F04

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F04	R1	RESIDENTIAL	LKD	24.7	97.3	50.8	11.5	47.8
F04	R2	RESIDENTIAL	BEDROOM	10.7	96.5	96.3	0.0	0.2
F04	R3	RESIDENTIAL	BEDROOM	11.1	95.5	87.6	0.9	8.3
F04	R4	RESIDENTIAL	BEDROOM	11.7	97.5	80.6	2.0	17.3
F04	R5	RESIDENTIAL	BEDROOM	9.0	96.4	77.8	1.7	19.3
F04	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.5
F04	R7	RESIDENTIAL	BEDROOM	8.0	97	86.9	0.8	10.4
F04	R8	RESIDENTIAL	LKD	16.3	98.2	87.4	1.8	11.1
F04	R9	RESIDENTIAL	LKD	16.3	97	81.9	2.5	15.6
F04	R10	RESIDENTIAL	BEDROOM	8.5	96.4	84.7	1.0	12.1
F04	R11	RESIDENTIAL	BEDROOM	9.6	95.4	77.9	1.7	18.3
F04	R12	RESIDENTIAL	BEDROOM	8.9	97.7	92.3	0.5	5.5
F04	R13	RESIDENTIAL	LKD	20.7	96.3	94.5	0.4	1.9

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL26

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F05

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F05	R1	RESIDENTIAL	LKD	24.7	97.3	50.7	11.5	47.9
F05	R2	RESIDENTIAL	BEDROOM	10.7	96.5	96.3	0.0	0.2
F05	R3	RESIDENTIAL	BEDROOM	11.1	95.5	87.6	0.9	8.3
F05	R4	RESIDENTIAL	BEDROOM	11.7	97.4	80.5	2.0	17.4
F05	R5	RESIDENTIAL	BEDROOM	9.0	96.4	78.1	1.7	19
F05	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.5
F05	R7	RESIDENTIAL	BEDROOM	8.0	97	87.1	0.8	10.2
F05	R8	RESIDENTIAL	LKD	16.3	98.3	87.7	1.7	10.8
F05	R9	RESIDENTIAL	LKD	16.3	96.9	82	2.4	15.4
F05	R10	RESIDENTIAL	BEDROOM	8.5	96.4	85.3	0.9	11.5
F05	R11	RESIDENTIAL	BEDROOM	9.6	95.4	78.7	1.6	17.5
F05	R12	RESIDENTIAL	BEDROOM	8.9	97.6	92.5	0.5	5.3
F05	R13	RESIDENTIAL	LKD	20.7	96.3	94.5	0.4	1.8

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL27

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F06

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F06	R1	RESIDENTIAL	LKD	24.7	97.7	39.2	14.5	59.9
F06	R2	RESIDENTIAL	BEDROOM	10.7	97.5	94.6	0.3	2.9
F06	R3	RESIDENTIAL	BEDROOM	11.1	97	77.1	2.2	20.5
F06	R4	RESIDENTIAL	BEDROOM	11.7	96.1	95.1	0.1	1
F06	R5	RESIDENTIAL	BEDROOM	9.0	95.3	90.8	0.4	4.7
F06	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.5
F06	R7	RESIDENTIAL	BEDROOM	8.0	97	87.4	0.8	9.8
F06	R8	RESIDENTIAL	LKD	16.3	98.3	88.1	1.7	10.3
F06	R9	RESIDENTIAL	LKD	16.3	97	82.3	2.4	15.2
F06	R10	RESIDENTIAL	BEDROOM	8.5	96.4	85.9	0.9	10.8
F06	R11	RESIDENTIAL	BEDROOM	9.6	95.4	79.6	1.5	16.6
F06	R12	RESIDENTIAL	BEDROOM	8.9	97.7	92.8	0.4	5
F06	R13	RESIDENTIAL	LKD	20.7	96.3	94.5	0.4	1.8

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL28

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F07

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F07	R1	RESIDENTIAL	LKD	24.7	97.7	39.5	14.4	59.6
F07	R2	RESIDENTIAL	BEDROOM	10.7	97.5	94.6	0.3	2.9
F07	R3	RESIDENTIAL	BEDROOM	11.1	97	77.1	2.2	20.5
F07	R4	RESIDENTIAL	BEDROOM	11.7	96.1	95.2	0.1	0.9
F07	R5	RESIDENTIAL	BEDROOM	9.0	95.3	91	0.4	4.6
F07	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.4
F07	R7	RESIDENTIAL	BEDROOM	8.0	95.6	71.8	1.9	24.9
F07	R8	RESIDENTIAL	LKD	16.3	98.3	96.2	0.4	2.2
F07	R9	RESIDENTIAL	LKD	16.3	98.2	89.4	1.4	8.9
F07	R10	RESIDENTIAL	BEDROOM	8.5	96.9	91.9	0.4	5.2
F07	R11	RESIDENTIAL	BEDROOM	9.6	96.2	88	0.8	8.5
F07	R12	RESIDENTIAL	BEDROOM	8.9	98.1	96.6	0.1	1.6
F07	R13	RESIDENTIAL	LKD	20.7	96.2	94.6	0.3	1.7

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL29

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F08

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F08	R1	RESIDENTIAL	LKD	24.7	97.7	39.5	14.4	59.6
F08	R2	RESIDENTIAL	BEDROOM	10.7	97.5	94.6	0.3	2.9
F08	R3	RESIDENTIAL	BEDROOM	11.1	97	77.1	2.2	20.5
F08	R4	RESIDENTIAL	BEDROOM	11.7	96.1	95.3	0.1	0.8
F08	R5	RESIDENTIAL	BEDROOM	9.0	95.3	91.4	0.4	4.2
F08	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.4
F08	R7	RESIDENTIAL	BEDROOM	8.0	95.6	72.8	1.8	23.9
F08	R8	RESIDENTIAL	LKD	16.3	98.3	96.2	0.3	2.1
F08	R9	RESIDENTIAL	LKD	16.3	98.2	90	1.3	8.3
F08	R10	RESIDENTIAL	BEDROOM	8.5	96.8	91.9	0.4	5.1
F08	R11	RESIDENTIAL	BEDROOM	9.6	96.2	88.3	0.8	8.3
F08	R12	RESIDENTIAL	BEDROOM	8.9	98.1	96.6	0.1	1.5
F08	R13	RESIDENTIAL	LKD	20.7	96.2	94.6	0.3	1.7

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL30

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F09

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F09	R1	RESIDENTIAL	LKD	24.7	97.3	50.8	11.5	47.8
F09	R2	RESIDENTIAL	BEDROOM	10.7	96.5	96.3	0.0	0.2
F09	R3	RESIDENTIAL	BEDROOM	11.1	95.8	87.7	0.9	8.4
F09	R4	RESIDENTIAL	BEDROOM	11.7	97.4	80.9	1.9	17
F09	R5	RESIDENTIAL	BEDROOM	9.0	96.4	78.7	1.6	18.4
F09	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.4
F09	R7	RESIDENTIAL	BEDROOM	8.0	95.8	73.1	1.8	23.7
F09	R8	RESIDENTIAL	LKD	16.3	98.3	96.3	0.3	2.1
F09	R9	RESIDENTIAL	LKD	16.3	98.2	90.8	1.2	7.5
F09	R10	RESIDENTIAL	BEDROOM	8.5	96.8	92	0.4	5
F09	R11	RESIDENTIAL	BEDROOM	9.6	96.2	89.1	0.7	7.4
F09	R12	RESIDENTIAL	BEDROOM	8.9	98	96.4	0.1	1.6
F09	R13	RESIDENTIAL	LKD	20.7	96.2	94.6	0.3	1.6

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL31

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F10

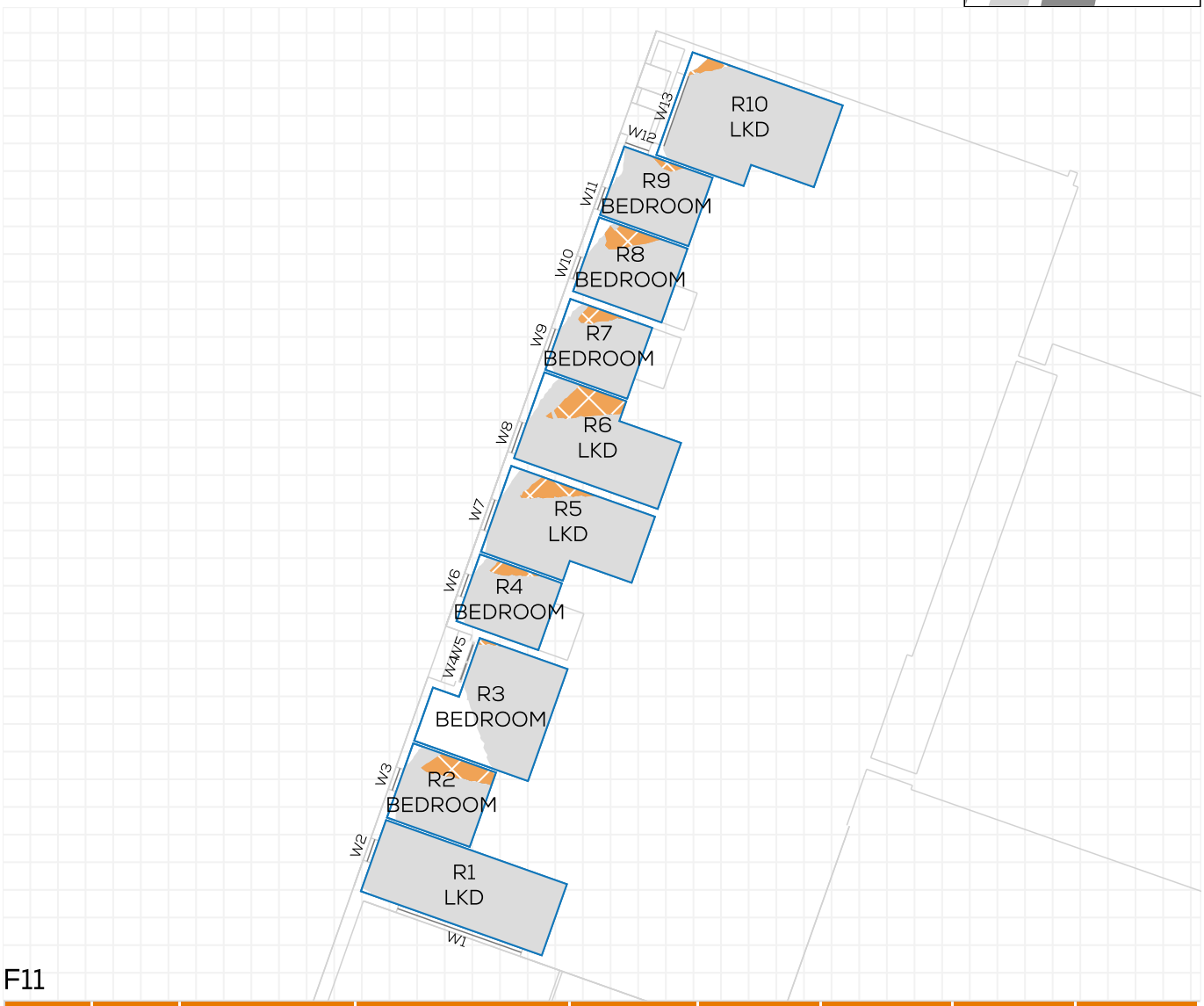
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F10	R1	RESIDENTIAL	LKD	24.7	97.4	50.8	11.5	47.9
F10	R2	RESIDENTIAL	BEDROOM	10.7	96.5	96.3	0.0	0.2
F10	R3	RESIDENTIAL	BEDROOM	11.1	95.8	87.7	0.9	8.4
F10	R4	RESIDENTIAL	BEDROOM	11.7	97.4	81.1	1.9	16.8
F10	R5	RESIDENTIAL	BEDROOM	9.0	96.5	79.3	1.6	17.8
F10	R6	RESIDENTIAL	LKD	26.6	83.2	82.8	0.1	0.4
F10	R7	RESIDENTIAL	BEDROOM	8.0	97	90.4	0.5	6.8
F10	R8	RESIDENTIAL	LKD	16.3	98.3	91.1	1.2	7.3
F10	R9	RESIDENTIAL	LKD	16.3	97	84.1	2.1	13.3
F10	R10	RESIDENTIAL	BEDROOM	8.5	96.4	89.2	0.6	7.5
F10	R11	RESIDENTIAL	BEDROOM	9.6	95.4	84.1	1.1	11.9
F10	R12	RESIDENTIAL	BEDROOM	8.9	97.7	94.9	0.2	2.8
F10	R13	RESIDENTIAL	LKD	20.7	96.3	94.6	0.3	1.7

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL32

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





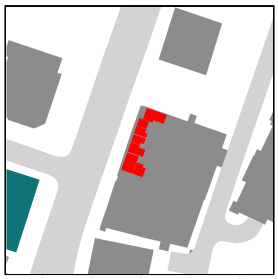
F11

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F11	R1	RESIDENTIAL	LKD	18.9	99.8	99.8	0.0	0
F11	R2	RESIDENTIAL	BEDROOM	9.0	96.5	79.2	1.6	17.9
F11	R3	RESIDENTIAL	BEDROOM	16.5	72.9	72.3	0.1	0.8
F11	R4	RESIDENTIAL	BEDROOM	8.0	97.1	90.7	0.5	6.6
F11	R5	RESIDENTIAL	LKD	16.3	98.3	91.4	1.1	7
F11	R6	RESIDENTIAL	LKD	16.3	97	84.4	2.1	13
F11	R7	RESIDENTIAL	BEDROOM	8.5	96.2	89.2	0.6	7.3
F11	R8	RESIDENTIAL	BEDROOM	9.6	95.4	84.1	1.1	11.8
F11	R9	RESIDENTIAL	BEDROOM	8.9	97.7	94.9	0.2	2.8
F11	R10	RESIDENTIAL	LKD	20.7	96.2	94.4	0.4	1.9

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL33

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





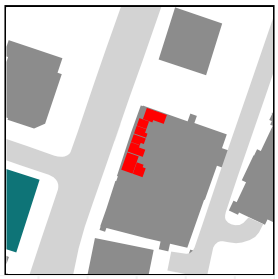
F12

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F12	R1	RESIDENTIAL	LKD	24.5	99.5	99.5	0.0	0
F12	R2	RESIDENTIAL	LKD	15.9	96.5	81.7	2.4	15.4
F12	R3	RESIDENTIAL	BEDROOM	12.9	90.3	90.2	0.0	0
F12	R4	RESIDENTIAL	BEDROOM	10.7	96.8	88.8	0.9	8.2
F12	R5	RESIDENTIAL	BEDROOM	10.3	95.8	85.5	1.1	10.7
F12	R6	RESIDENTIAL	BEDROOM	8.9	97.6	94.9	0.2	2.8
F12	R7	RESIDENTIAL	LKD	24.8	97	95.6	0.3	1.4

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL34

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





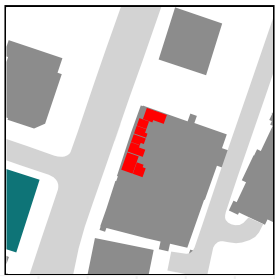
F13

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F13	R1	RESIDENTIAL	LKD	24.5	100	100	0.0	0
F13	R2	RESIDENTIAL	LKD	15.9	97.9	89.7	1.3	8.4
F13	R3	RESIDENTIAL	BEDROOM	12.9	87.5	87.5	0.0	0
F13	R4	RESIDENTIAL	BEDROOM	10.7	97.3	93.9	0.4	3.4
F13	R5	RESIDENTIAL	BEDROOM	10.3	96.9	91.6	0.5	5.5
F13	R6	RESIDENTIAL	BEDROOM	8.9	98.1	96.6	0.1	1.5
F13	R7	RESIDENTIAL	LKD	24.8	96.8	95.6	0.3	1.2

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL35

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F14

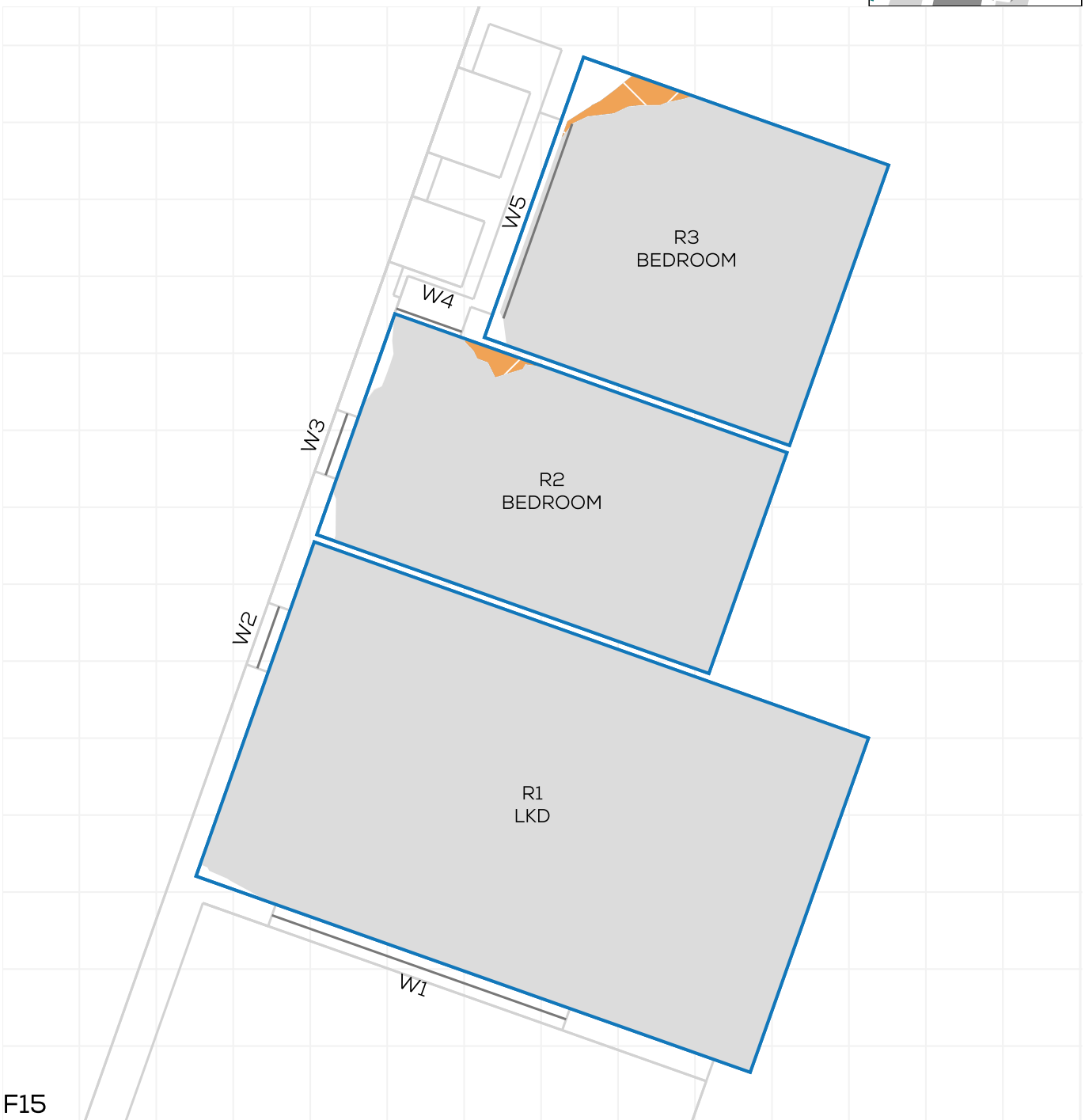
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F14	R1	RESIDENTIAL	LKD	24.5	100	100	0.0	0
F14	R2	RESIDENTIAL	LKD	15.9	97.8	89.9	1.3	8.1
F14	R3	RESIDENTIAL	BEDROOM	12.9	87.3	87.3	0.0	0
F14	R4	RESIDENTIAL	BEDROOM	10.7	97.2	94.6	0.3	2.6
F14	R5	RESIDENTIAL	BEDROOM	10.3	96.9	92.8	0.4	4.2
F14	R6	RESIDENTIAL	BEDROOM	8.9	98.1	96.7	0.1	1.5
F14	R7	RESIDENTIAL	LKD	24.8	96.8	95.5	0.3	1.4

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: HALLMARK TOWER
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL36

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F15

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
HALLMARK TOWER								
F15	R1	RESIDENTIAL	LKD	35.2	99.8	99.8	0.0	0
F15	R2	RESIDENTIAL	BEDROOM	16.4	98.7	97.7	0.2	1.1
F15	R3	RESIDENTIAL	BEDROOM	16.2	96.1	93.9	0.4	2.3

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL37

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F01

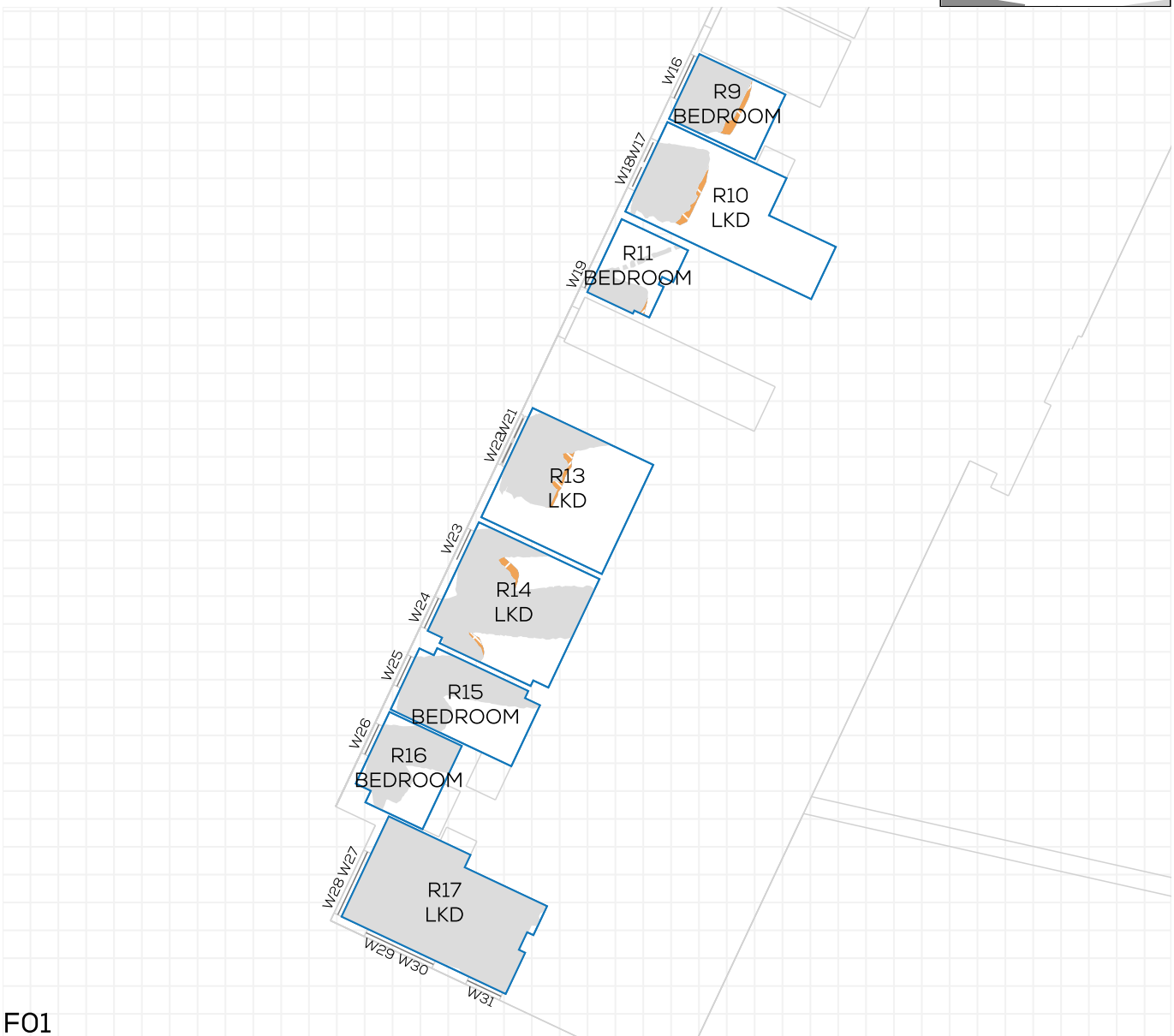
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F01	R1	RESIDENTIAL	LKD	31.2	52.8	28.9	7.4	45.2
F01	R2	RESIDENTIAL	BEDROOM	10.6	75.8	46.4	3.1	38.7
F01	R3	RESIDENTIAL	BEDROOM	12.2	66.6	41.7	3.0	37.4
F01	R4	RESIDENTIAL	LKD	22.4	54.3	39.1	3.4	28.1
F01	R5	RESIDENTIAL	LKD	22.2	42.4	39.6	0.6	6.7
F01	R6	RESIDENTIAL	LKD	25.9	34.9	32.6	0.6	6.6
F01	R7	RESIDENTIAL	BEDROOM	12.4	43.1	39.9	0.4	7.5
F01	R8	RESIDENTIAL	BEDROOM	12.3	40.9	38.3	0.3	6.5

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL38

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F01

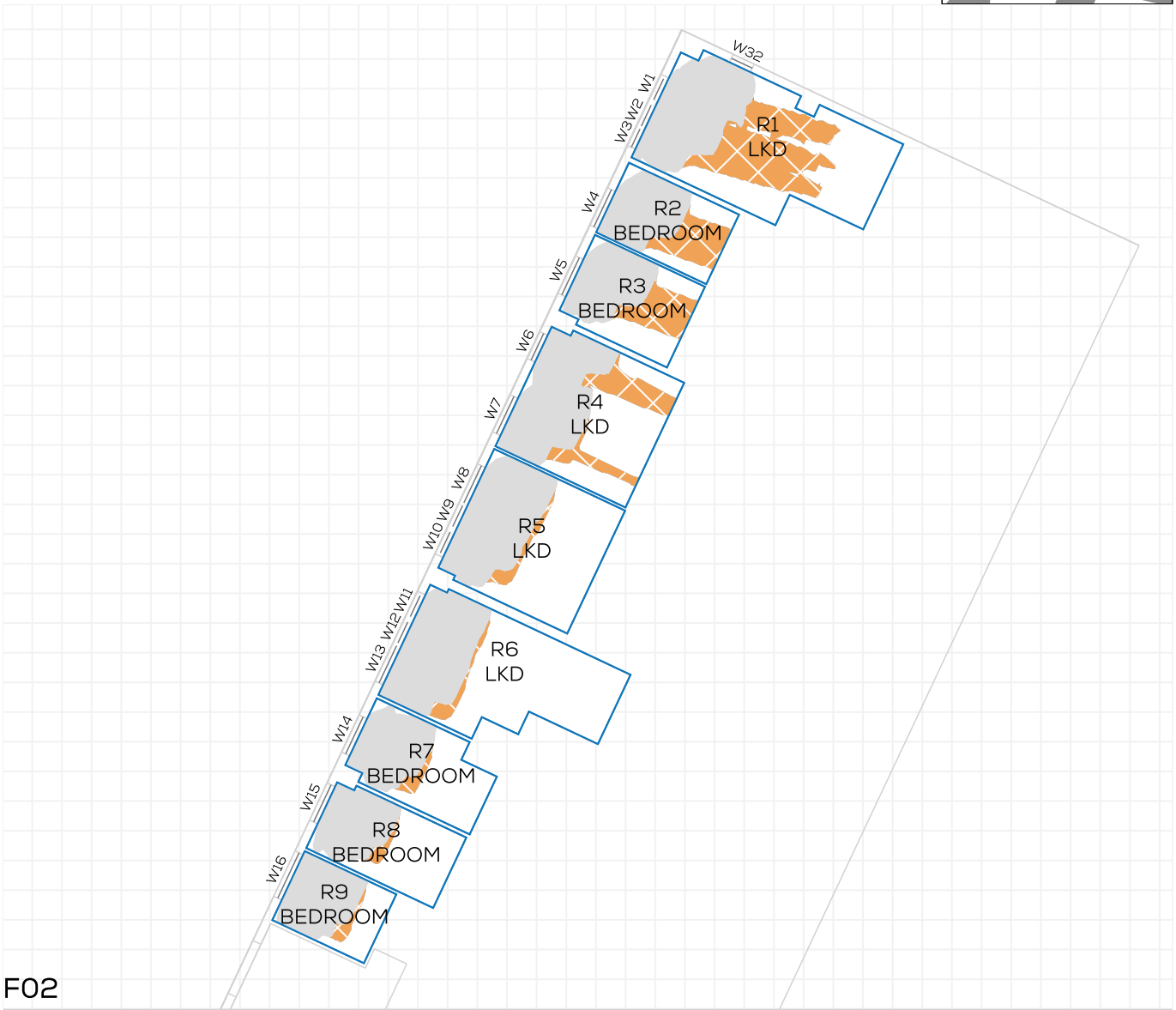
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F01	R9	RESIDENTIAL	BEDROOM	8.8	61.9	57.4	0.4	7.3
F01	R10	RESIDENTIAL	LKD	22.3	26.4	24.9	0.3	5.6
F01	R11	RESIDENTIAL	BEDROOM	7.1	33	32.3	0.0	1.9
F01	R13	RESIDENTIAL	LKD	20.7	32.8	31.1	0.3	5.1
F01	R14	RESIDENTIAL	LKD	21.4	66.3	64.6	0.4	2.6
F01	R15	RESIDENTIAL	BEDROOM	12.6	57	57	0.0	0
F01	R16	RESIDENTIAL	BEDROOM	9.2	65.6	65.6	0.0	0
F01	R17	RESIDENTIAL	LKD	24.1	99.3	99.3	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL39

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F02

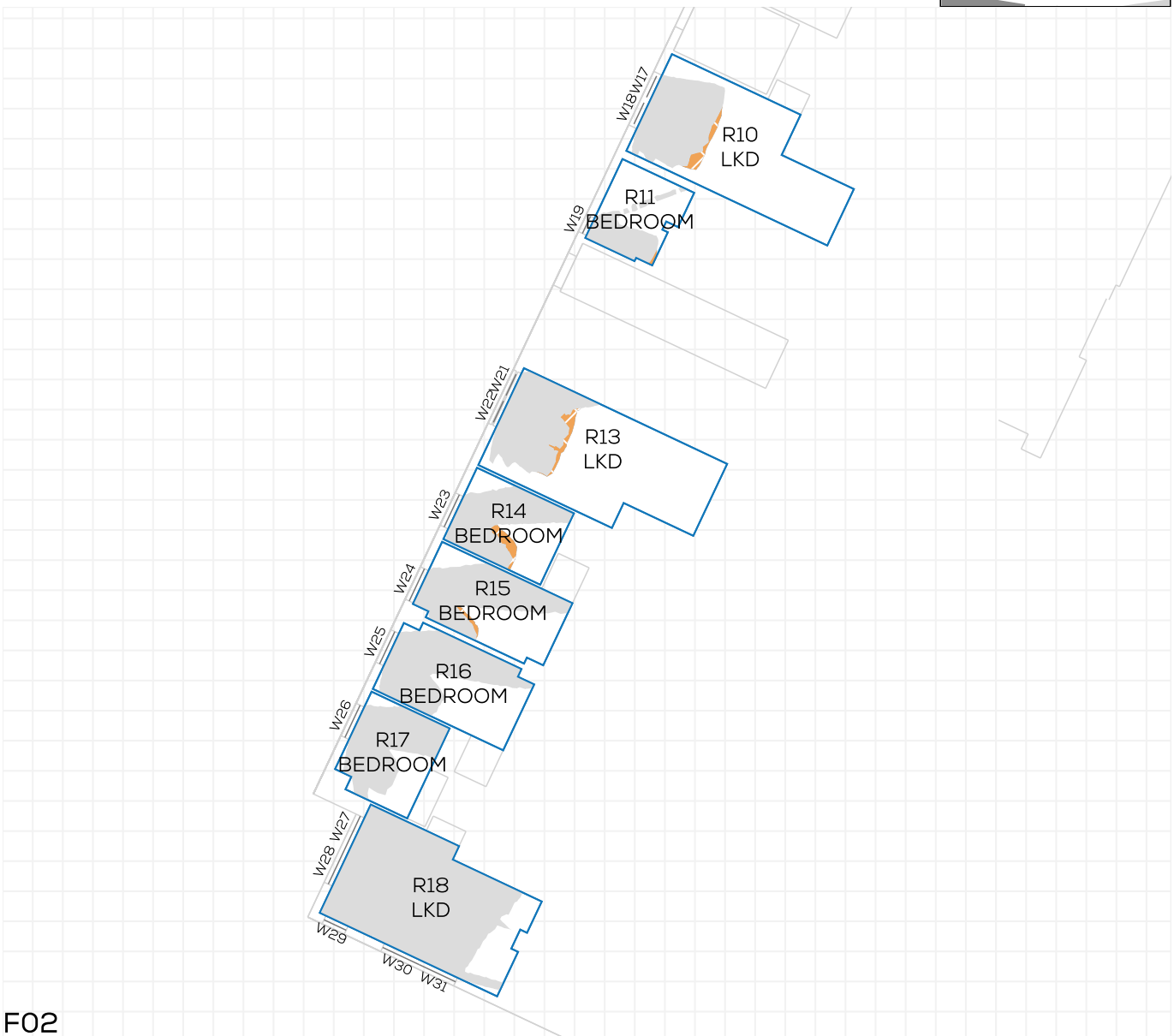
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F02	R1	RESIDENTIAL	LKD	31.2	58.8	31.2	8.6	47
F02	R2	RESIDENTIAL	BEDROOM	10.6	78.5	52.1	2.8	33.6
F02	R3	RESIDENTIAL	BEDROOM	12.2	69.4	46.9	2.7	32.4
F02	R4	RESIDENTIAL	LKD	22.4	60.2	44.1	3.6	26.7
F02	R5	RESIDENTIAL	LKD	22.2	47.8	44.3	0.8	7.3
F02	R6	RESIDENTIAL	LKD	25.9	39.3	36.4	0.8	7.5
F02	R7	RESIDENTIAL	BEDROOM	12.4	50	45.8	0.5	8.3
F02	R8	RESIDENTIAL	BEDROOM	12.3	46.7	43.2	0.4	7.5
F02	R9	RESIDENTIAL	BEDROOM	8.8	70.1	64.6	0.5	7.7

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL40

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F02

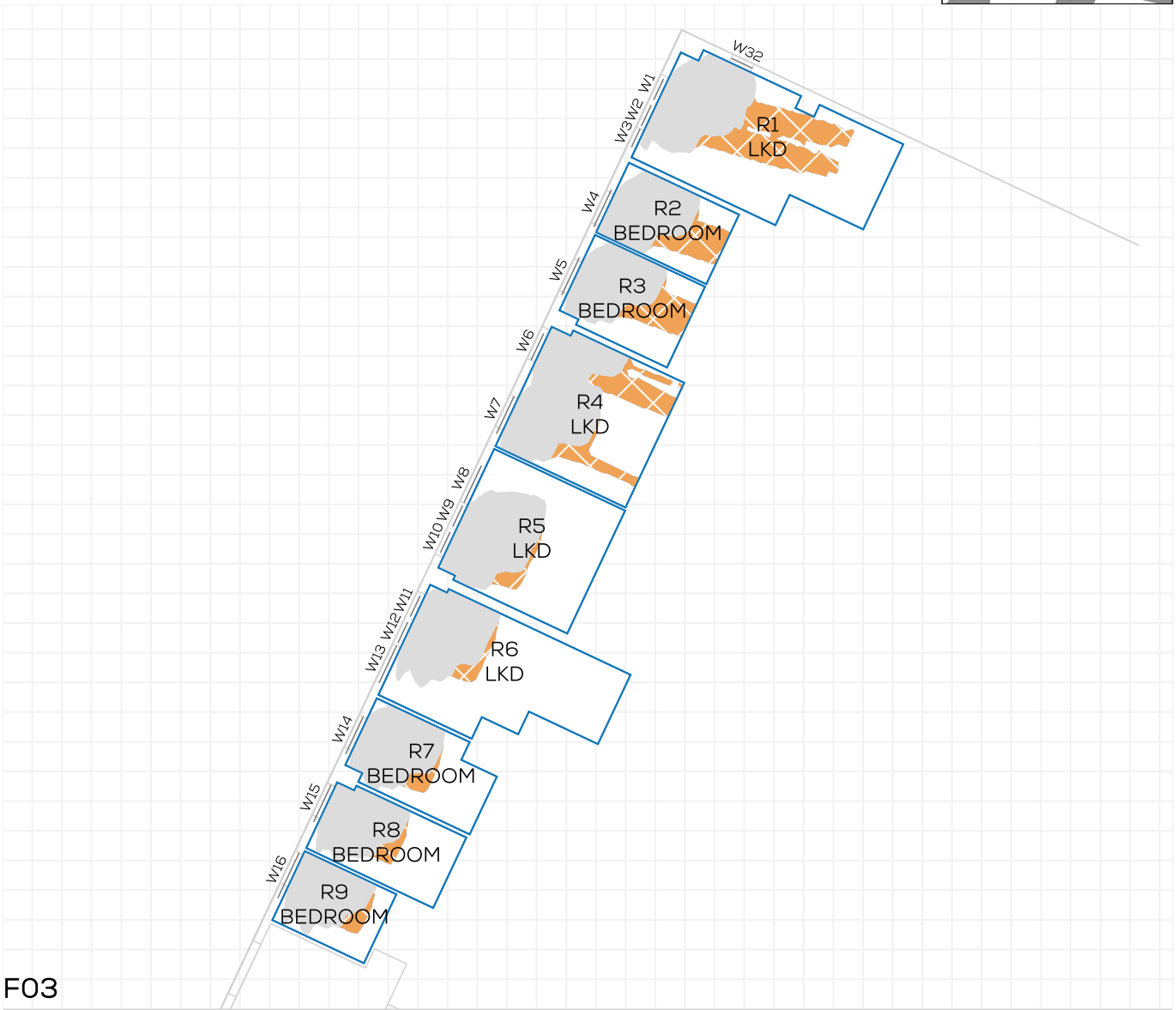
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F02	R10	RESIDENTIAL	LKD	22.3	30.5	28.7	0.4	6
F02	R11	RESIDENTIAL	BEDROOM	7.1	37.1	36.4	0.0	1.7
F02	R13	RESIDENTIAL	LKD	24.2	29.3	27.4	0.4	6.3
F02	R14	RESIDENTIAL	BEDROOM	9.3	63.2	58.9	0.4	6.8
F02	R15	RESIDENTIAL	BEDROOM	11.7	57.6	56.4	0.1	2.1
F02	R16	RESIDENTIAL	BEDROOM	12.6	58.6	58.6	0.0	0
F02	R17	RESIDENTIAL	BEDROOM	9.2	68.4	68.4	0.0	0
F02	R18	RESIDENTIAL	LKD	24.1	87	87	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL41

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F03

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F03	R1	RESIDENTIAL	LKD	31.2	47.6	26.8	6.5	43.7
F03	R2	RESIDENTIAL	BEDROOM	10.6	76.1	56.6	2.1	25.7
F03	R3	RESIDENTIAL	BEDROOM	12.2	67.9	50.3	2.1	25.9
F03	R4	RESIDENTIAL	LKD	22.4	65.3	48.6	3.7	25.5
F03	R5	RESIDENTIAL	LKD	22.2	39	36.1	0.6	7.4
F03	R6	RESIDENTIAL	LKD	25.9	30.8	28.3	0.7	8.4
F03	R7	RESIDENTIAL	BEDROOM	12.4	55	50.4	0.6	8.3
F03	R8	RESIDENTIAL	BEDROOM	12.3	50	45.3	0.6	9.4
F03	R9	RESIDENTIAL	BEDROOM	8.8	66.8	60.2	0.6	10

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL42

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F03

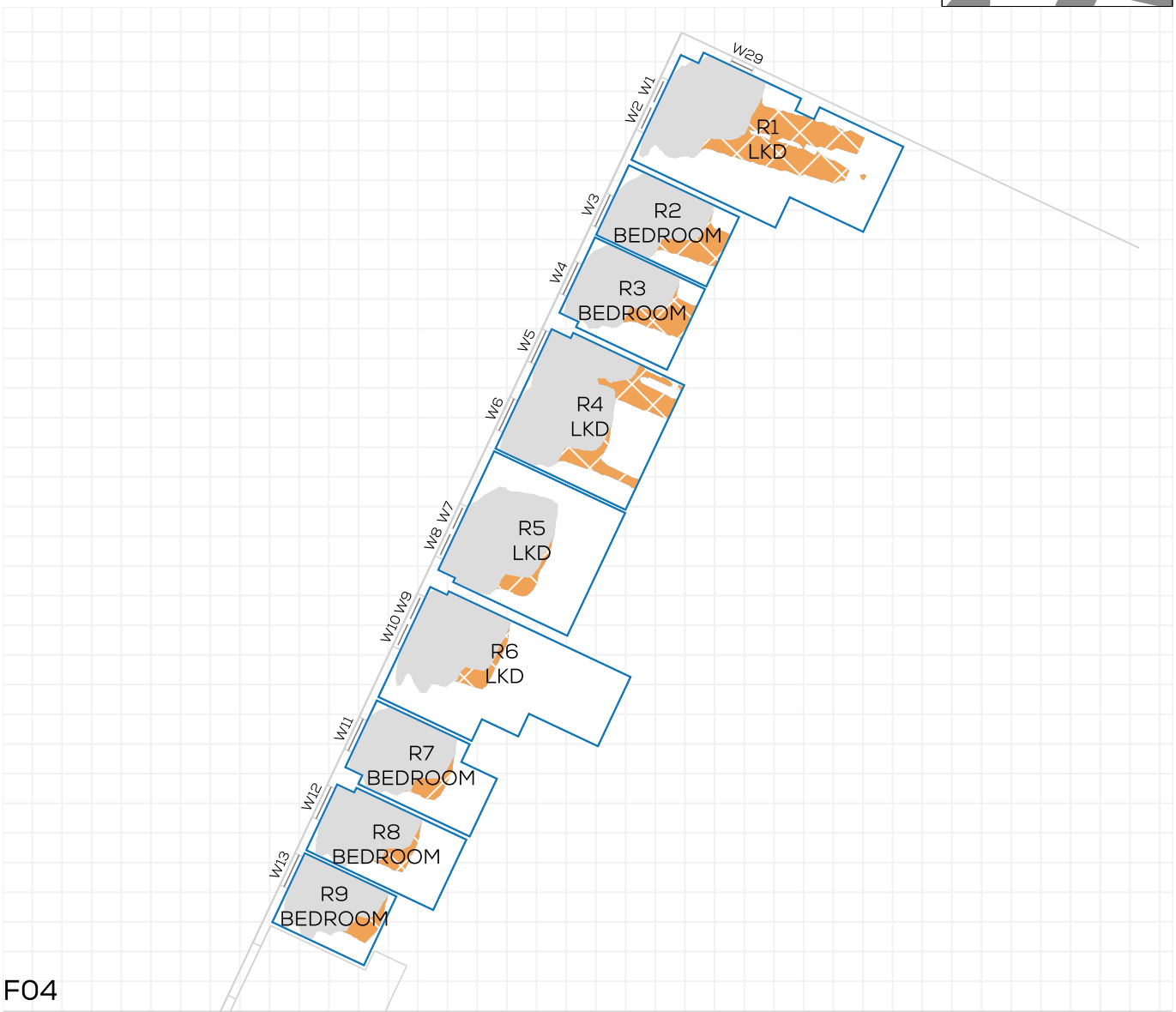
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F03	R10	RESIDENTIAL	LKD	22.3	35.9	33.2	0.6	7.4
F03	R11	RESIDENTIAL	BEDROOM	7.1	39.1	39.1	0.0	0
F03	R13	RESIDENTIAL	LKD	24.2	33.7	31	0.6	8
F03	R14	RESIDENTIAL	BEDROOM	9.3	66	60.3	0.5	8.6
F03	R15	RESIDENTIAL	BEDROOM	11.7	58.8	57.2	0.2	2.8
F03	R16	RESIDENTIAL	BEDROOM	12.6	60.5	60.5	0.0	0
F03	R17	RESIDENTIAL	BEDROOM	9.2	71.6	71.6	0.0	0
F03	R18	RESIDENTIAL	LKD	24.1	99.1	99.1	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL43

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F04

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F04	R1	RESIDENTIAL	LKD	31.2	52.5	29.6	7.1	43.5
F04	R2	RESIDENTIAL	BEDROOM	10.6	80.7	64.3	1.7	20.2
F04	R3	RESIDENTIAL	BEDROOM	12.2	72.3	57.4	1.8	20.5
F04	R4	RESIDENTIAL	LKD	22.4	71.4	56.1	3.4	21.4
F04	R5	RESIDENTIAL	LKD	22.2	46.9	43	0.9	8.4
F04	R6	RESIDENTIAL	LKD	25.9	35.7	32.4	0.9	9.3
F04	R7	RESIDENTIAL	BEDROOM	12.4	64.6	58	0.8	10.2
F04	R8	RESIDENTIAL	BEDROOM	12.3	58.9	52.3	0.8	11.2
F04	R9	RESIDENTIAL	BEDROOM	8.8	79.7	70.1	0.8	12

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL44

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F04

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F04	R10	RESIDENTIAL	LKD	22.3	42.6	39.1	0.8	8.2
F04	R11	RESIDENTIAL	BEDROOM	7.1	40.8	40.8	0.0	0
F04	R13	RESIDENTIAL	LKD	24.2	39.1	34.8	1.0	10.9
F04	R14	RESIDENTIAL	BEDROOM	9.3	69.3	61.8	0.7	10.8
F04	R15	RESIDENTIAL	BEDROOM	11.7	59.8	57.8	0.2	3.4
F04	R16	RESIDENTIAL	BEDROOM	12.6	62.3	62.3	0.0	0
F04	R17	RESIDENTIAL	BEDROOM	9.2	75.6	75.6	0.0	0
F04	R18	RESIDENTIAL	LKD	24.1	94.3	94.3	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL45

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F05

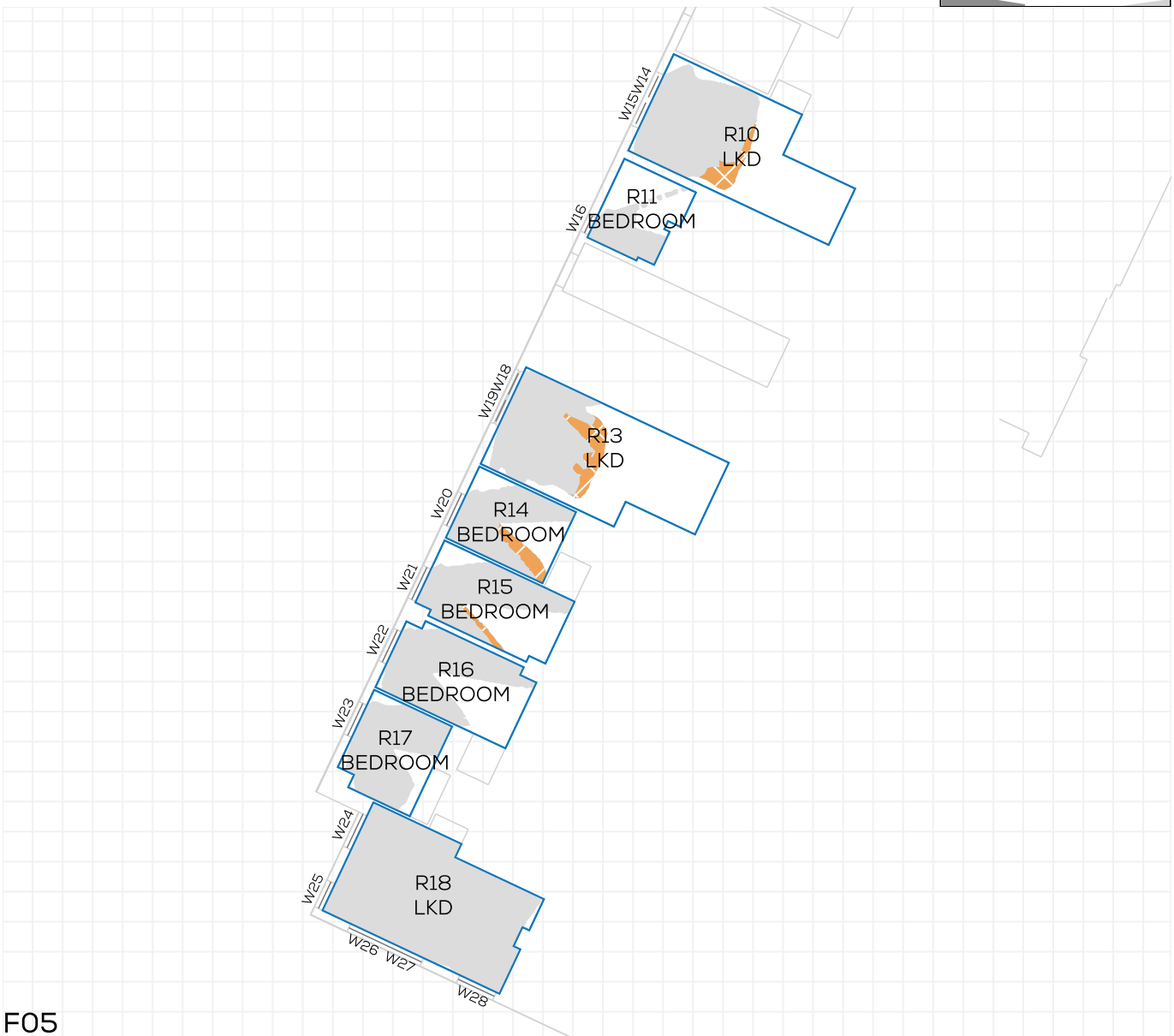
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F05	R1	RESIDENTIAL	LKD	31.2	57	34.3	7.1	39.7
F05	R2	RESIDENTIAL	BEDROOM	10.6	85.9	72.9	1.4	15.1
F05	R3	RESIDENTIAL	BEDROOM	12.2	77.6	65.5	1.5	15.6
F05	R4	RESIDENTIAL	LKD	22.4	79.2	65.4	3.1	17.4
F05	R5	RESIDENTIAL	LKD	22.2	58.3	52.8	1.2	9.4
F05	R6	RESIDENTIAL	LKD	25.9	42.3	37.9	1.2	10.5
F05	R7	RESIDENTIAL	BEDROOM	12.4	76	66.4	1.2	12.6
F05	R8	RESIDENTIAL	BEDROOM	12.3	70.3	61.1	1.1	13.2
F05	R9	RESIDENTIAL	BEDROOM	8.8	86.1	79	0.6	8.3

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL46

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F05

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F05	R10	RESIDENTIAL	LKD	22.3	51.8	47	1.1	9.2
F05	R11	RESIDENTIAL	BEDROOM	7.1	42.6	42.6	0.0	0
F05	R13	RESIDENTIAL	LKD	24.2	45.9	39.3	1.6	14.4
F05	R14	RESIDENTIAL	BEDROOM	9.3	72.1	62.8	0.9	12.9
F05	R15	RESIDENTIAL	BEDROOM	11.7	60.6	58.1	0.3	4.1
F05	R16	RESIDENTIAL	BEDROOM	12.6	64.1	64.1	0.0	0
F05	R17	RESIDENTIAL	BEDROOM	9.2	80.8	80.8	0.0	0
F05	R18	RESIDENTIAL	LKD	24.1	99.2	99.2	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL47

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F06

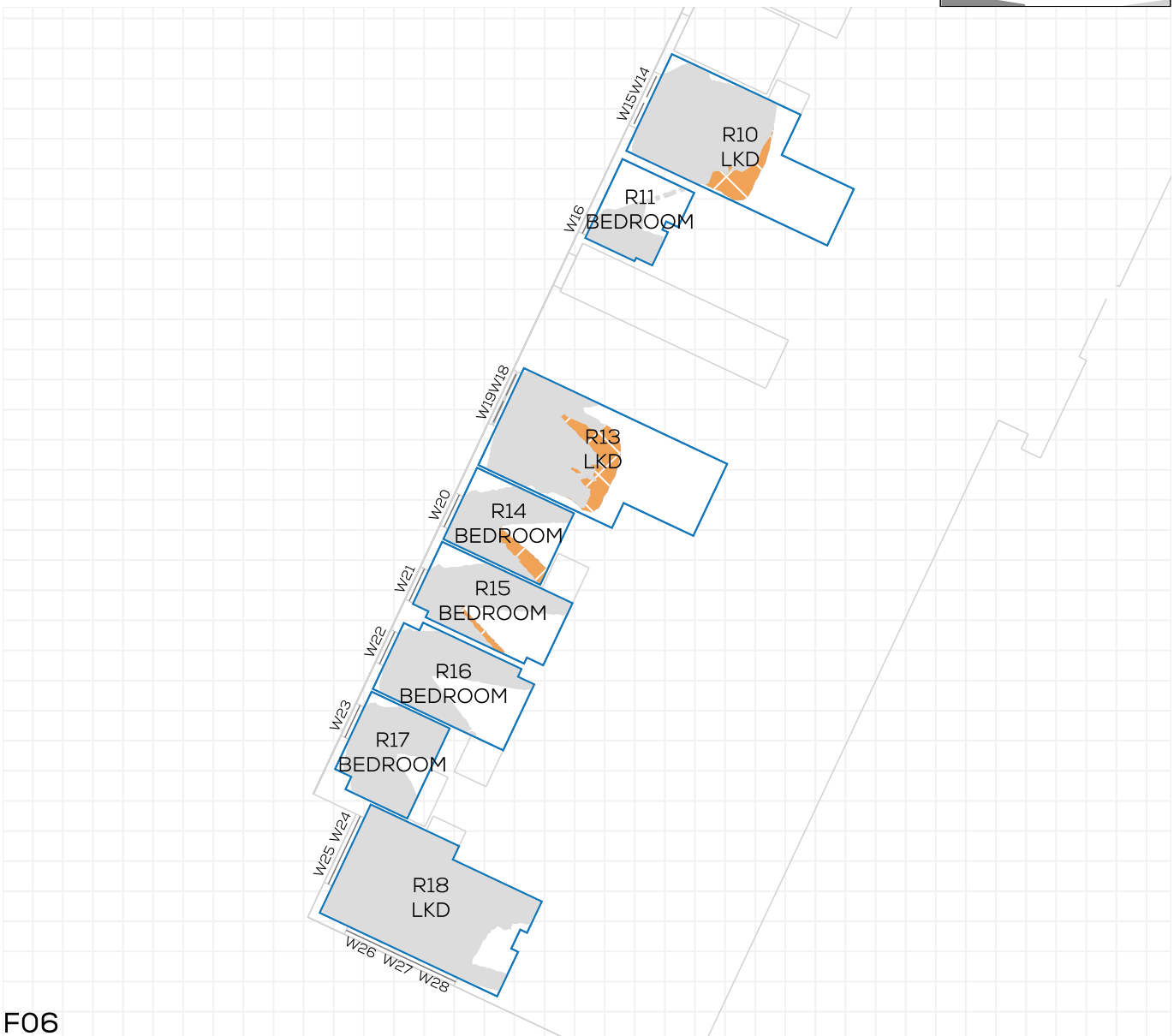
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F06	R1	RESIDENTIAL	LKD	31.2	61.4	40	6.7	34.8
F06	R2	RESIDENTIAL	BEDROOM	10.6	89	79.7	1.0	10.4
F06	R3	RESIDENTIAL	BEDROOM	12.2	81.4	72.4	1.1	11
F06	R4	RESIDENTIAL	LKD	22.4	90	77.5	2.8	13.9
F06	R5	RESIDENTIAL	LKD	22.2	74.3	66.6	1.7	10.4
F06	R6	RESIDENTIAL	LKD	25.9	51.2	44.5	1.7	12.9
F06	R7	RESIDENTIAL	BEDROOM	12.4	89.1	74.7	1.8	16.1
F06	R8	RESIDENTIAL	BEDROOM	12.3	86	71.6	1.8	16.8
F06	R9	RESIDENTIAL	BEDROOM	8.8	89.6	85.6	0.4	4.5

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL48

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F06

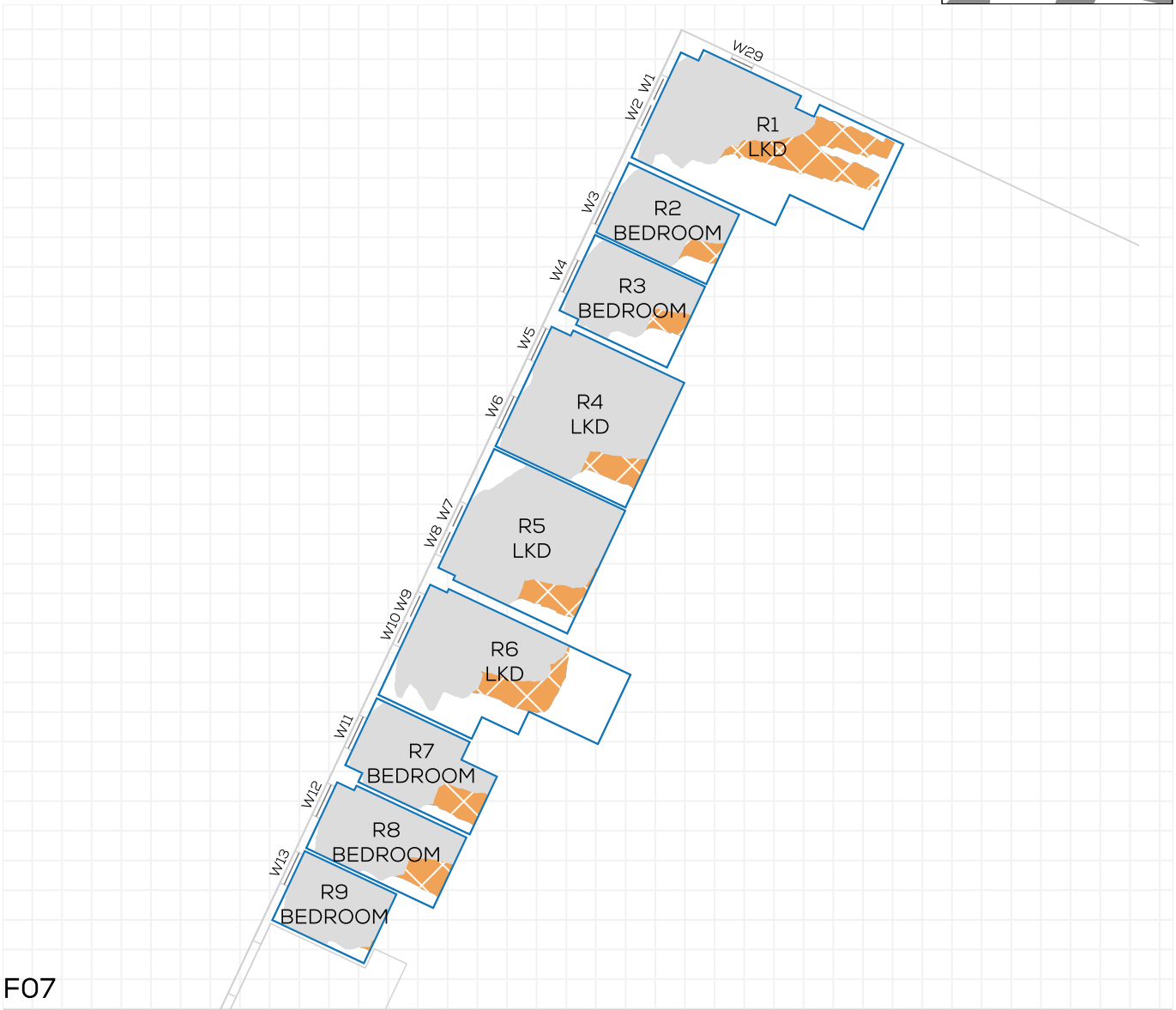
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F06	R10	RESIDENTIAL	LKD	22.3	64.8	57.8	1.6	10.8
F06	R11	RESIDENTIAL	BEDROOM	7.1	46.4	46.4	0.0	0
F06	R13	RESIDENTIAL	LKD	24.2	54.9	44.8	2.5	18.5
F06	R14	RESIDENTIAL	BEDROOM	9.3	73.1	63.7	0.9	12.8
F06	R15	RESIDENTIAL	BEDROOM	11.7	61.1	58.4	0.3	4.3
F06	R16	RESIDENTIAL	BEDROOM	12.6	65.5	65.5	0.0	0
F06	R17	RESIDENTIAL	BEDROOM	9.2	85.2	85.2	0.0	0
F06	R18	RESIDENTIAL	LKD	24.1	92.5	92.5	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL49

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F07

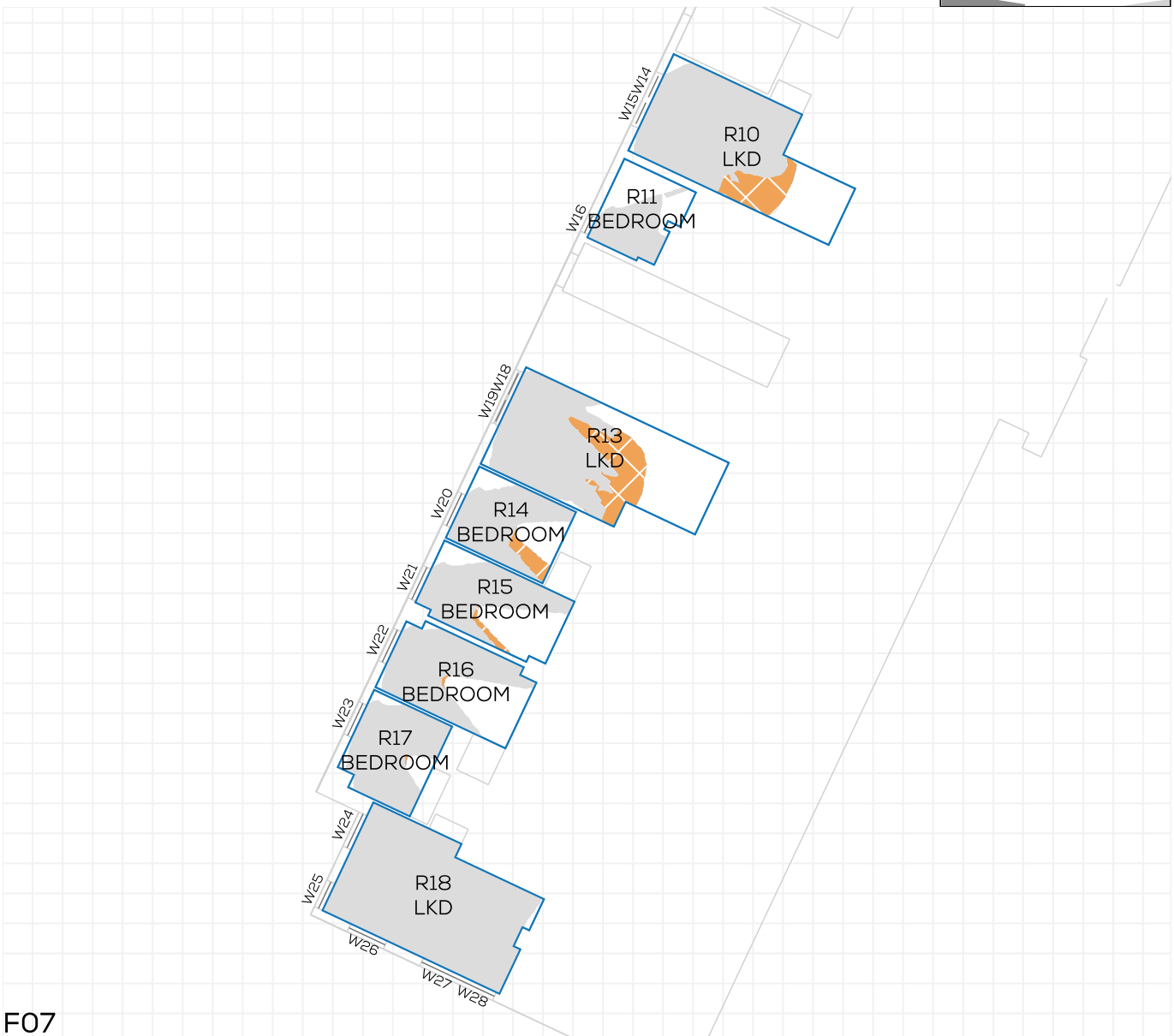
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F07	R1	RESIDENTIAL	LKD	31.2	64.6	44.5	6.3	31.1
F07	R2	RESIDENTIAL	BEDROOM	10.6	91.1	83.4	0.8	8.4
F07	R3	RESIDENTIAL	BEDROOM	12.2	84.3	77	0.9	8.7
F07	R4	RESIDENTIAL	LKD	22.4	93.6	86.5	1.6	7.6
F07	R5	RESIDENTIAL	LKD	22.2	90.1	81.8	1.9	9.3
F07	R6	RESIDENTIAL	LKD	25.9	63.9	52.8	2.9	17.3
F07	R7	RESIDENTIAL	BEDROOM	12.4	93.8	81.5	1.5	13.1
F07	R8	RESIDENTIAL	BEDROOM	12.3	91.5	79.8	1.4	12.9
F07	R9	RESIDENTIAL	BEDROOM	8.8	93.3	92.8	0.0	0.5

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL50

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F07

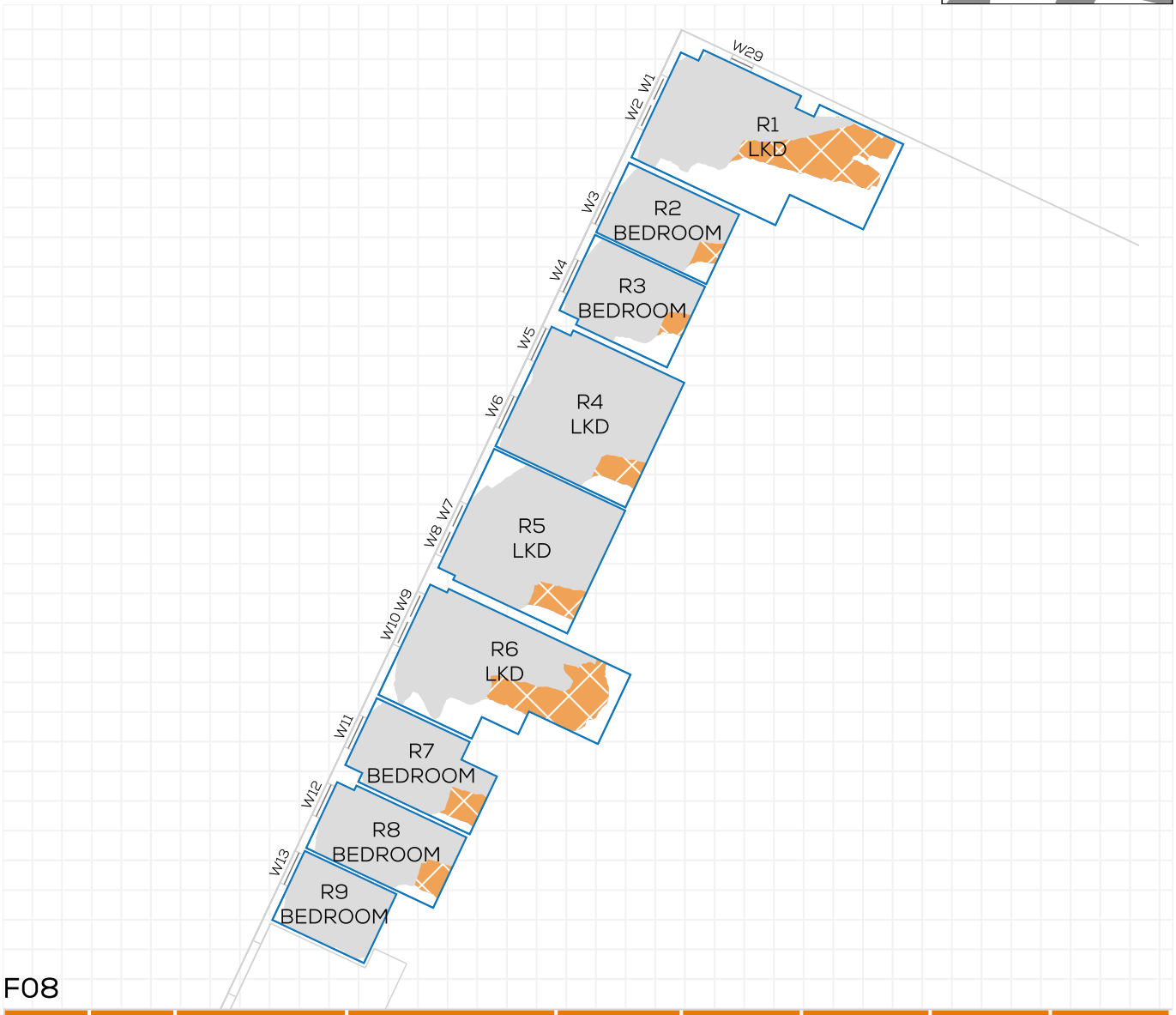
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F07	R10	RESIDENTIAL	LKD	22.3	79.6	68.5	2.5	13.9
F07	R11	RESIDENTIAL	BEDROOM	7.1	54.6	54.6	0.0	0
F07	R13	RESIDENTIAL	LKD	24.2	66.4	50.8	3.8	23.6
F07	R14	RESIDENTIAL	BEDROOM	9.3	74.9	66.7	0.8	11
F07	R15	RESIDENTIAL	BEDROOM	11.7	62.3	59.8	0.3	4.1
F07	R16	RESIDENTIAL	BEDROOM	12.6	67	66.7	0.0	0.5
F07	R17	RESIDENTIAL	BEDROOM	9.2	87.6	87.3	0.0	0.3
F07	R18	RESIDENTIAL	LKD	24.1	99.4	99.4	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL51

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F08

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F08	R1	RESIDENTIAL	LKD	31.2	69.1	48.8	6.3	29.4
F08	R2	RESIDENTIAL	BEDROOM	10.6	93.8	88	0.6	6.2
F08	R3	RESIDENTIAL	BEDROOM	12.2	88.1	82.9	0.6	5.8
F08	R4	RESIDENTIAL	LKD	22.4	95	89.4	1.3	5.9
F08	R5	RESIDENTIAL	LKD	22.2	91.5	84.7	1.5	7.4
F08	R6	RESIDENTIAL	LKD	25.9	81.9	61.3	5.3	25.1
F08	R7	RESIDENTIAL	BEDROOM	12.4	96.1	86.4	1.2	10.1
F08	R8	RESIDENTIAL	BEDROOM	12.3	94.6	86.4	1.0	8.7
F08	R9	RESIDENTIAL	BEDROOM	8.8	96.9	96.9	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL52

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F08

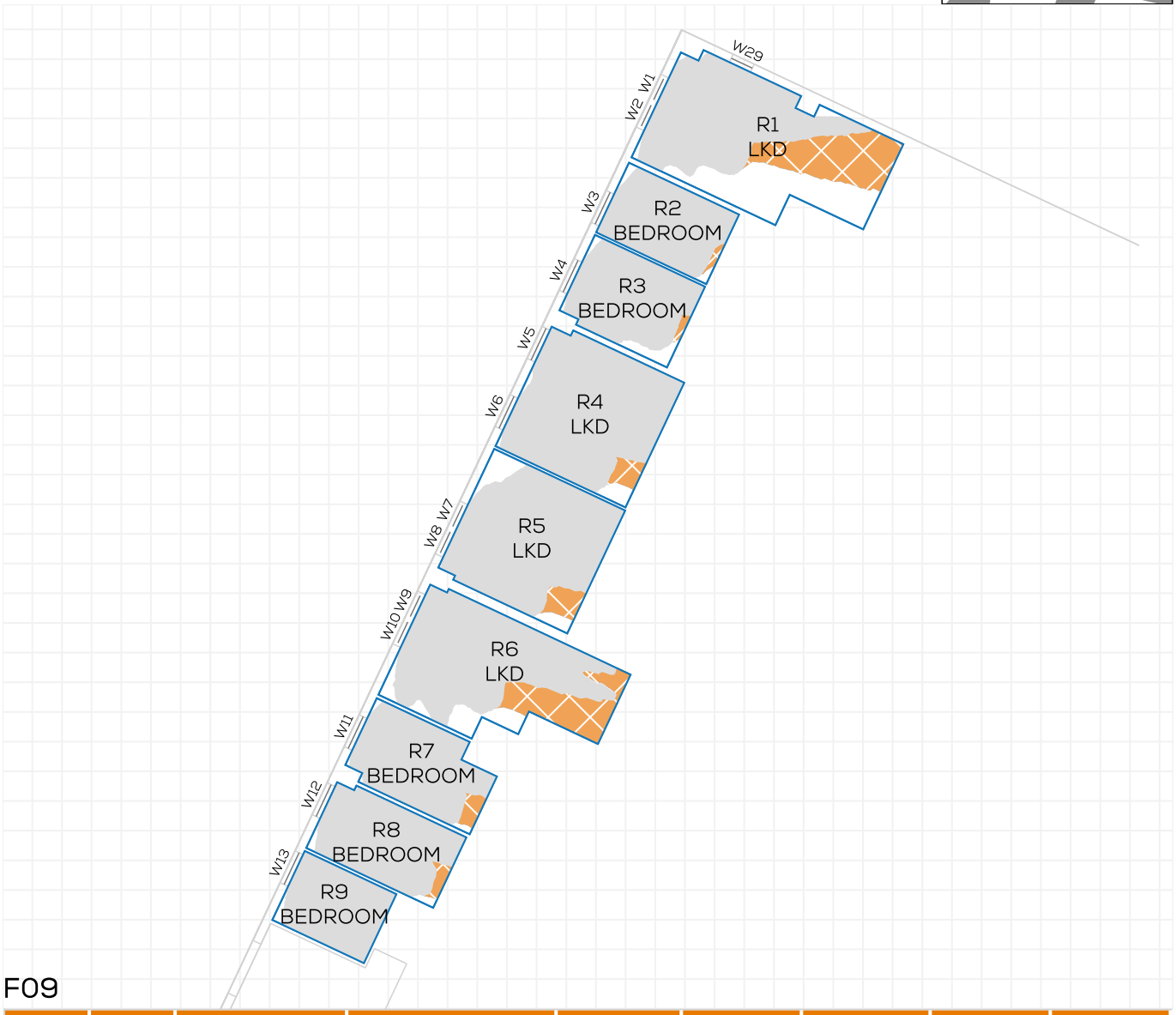
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F08	R10	RESIDENTIAL	LKD	22.3	93.9	75.5	4.1	19.5
F08	R11	RESIDENTIAL	BEDROOM	7.1	67.2	67.2	0.0	0
F08	R13	RESIDENTIAL	LKD	24.2	76.8	56.7	4.8	26.1
F08	R14	RESIDENTIAL	BEDROOM	9.3	81	76	0.5	6.2
F08	R15	RESIDENTIAL	BEDROOM	11.7	66.6	64.8	0.2	2.8
F08	R16	RESIDENTIAL	BEDROOM	12.6	71.4	70.4	0.1	1.3
F08	R17	RESIDENTIAL	BEDROOM	9.2	93.9	92.6	0.1	1.3
F08	R18	RESIDENTIAL	LKD	24.1	91.6	91.6	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL53

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F09

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F09	R1	RESIDENTIAL	LKD	31.2	74.5	53.4	6.6	28.4
F09	R2	RESIDENTIAL	BEDROOM	10.6	97	94.9	0.2	2.2
F09	R3	RESIDENTIAL	BEDROOM	12.2	92.5	90.6	0.2	2.1
F09	R4	RESIDENTIAL	LKD	22.4	96.7	92.9	0.9	3.9
F09	R5	RESIDENTIAL	LKD	22.2	93	88	1.1	5.4
F09	R6	RESIDENTIAL	LKD	25.9	91.4	72.8	4.8	20.3
F09	R7	RESIDENTIAL	BEDROOM	12.4	98	92.8	0.6	5.3
F09	R8	RESIDENTIAL	BEDROOM	12.3	97.3	93.4	0.5	4.1
F09	R9	RESIDENTIAL	BEDROOM	8.8	97.8	97.8	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL54

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F09

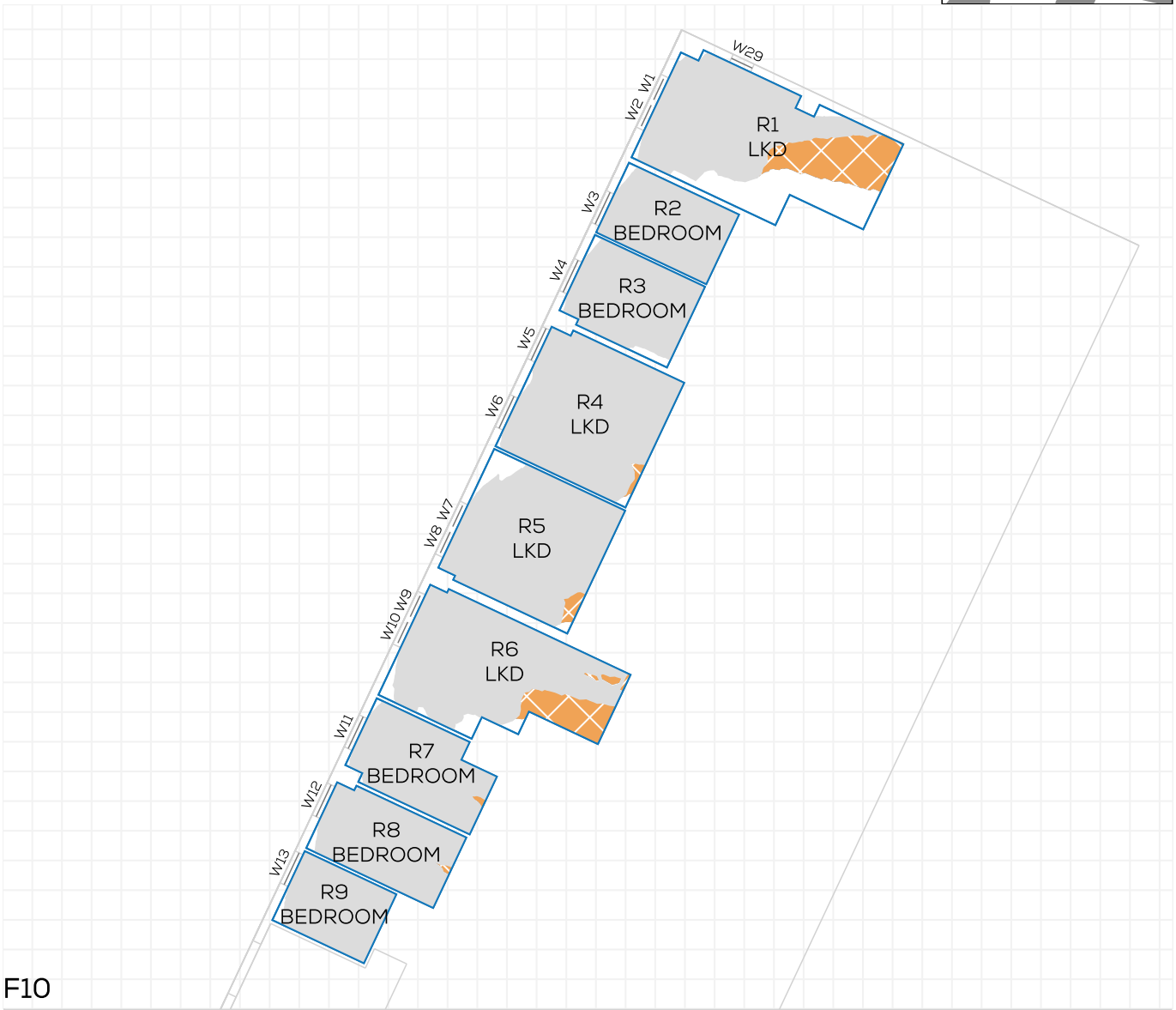
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F09	R10	RESIDENTIAL	LKD	22.3	98.8	82.9	3.5	16.1
F09	R11	RESIDENTIAL	BEDROOM	7.1	70.2	70.2	0.0	0
F09	R13	RESIDENTIAL	LKD	24.2	87.1	66.2	5.1	24
F09	R14	RESIDENTIAL	BEDROOM	9.3	93.3	93.3	0.0	0
F09	R15	RESIDENTIAL	BEDROOM	11.7	83.4	82.6	0.1	1
F09	R16	RESIDENTIAL	BEDROOM	12.6	87.4	84.5	0.4	3.3
F09	R17	RESIDENTIAL	BEDROOM	9.2	95.6	95.6	0.0	0
F09	R18	RESIDENTIAL	LKD	24.1	99.9	99.9	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL55

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F10

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F10	R1	RESIDENTIAL	LKD	31.2	77.5	58.5	5.9	24.6
F10	R2	RESIDENTIAL	BEDROOM	10.6	98.3	98.3	0.0	0
F10	R3	RESIDENTIAL	BEDROOM	12.2	95.9	95.9	0.0	0
F10	R4	RESIDENTIAL	LKD	22.4	98.8	97.7	0.2	1.1
F10	R5	RESIDENTIAL	LKD	22.2	94.9	92.7	0.5	2.3
F10	R6	RESIDENTIAL	LKD	25.9	95.6	82.2	3.5	14
F10	R7	RESIDENTIAL	BEDROOM	12.4	99	98.4	0.1	0.6
F10	R8	RESIDENTIAL	BEDROOM	12.3	98.7	98.1	0.1	0.6
F10	R9	RESIDENTIAL	BEDROOM	8.8	97.7	97.7	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL56

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F10

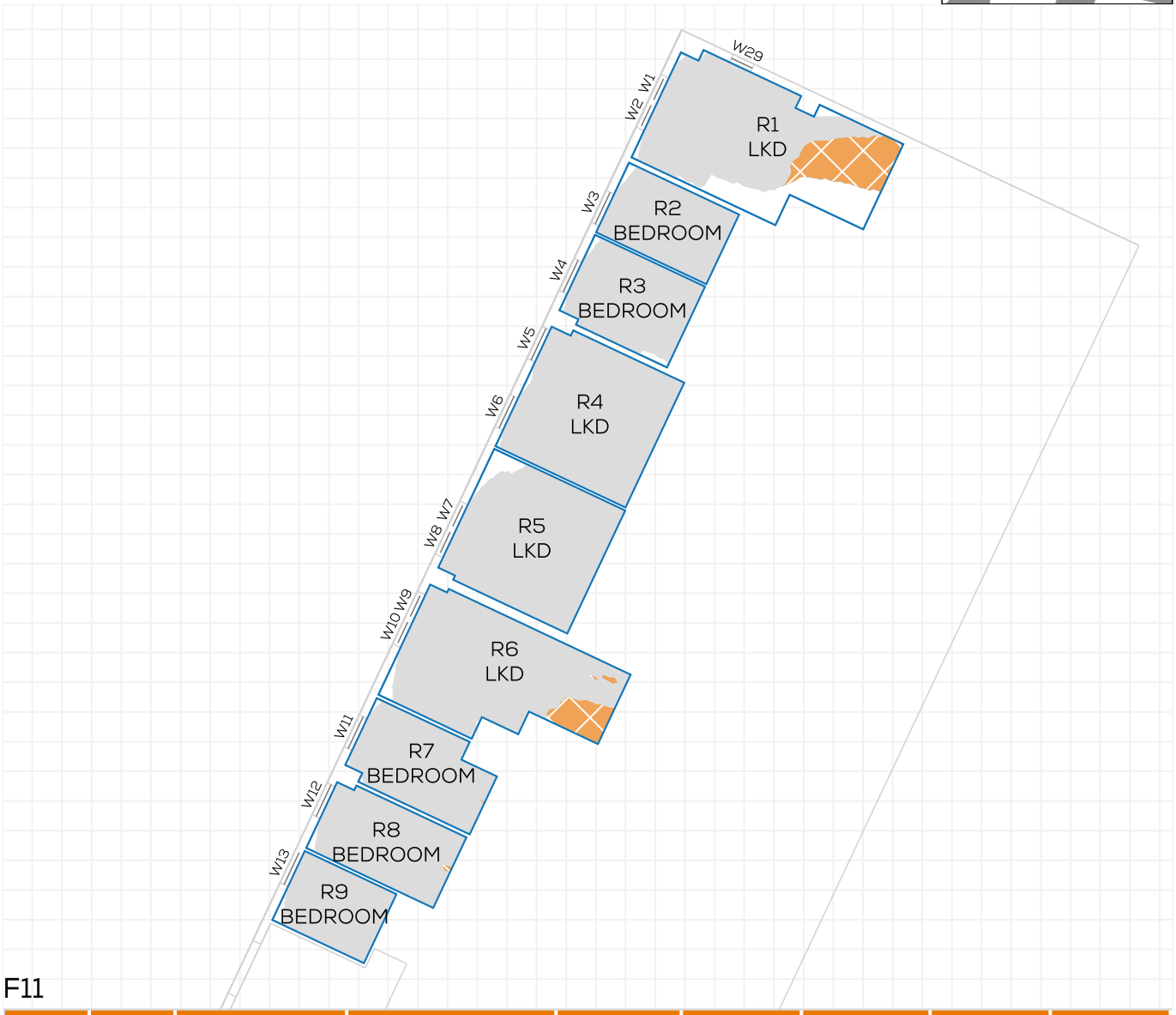
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F10	R10	RESIDENTIAL	LKD	22.3	99.1	87.9	2.5	11.3
F10	R11	RESIDENTIAL	BEDROOM	7.1	70.7	70.7	0.0	0
F10	R13	RESIDENTIAL	LKD	24.2	98	93.7	1.0	4.4
F10	R14	RESIDENTIAL	BEDROOM	9.3	93.9	93.9	0.0	0
F10	R15	RESIDENTIAL	BEDROOM	11.7	94	94	0.0	0
F10	R16	RESIDENTIAL	BEDROOM	12.6	98.4	97.2	0.1	1.2
F10	R17	RESIDENTIAL	BEDROOM	9.2	96.2	96.2	0.0	0
F10	R18	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL57

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F11

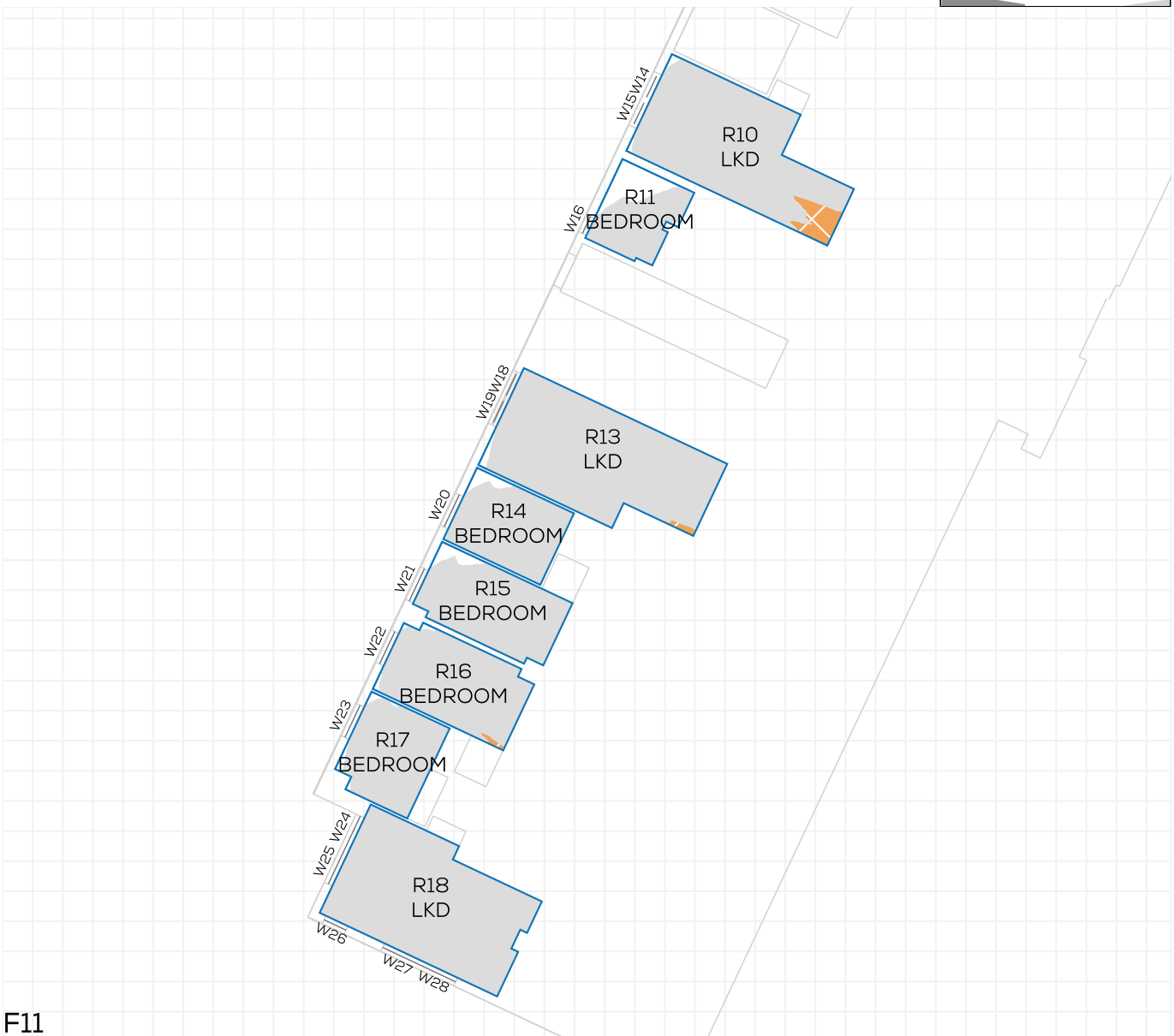
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F11	R1	RESIDENTIAL	LKD	31.2	81.8	65.5	5.1	20
F11	R2	RESIDENTIAL	BEDROOM	10.6	98.4	98.4	0.0	0
F11	R3	RESIDENTIAL	BEDROOM	12.2	97	97	0.0	0
F11	R4	RESIDENTIAL	LKD	22.4	99.3	99.3	0.0	0
F11	R5	RESIDENTIAL	LKD	22.2	95.9	95.9	0.0	0
F11	R6	RESIDENTIAL	LKD	25.9	98.4	89.9	2.2	8.6
F11	R7	RESIDENTIAL	BEDROOM	12.4	99	99	0.0	0.1
F11	R8	RESIDENTIAL	BEDROOM	12.3	98.7	98.3	0.1	0.5
F11	R9	RESIDENTIAL	BEDROOM	8.8	97.8	97.8	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL58

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F11

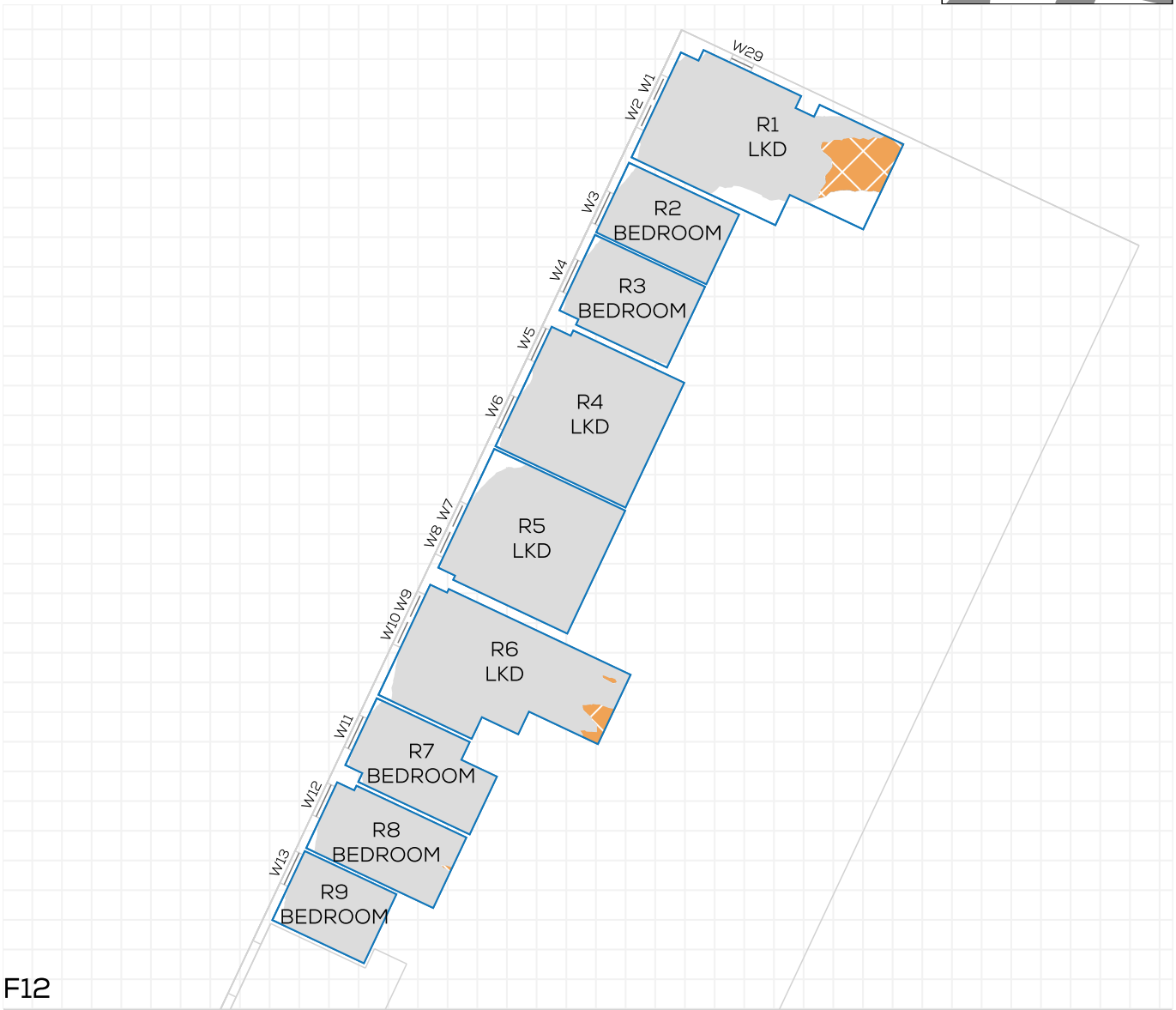
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F11	R10	RESIDENTIAL	LKD	22.3	99.3	92.9	1.4	6.5
F11	R11	RESIDENTIAL	BEDROOM	7.1	71.8	71.8	0.0	0
F11	R13	RESIDENTIAL	LKD	24.2	99.2	98.5	0.2	0.7
F11	R14	RESIDENTIAL	BEDROOM	9.3	94.5	94.5	0.0	0
F11	R15	RESIDENTIAL	BEDROOM	11.7	94.6	94.6	0.0	0
F11	R16	RESIDENTIAL	BEDROOM	12.6	98.6	97.6	0.1	1
F11	R17	RESIDENTIAL	BEDROOM	9.2	96.6	96.6	0.0	0
F11	R18	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL59

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F12

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F12	R1	RESIDENTIAL	LKD	31.2	88.3	75.3	4.1	14.7
F12	R2	RESIDENTIAL	BEDROOM	10.6	98.4	98.4	0.0	0
F12	R3	RESIDENTIAL	BEDROOM	12.2	98.3	98.3	0.0	0
F12	R4	RESIDENTIAL	LKD	22.4	99.3	99.3	0.0	0
F12	R5	RESIDENTIAL	LKD	22.2	96.4	96.4	0.0	0
F12	R6	RESIDENTIAL	LKD	25.9	98.6	95.4	0.8	3.2
F12	R7	RESIDENTIAL	BEDROOM	12.4	99	99	0.0	0
F12	R8	RESIDENTIAL	BEDROOM	12.3	98.7	98.4	0.0	0.3
F12	R9	RESIDENTIAL	BEDROOM	8.8	97.7	97.7	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL60

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F12

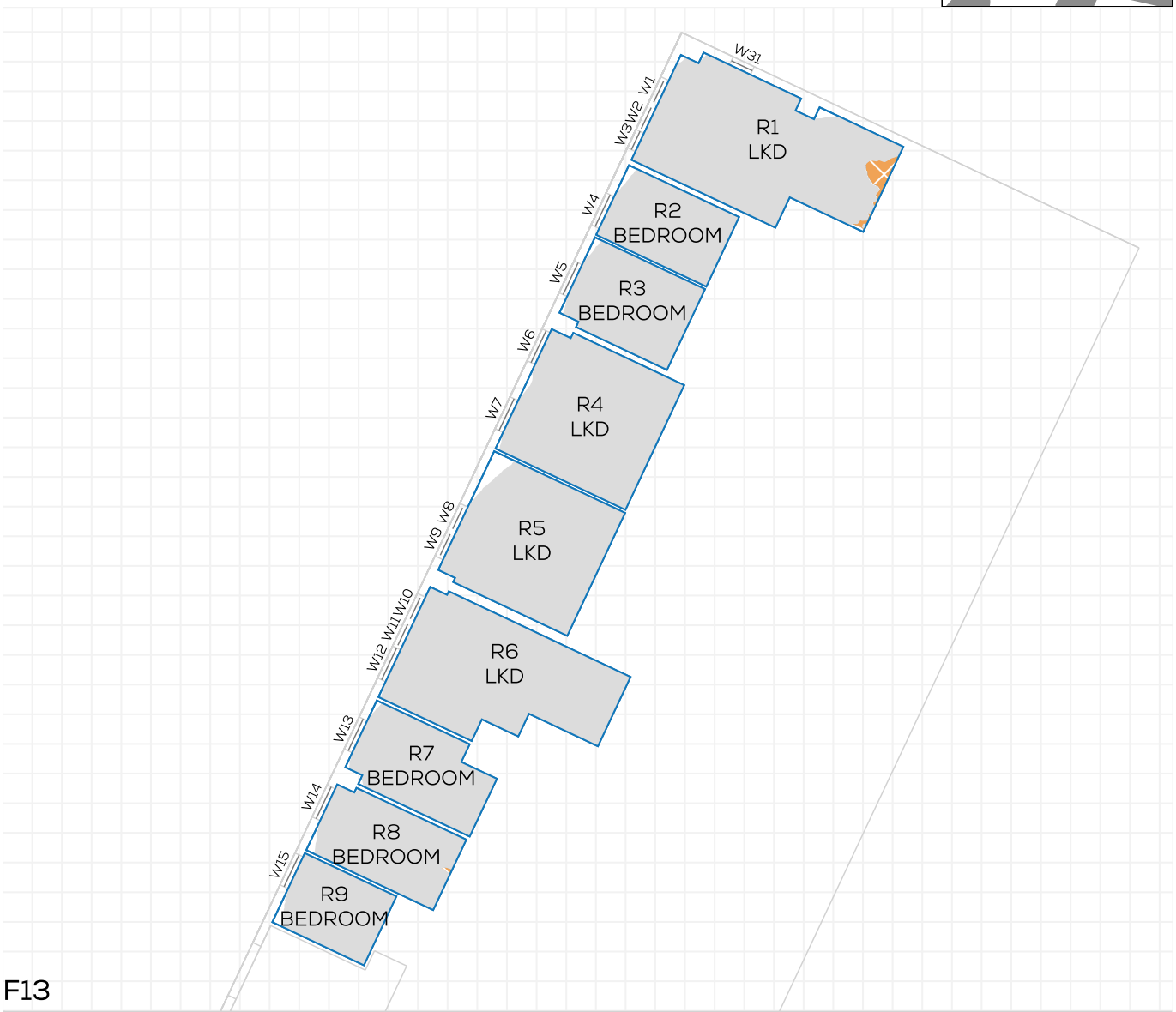
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F12	R10	RESIDENTIAL	LKD	22.3	99.4	96.8	0.6	2.6
F12	R11	RESIDENTIAL	BEDROOM	7.1	73	73	0.0	0
F12	R13	RESIDENTIAL	LKD	24.2	99.2	98.6	0.2	0.6
F12	R14	RESIDENTIAL	BEDROOM	9.3	95.6	95.6	0.0	0
F12	R15	RESIDENTIAL	BEDROOM	11.7	95.4	95.4	0.0	0
F12	R16	RESIDENTIAL	BEDROOM	12.6	98.9	97.9	0.1	1
F12	R17	RESIDENTIAL	BEDROOM	9.2	97.2	97.2	0.0	0
F12	R18	RESIDENTIAL	LKD	24.1	99.9	99.9	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL61

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F13

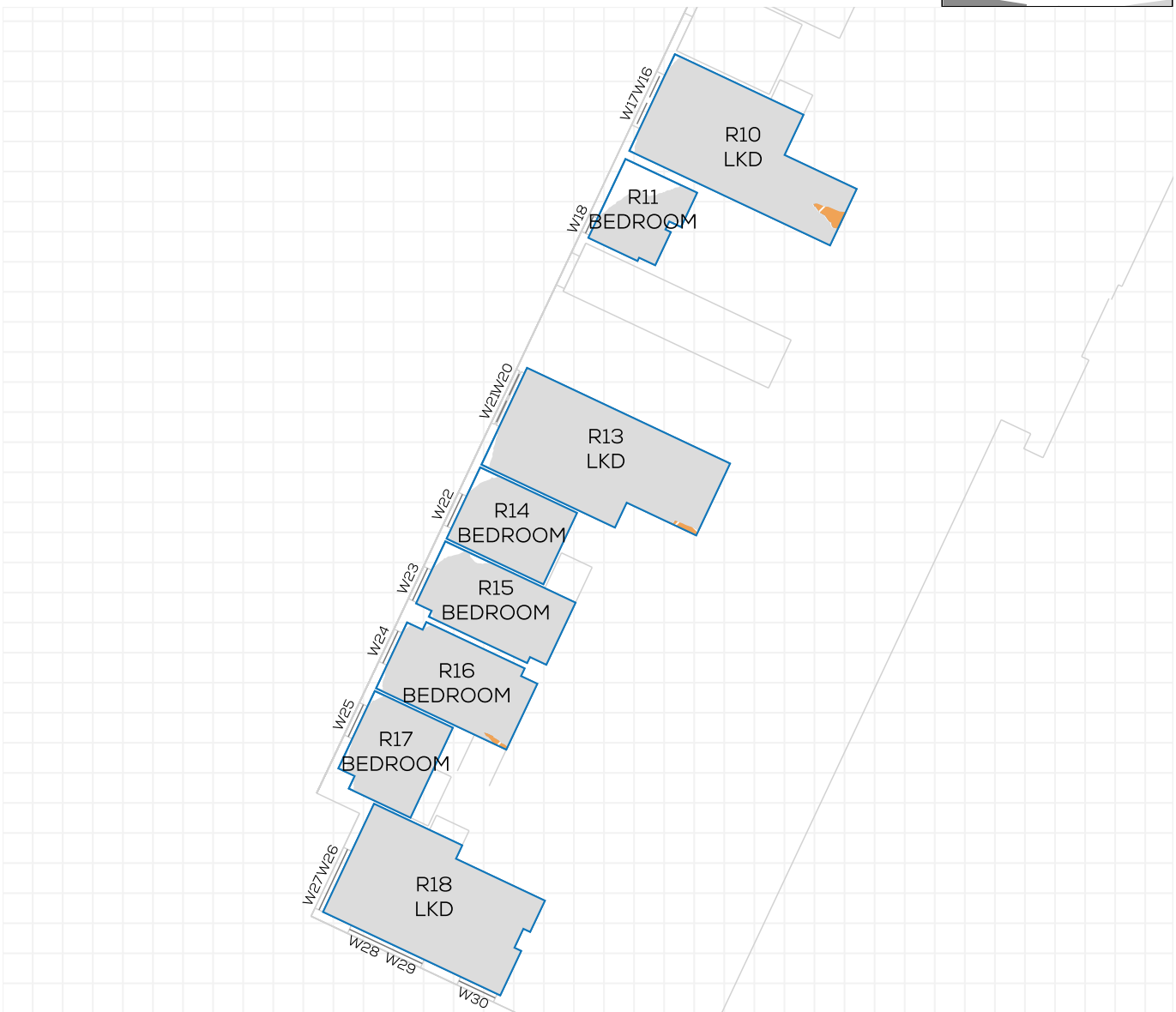
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F13	R1	RESIDENTIAL	LKD	31.2	99.2	96.5	0.8	2.7
F13	R2	RESIDENTIAL	BEDROOM	10.6	98.4	98.4	0.0	0
F13	R3	RESIDENTIAL	BEDROOM	12.2	98.6	98.6	0.0	0
F13	R4	RESIDENTIAL	LKD	22.4	99.3	99.3	0.0	0
F13	R5	RESIDENTIAL	LKD	22.2	96.8	96.8	0.0	0
F13	R6	RESIDENTIAL	LKD	25.9	99.9	99.9	0.0	0
F13	R7	RESIDENTIAL	BEDROOM	12.4	99.1	99.1	0.0	0
F13	R8	RESIDENTIAL	BEDROOM	12.3	98.7	98.4	0.0	0.3
F13	R9	RESIDENTIAL	BEDROOM	8.8	97.8	97.8	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL62

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F13

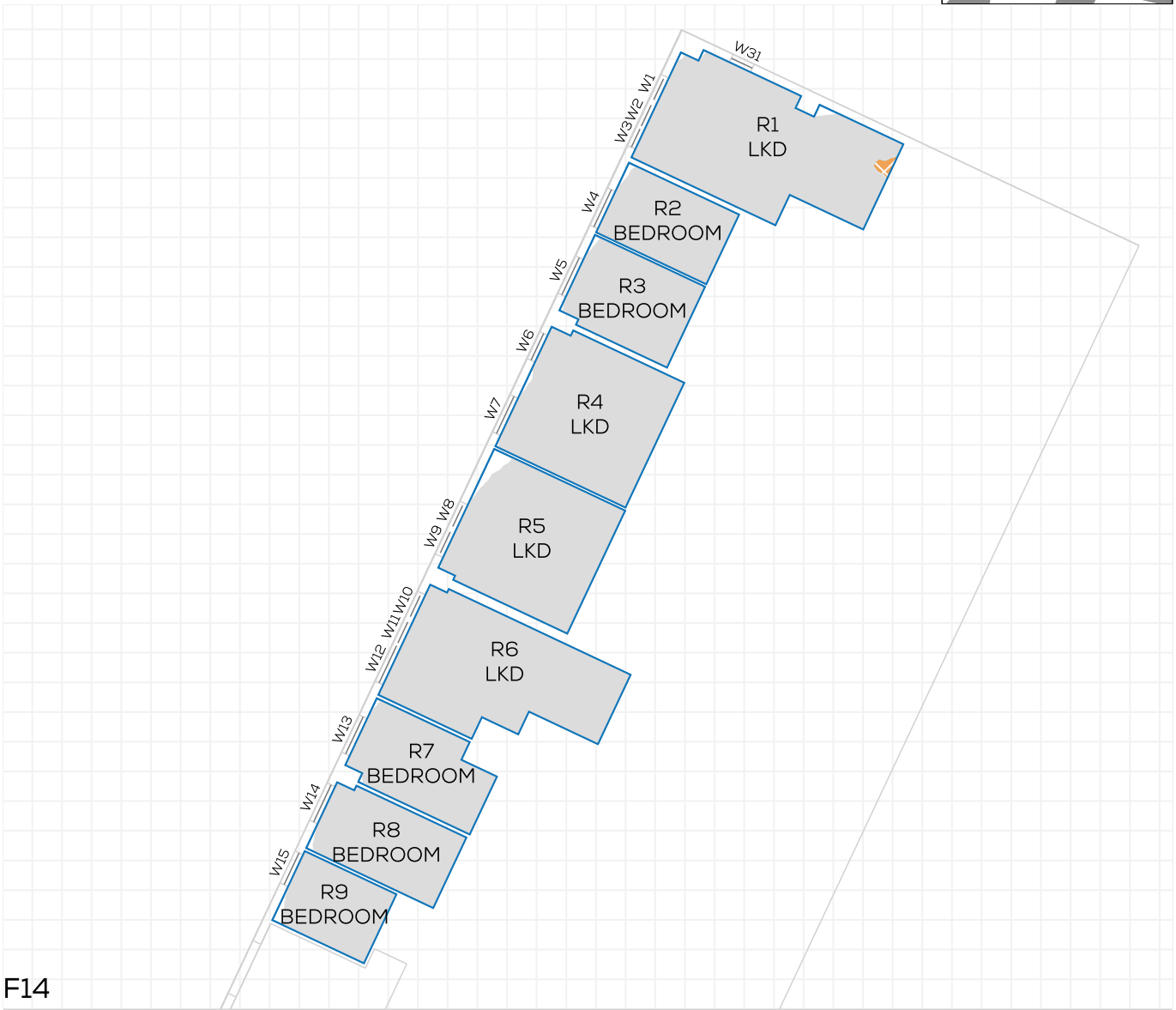
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F13	R10	RESIDENTIAL	LKD	22.3	99.5	97.7	0.4	1.8
F13	R11	RESIDENTIAL	BEDROOM	7.1	74.8	74.8	0.0	0
F13	R13	RESIDENTIAL	LKD	24.2	99.2	98.6	0.2	0.6
F13	R14	RESIDENTIAL	BEDROOM	9.3	97	97	0.0	0
F13	R15	RESIDENTIAL	BEDROOM	11.7	96.4	96.4	0.0	0
F13	R16	RESIDENTIAL	BEDROOM	12.6	99	98	0.1	1
F13	R17	RESIDENTIAL	BEDROOM	9.2	97.2	97.2	0.0	0
F13	R18	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL63

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F14

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F14	R1	RESIDENTIAL	LKD	31.2	99.3	98.4	0.3	1
F14	R2	RESIDENTIAL	BEDROOM	10.6	98.9	98.9	0.0	0
F14	R3	RESIDENTIAL	BEDROOM	12.2	99	99	0.0	0
F14	R4	RESIDENTIAL	LKD	22.4	99.4	99.4	0.0	0
F14	R5	RESIDENTIAL	LKD	22.2	97.2	97.2	0.0	0
F14	R6	RESIDENTIAL	LKD	25.9	99.9	99.9	0.0	0
F14	R7	RESIDENTIAL	BEDROOM	12.4	99.3	99.3	0.0	0
F14	R8	RESIDENTIAL	BEDROOM	12.3	99.2	99.2	0.0	0
F14	R9	RESIDENTIAL	BEDROOM	8.8	97.8	97.8	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL64

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F14

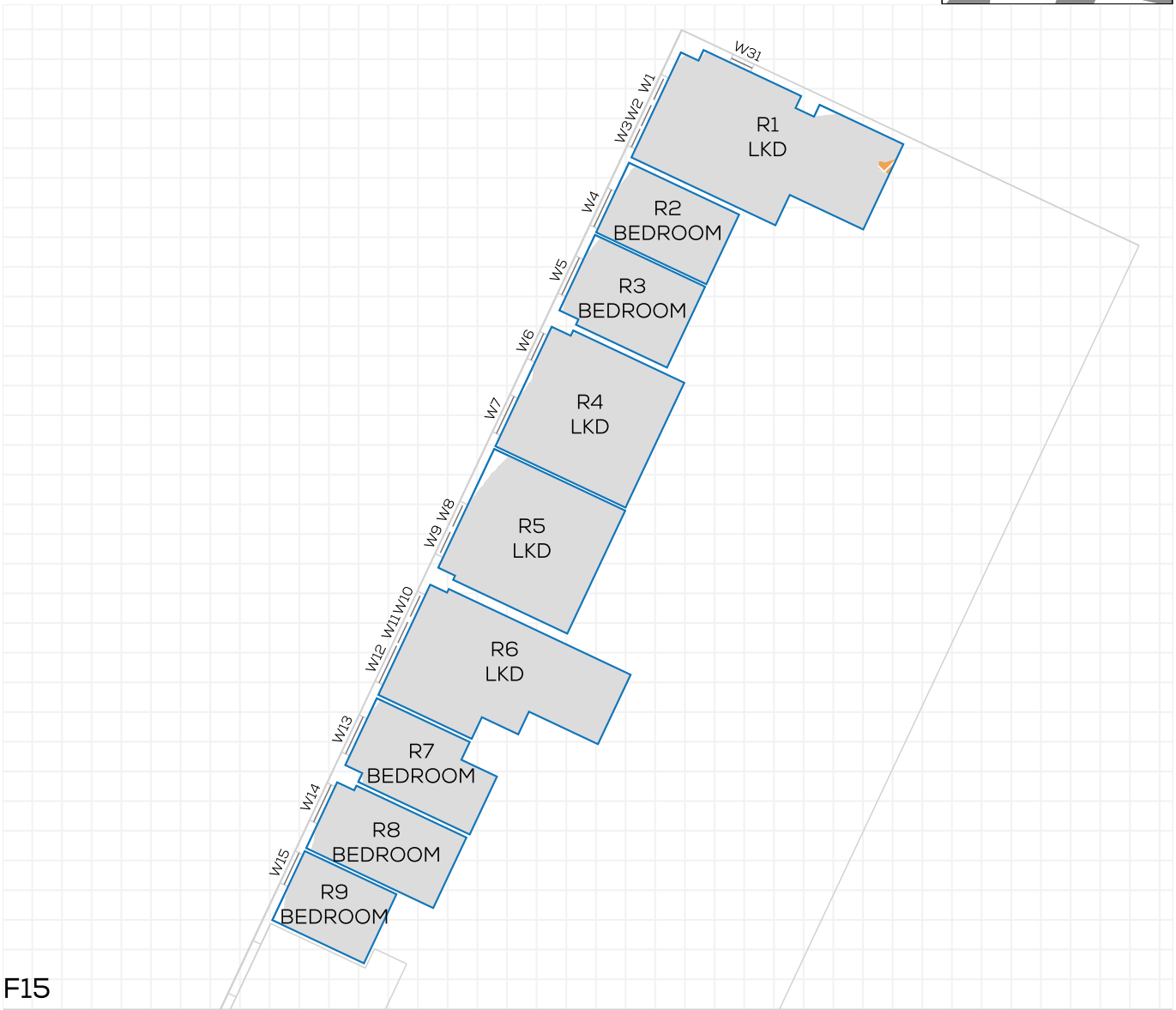
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F14	R10	RESIDENTIAL	LKD	22.3	99.5	98	0.3	1.5
F14	R11	RESIDENTIAL	BEDROOM	7.1	77.2	77.2	0.0	0
F14	R13	RESIDENTIAL	LKD	24.2	99.2	98.6	0.2	0.6
F14	R14	RESIDENTIAL	BEDROOM	9.3	97.5	97.5	0.0	0
F14	R15	RESIDENTIAL	BEDROOM	11.7	97.6	97.6	0.0	0
F14	R16	RESIDENTIAL	BEDROOM	12.6	99	98	0.1	1
F14	R17	RESIDENTIAL	BEDROOM	9.2	97.3	97.3	0.0	0
F14	R18	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL65

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F15

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F15	R1	RESIDENTIAL	LKD	31.2	99.4	98.8	0.2	0.6
F15	R2	RESIDENTIAL	BEDROOM	10.6	98.9	98.9	0.0	0
F15	R3	RESIDENTIAL	BEDROOM	12.2	99	99	0.0	0
F15	R4	RESIDENTIAL	LKD	22.4	99.4	99.4	0.0	0
F15	R5	RESIDENTIAL	LKD	22.2	97.7	97.7	0.0	0
F15	R6	RESIDENTIAL	LKD	25.9	99.9	99.9	0.0	0
F15	R7	RESIDENTIAL	BEDROOM	12.4	99.3	99.3	0.0	0
F15	R8	RESIDENTIAL	BEDROOM	12.3	99.3	99.3	0.0	0
F15	R9	RESIDENTIAL	BEDROOM	8.8	97.8	97.8	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL66

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F15

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F15	R10	RESIDENTIAL	LKD	22.3	99.5	98	0.3	1.5
F15	R11	RESIDENTIAL	BEDROOM	7.1	82.5	82.5	0.0	0
F15	R13	RESIDENTIAL	LKD	24.2	99.2	99.2	0.0	0
F15	R14	RESIDENTIAL	BEDROOM	9.3	97	97	0.0	0
F15	R15	RESIDENTIAL	BEDROOM	11.7	98	98	0.0	0
F15	R16	RESIDENTIAL	BEDROOM	12.6	98.4	97.5	0.1	0.9
F15	R17	RESIDENTIAL	BEDROOM	9.2	96.5	96.5	0.0	0
F15	R18	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL67

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F16

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F16	R1	RESIDENTIAL	BEDROOM	7.1	82.6	82.6	0.0	0
F16	R3	RESIDENTIAL	LKD	24.2	99.6	99.6	0.0	0
F16	R4	RESIDENTIAL	BEDROOM	9.3	97	97	0.0	0
F16	R5	RESIDENTIAL	BEDROOM	11.7	98.1	98.1	0.0	0
F16	R6	RESIDENTIAL	BEDROOM	12.6	98.4	97.6	0.1	0.8
F16	R7	RESIDENTIAL	BEDROOM	9.2	96.5	96.5	0.0	0
F16	R8	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL68

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F17

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F17	R1	RESIDENTIAL	BEDROOM	7.1	82.6	82.6	0.0	0
F17	R3	RESIDENTIAL	LKD	24.2	99.9	99.9	0.0	0
F17	R4	RESIDENTIAL	BEDROOM	9.3	98.5	98.5	0.0	0
F17	R5	RESIDENTIAL	BEDROOM	11.7	98.7	98.7	0.0	0
F17	R6	RESIDENTIAL	BEDROOM	12.6	99.1	98.6	0.1	0.5
F17	R7	RESIDENTIAL	BEDROOM	9.2	97.7	97.7	0.0	0
F17	R8	RESIDENTIAL	LKD	24.1	99.6	99.6	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: CYPRESS PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL69

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





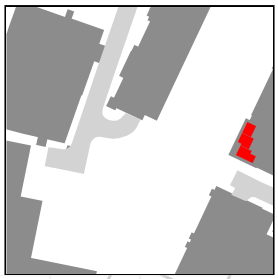
F18

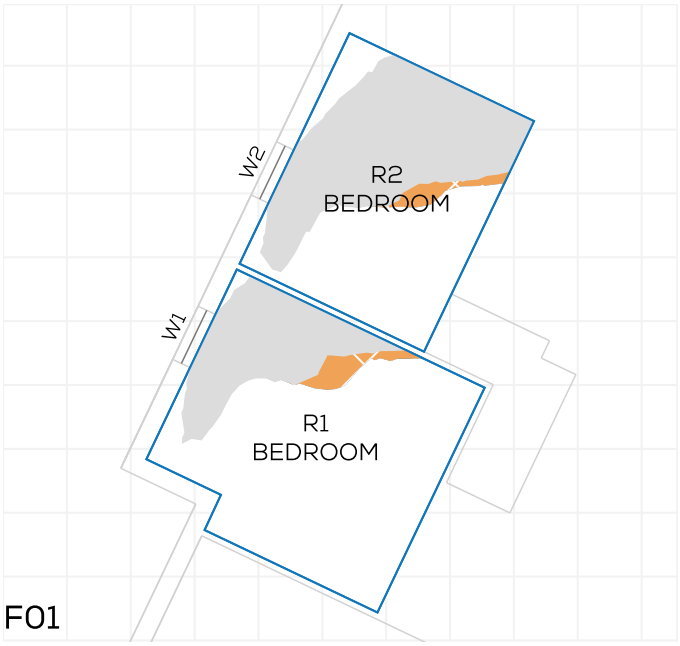
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
CYPRESS PLACE								
F18	R1	RESIDENTIAL	BEDROOM	7.1	82.7	82.7	0.0	0
F18	R3	RESIDENTIAL	LKD	24.2	99.9	99.9	0.0	0
F18	R4	RESIDENTIAL	BEDROOM	9.3	98.5	98.5	0.0	0
F18	R5	RESIDENTIAL	BEDROOM	11.7	98.7	98.7	0.0	0
F18	R6	RESIDENTIAL	BEDROOM	12.6	99.1	99	0.0	0.1
F18	R7	RESIDENTIAL	BEDROOM	9.2	97.6	97.6	0.0	0
F18	R8	RESIDENTIAL	LKD	24.1	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: BARTON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL70

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID

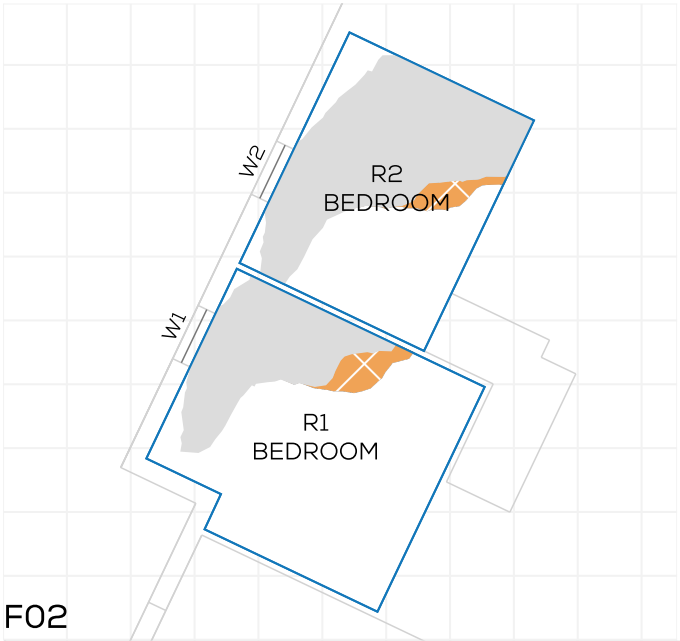




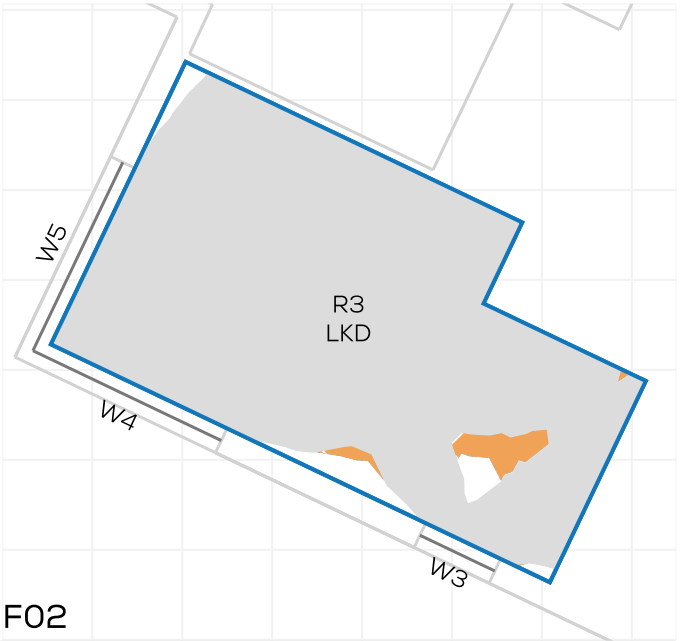
F01



F01



F02



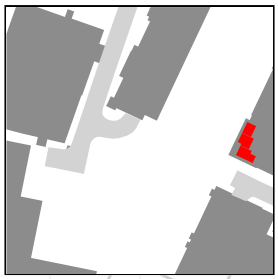
F02

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
BARTON PLACE								
F01	R1	RESIDENTIAL	BEDROOM	16.0	25.1	22.3	0.4	11.2
F01	R2	RESIDENTIAL	BEDROOM	12.8	53.8	51	0.4	5.3
F01	R3	RESIDENTIAL	LKD	19.4	93.6	90	0.7	3.8
F02	R1	RESIDENTIAL	BEDROOM	16.0	28.6	25.1	0.6	12.2
F02	R2	RESIDENTIAL	BEDROOM	12.8	57.7	54.4	0.4	5.7
F02	R3	RESIDENTIAL	LKD	19.4	96.5	94.5	0.4	2.1

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: BARTON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL71

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





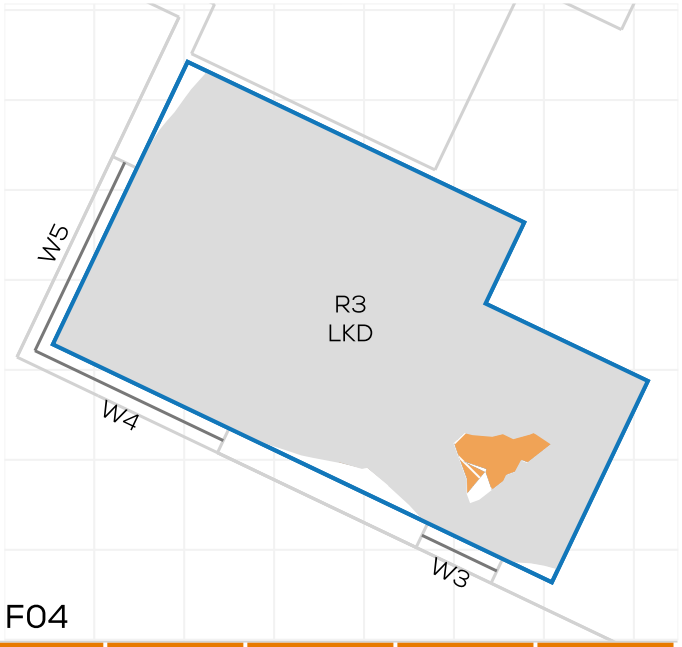
F03



F03



F04



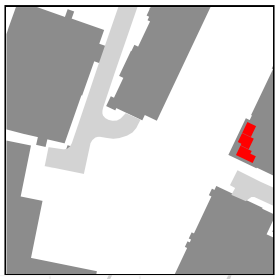
F04

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
BARTON PLACE								
F03	R1	RESIDENTIAL	BEDROOM	16.0	30.9	26.8	0.7	13.2
F03	R2	RESIDENTIAL	BEDROOM	12.8	60.1	56	0.5	6.9
F03	R3	RESIDENTIAL	LKD	19.4	96.4	94.9	0.3	1.6
F04	R1	RESIDENTIAL	BEDROOM	16.0	34.2	28.8	0.9	15.7
F04	R2	RESIDENTIAL	BEDROOM	12.8	62.6	58.4	0.5	6.6
F04	R3	RESIDENTIAL	LKD	19.4	97.5	95.5	0.4	2.1

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: BARTON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL72

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID

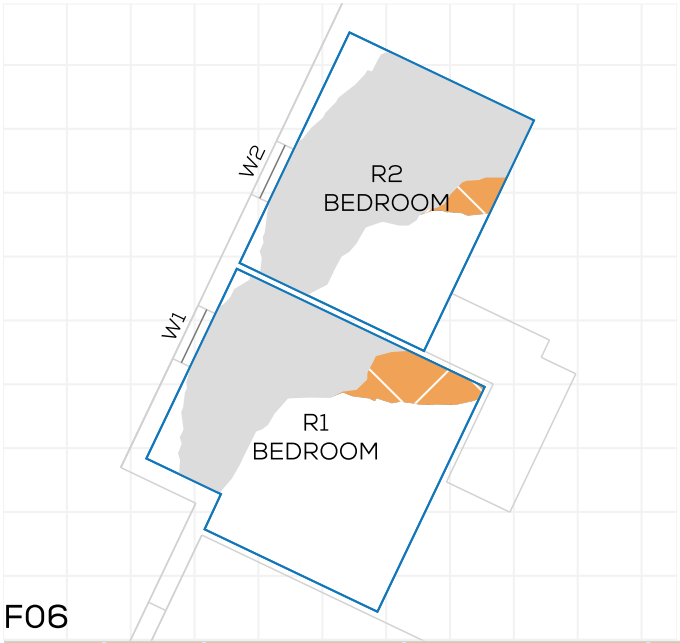




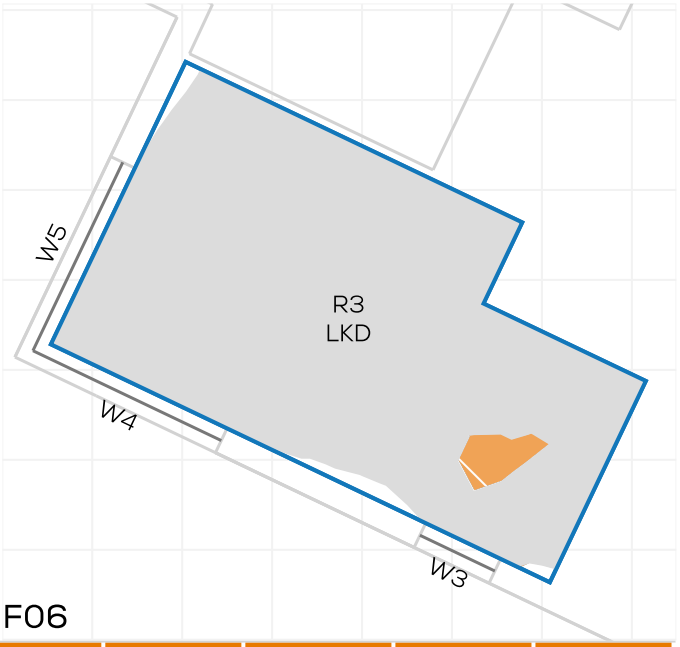
F05



F05



F06



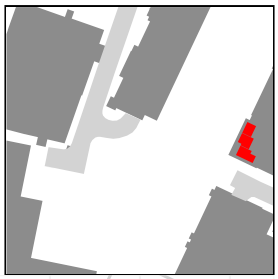
F06

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
BARTON PLACE								
F05	R1	RESIDENTIAL	BEDROOM	16.0	38.3	31.9	1.0	16.7
F05	R2	RESIDENTIAL	BEDROOM	12.8	64.6	60.8	0.5	5.9
F05	R3	RESIDENTIAL	LKD	19.4	97.9	95.8	0.4	2.1
F06	R1	RESIDENTIAL	BEDROOM	16.0	42.7	35.3	1.2	17.2
F06	R2	RESIDENTIAL	BEDROOM	12.8	67.5	64.2	0.4	4.9
F06	R3	RESIDENTIAL	LKD	19.4	98.2	96.3	0.4	2

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: BARTON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL73

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





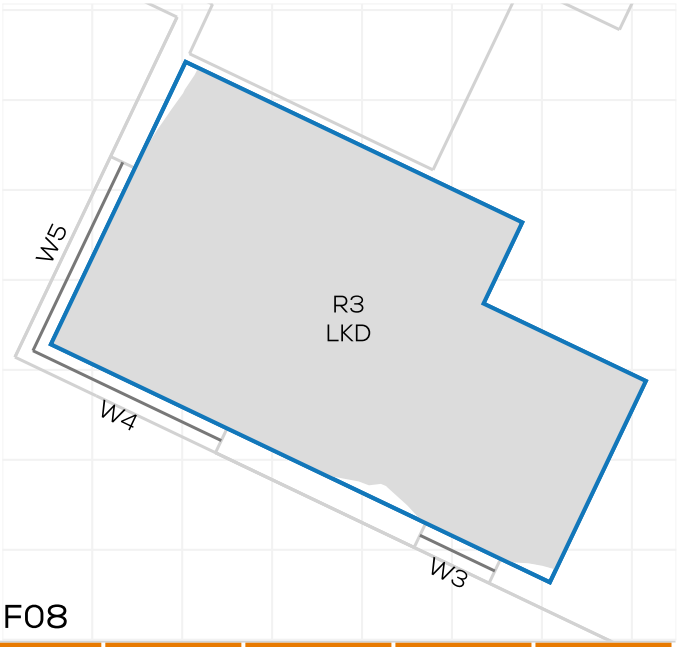
F07



F07



F08



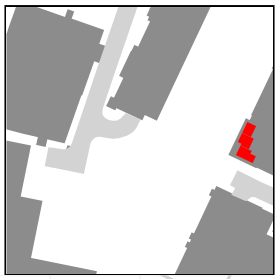
F08

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
BARTON PLACE								
F07	R1	RESIDENTIAL	BEDROOM	16.0	46.5	39.7	1.1	14.6
F07	R2	RESIDENTIAL	BEDROOM	12.8	71.7	69.3	0.3	3.3
F07	R3	RESIDENTIAL	LKD	19.4	98.4	98.4	0.0	0
F08	R1	RESIDENTIAL	BEDROOM	16.0	52.2	49.1	0.5	6
F08	R2	RESIDENTIAL	BEDROOM	12.8	76.6	76.1	0.1	0.6
F08	R3	RESIDENTIAL	LKD	19.4	98.7	98.7	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: BARTON PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL74

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID





F09



F09



F10



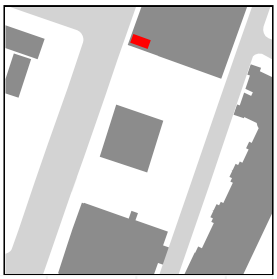
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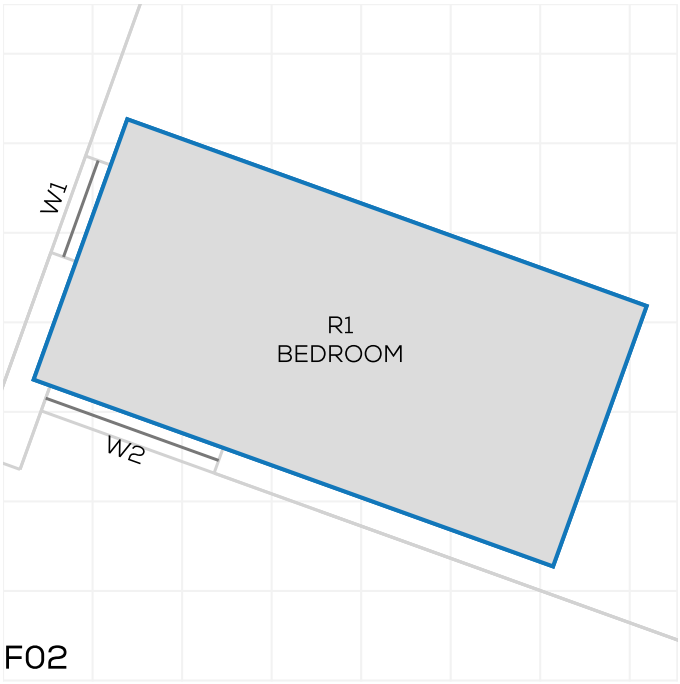
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
BARTON PLACE								
F09	R1	RESIDENTIAL	BEDROOM	16.0	60.9	60.9	0.0	0
F09	R2	RESIDENTIAL	BEDROOM	12.8	81.9	81.8	0.0	0.1
F09	R3	RESIDENTIAL	LKD	19.4	99	99	0.0	0
F10	R1	RESIDENTIAL	BEDROOM	16.0	70.2	70.2	0.0	0
F10	R2	RESIDENTIAL	BEDROOM	12.8	89.3	89.3	0.0	0
F10	R3	RESIDENTIAL	LKD	19.4	99.8	99.8	0.0	0

NSL CONTOURS

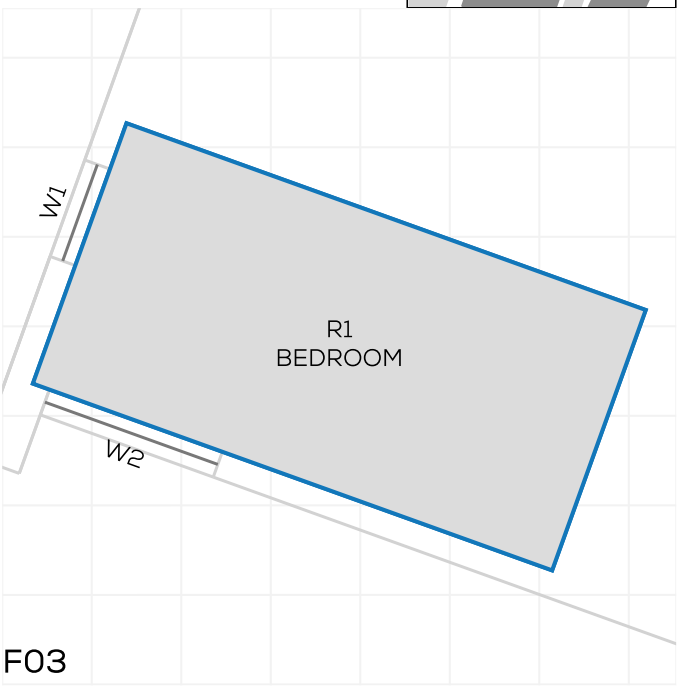
PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: NUMBER ONE LORD STREET
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL75

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





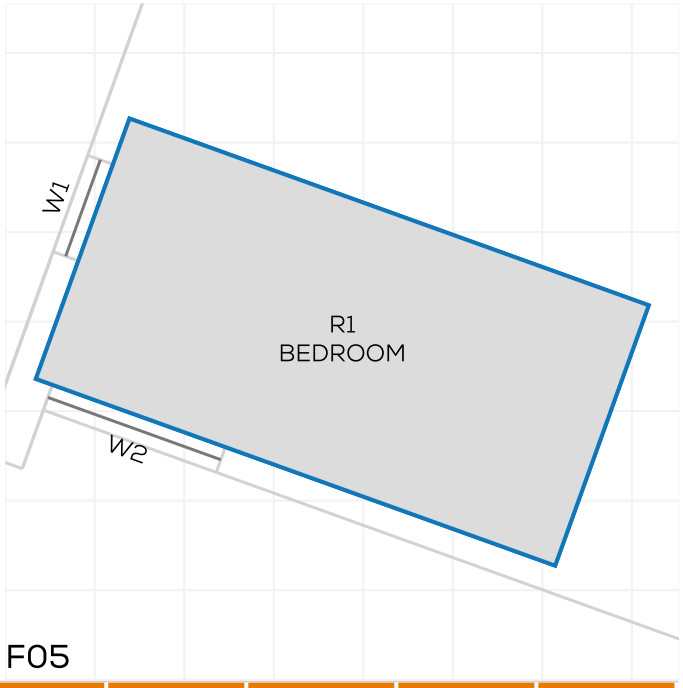
F02



F03



F04



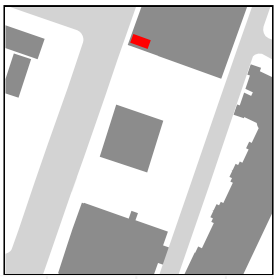
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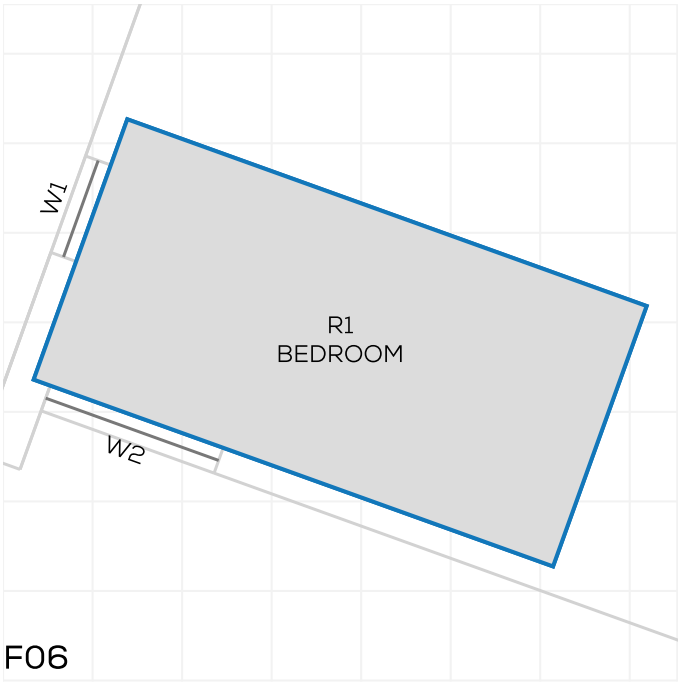
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
NUMBER ONE LORD STREET								
F02	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F03	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F04	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F05	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0

NSL CONTOURS

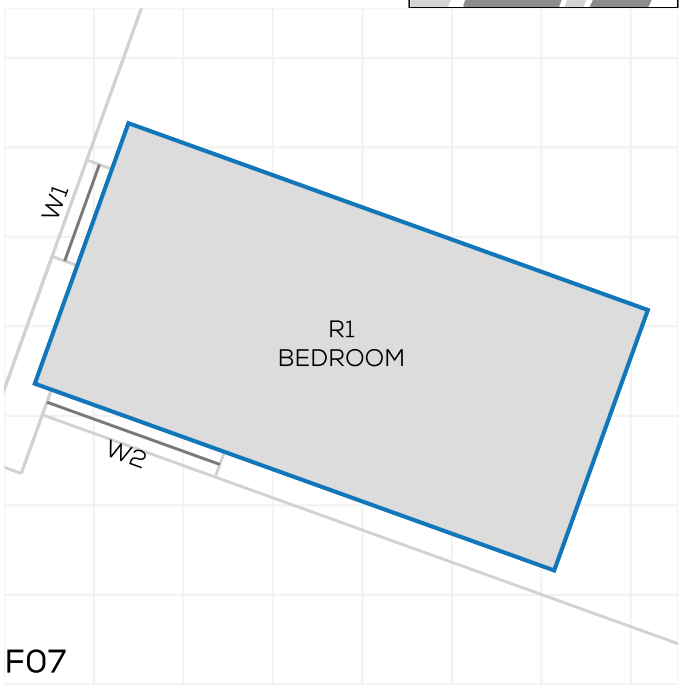
PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: NUMBER ONE LORD STREET
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL76

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID

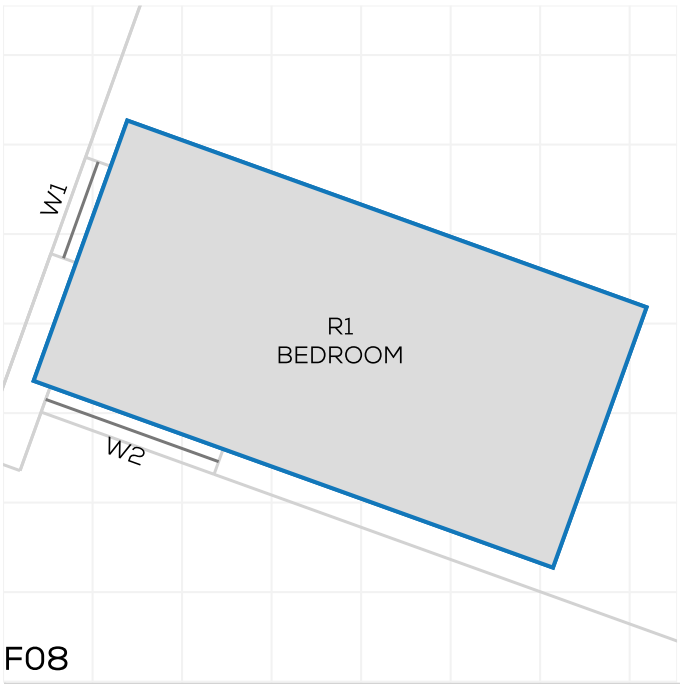




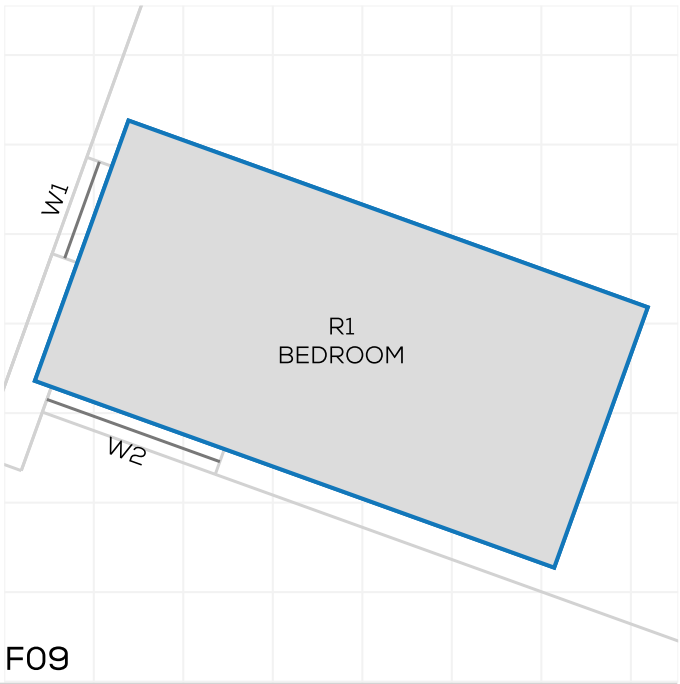
F06



F07



F08



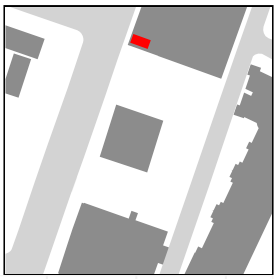
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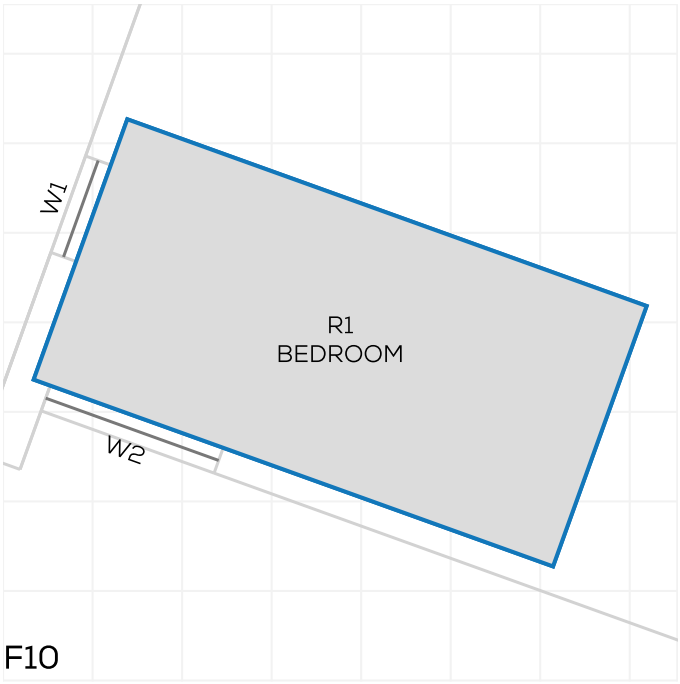
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
NUMBER ONE LORD STREET								
F06	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F07	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F08	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F09	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0

NSL CONTOURS

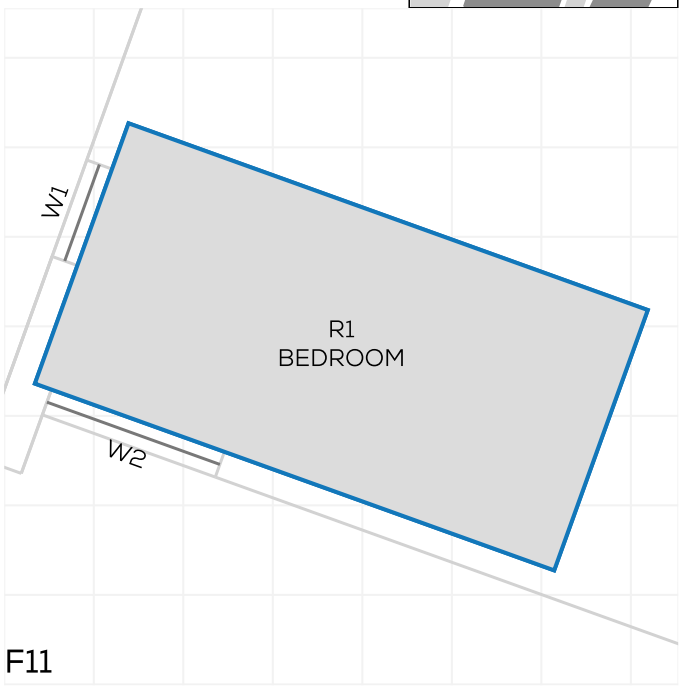
PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: NUMBER ONE LORD STREET
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL77

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID

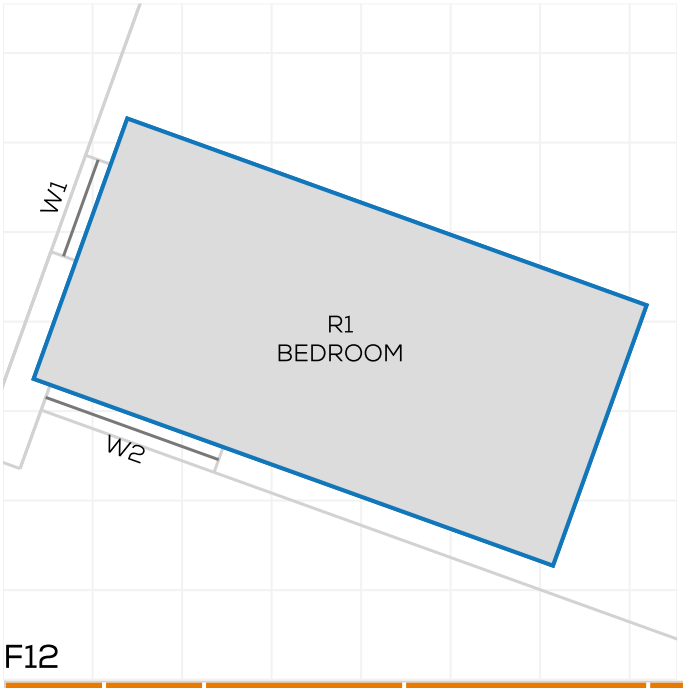




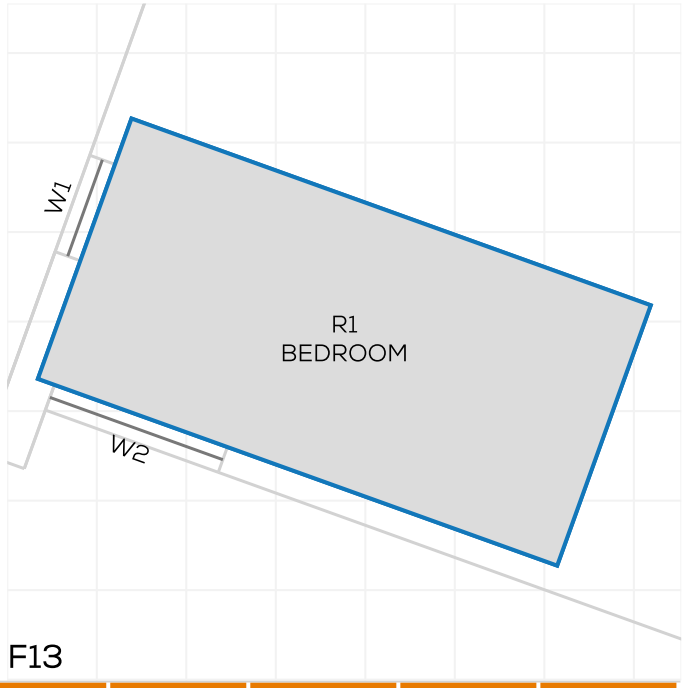
F10



F11



F12



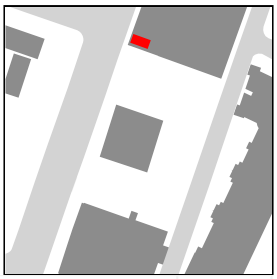
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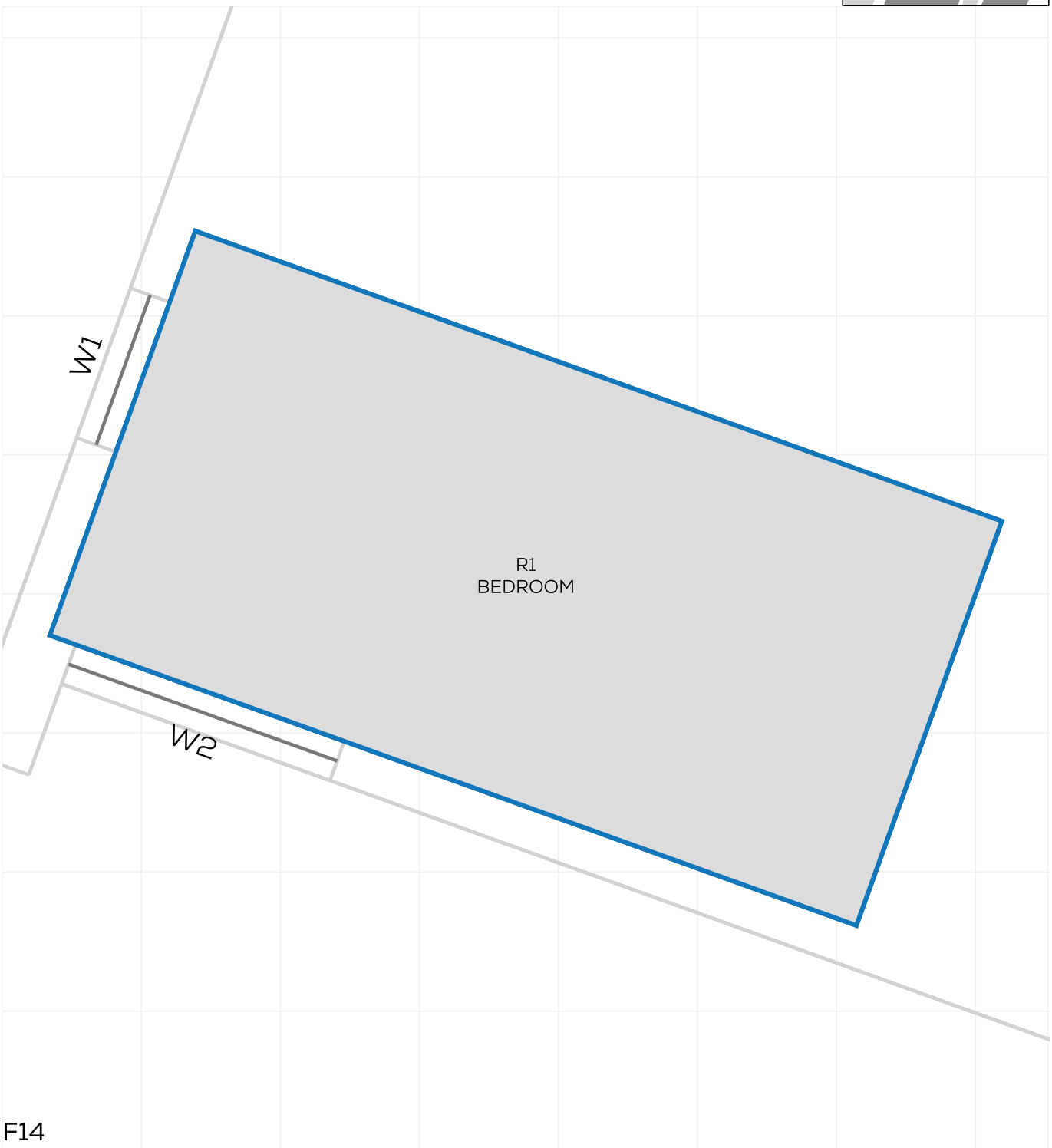
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
NUMBER ONE LORD STREET								
F10	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F11	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F12	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0
F13	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: NUMBER ONE LORD STREET
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL78

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





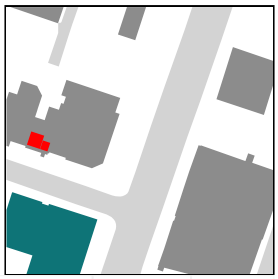
F14

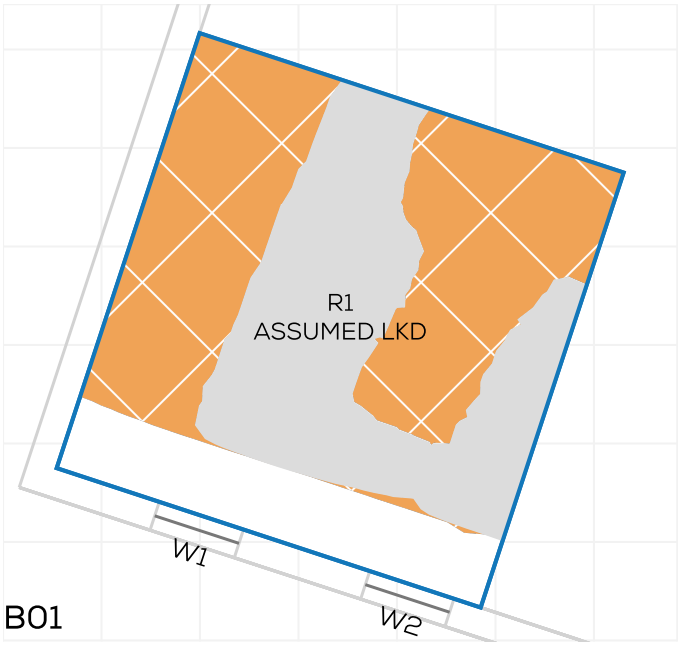
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
NUMBER ONE LORD STREET								
F14	R1	RESIDENTIAL	BEDROOM	19.0	100	100	0.0	0

NSL CONTOURS

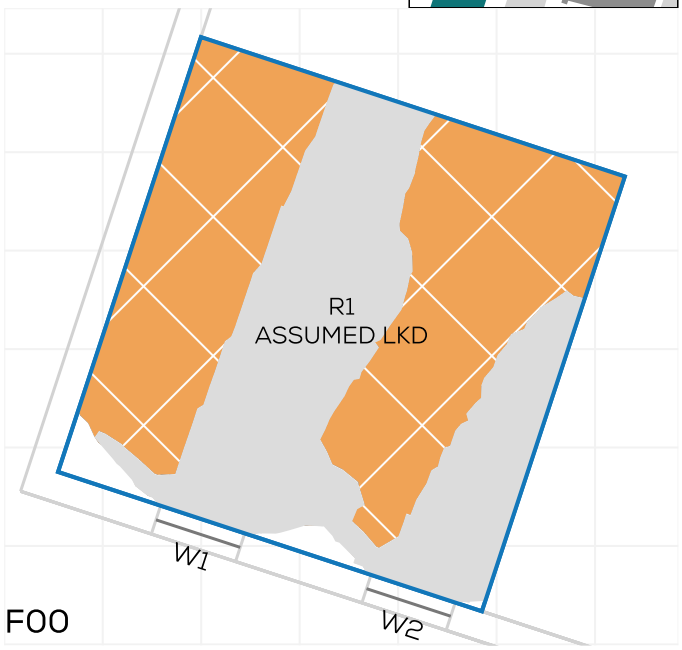
PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: 4 PARK PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL79

KEY:
GAIN
LOSS
MAINTAINED LIT AREA
1 METRE GRID

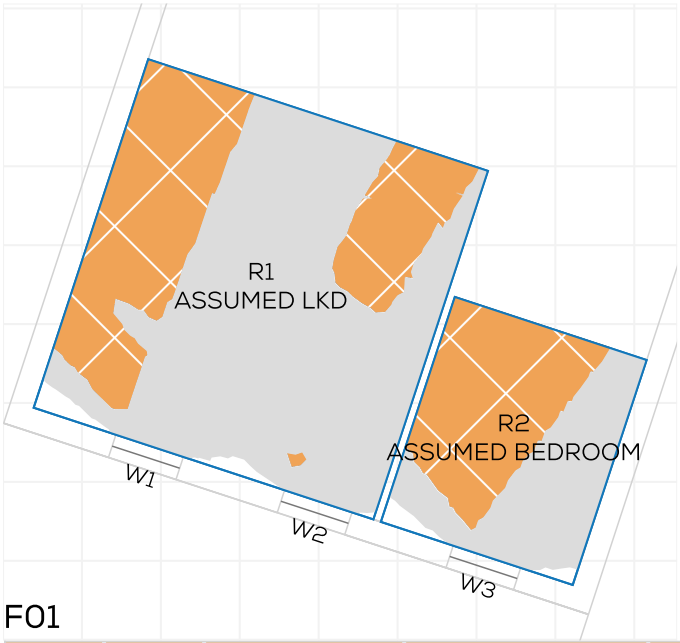




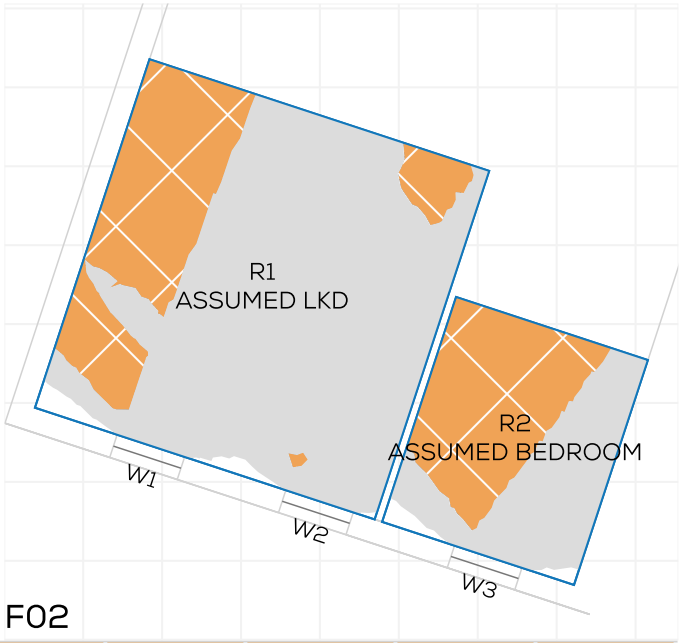
B01



F00



F01



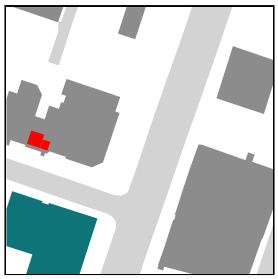
F02

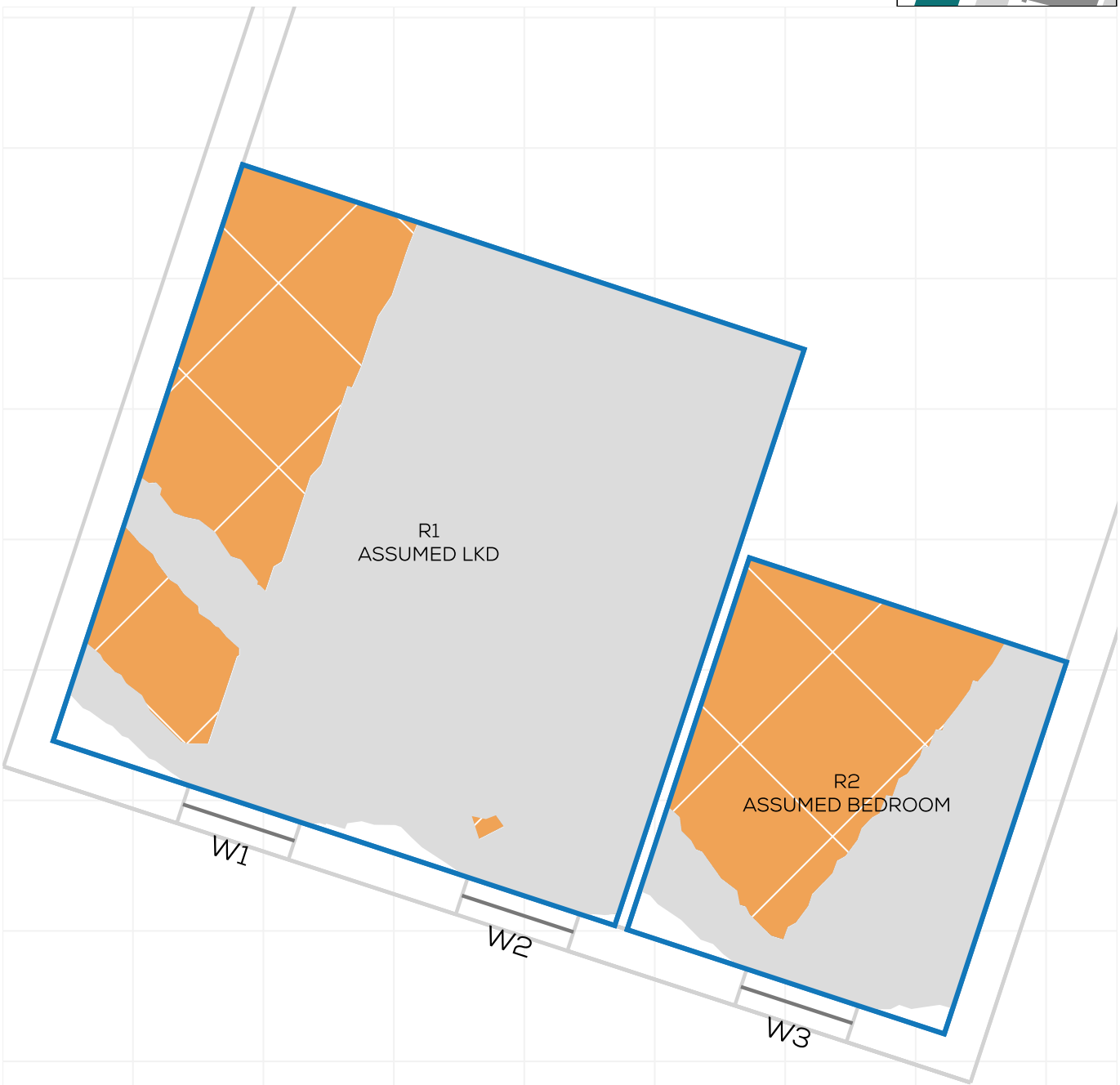
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
4 PARK PLACE								
B01	R1	COMMERCIAL	ASSUMED LKD	21.1	84.7	36.9	10.1	56.4
F00	R1	COMMERCIAL	ASSUMED LKD	21.1	97.5	44	11.3	54.9
F01	R1	COMMERCIAL	ASSUMED LKD	21.1	98.4	64.2	7.2	34.7
F01	R2	COMMERCIAL	ASSUMED BEDROOM	7.7	97.2	45	4.0	53.6
F02	R1	COMMERCIAL	ASSUMED LKD	21.1	98.4	72.5	5.5	26.3
F02	R2	COMMERCIAL	ASSUMED BEDROOM	7.7	97.2	45.1	4.0	53.6

NSL CONTOURS

PROJECT: 2464 - ONE PARK PLACE, MANCHESTER
REPORT TITLE: EXISTING VS. PROPOSED
ADDRESS: 4 PARK PLACE
DATE: 29/09/2023
SCHEME IR: IR05
DRAWING No.: 2464-REL01-IS01-NSL80

KEY:
- GAIN
- LOSS
- MAINTAINED LIT AREA
- 1 METRE GRID





F03

FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM AREA-sqm	EXISTING %	PROPOSED %	LOSS-sqm	LOSS %
4 PARK PLACE								
F03	R1	COMMERCIAL	ASSUMED LKD	21.1	98.4	76	4.7	22.7
F03	R2	COMMERCIAL	ASSUMED BEDROOM	7.7	97.2	45.1	4.0	53.6



8. Greenhouse Gas Emissions

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8.1 Greenhouse Gas Calculations Inputs

8.1 Greenhouse Gas Calculations Inputs

APPENDIX -A GREENHOUSE GAS CALCULATION INPUTS

General project inputs

Table 1 General information

LCA timeline	60	years	BS EN 15978

Table 2 Calculation area schedule for the proposed development

Plot	**Unit**	**Area**			
		2024	**2025**	**2026**	Total m^2
Residential Building	m^2	3,955	4,315	3,596	**11,865**
Commercial	m^2	125	137	114	**376**

Embodied carbon (construction GHG emission) inputs

Table 3 Material embodied carbon benchmarks and low, med, high assumptions

Schedule typologies	**Embodied carbon benchmarks (RICS, 2014)**	**Low**	**Medium**	**High**	**Unit**
		Buro Happold's past project experience (15% reduction)	**RICS (2014) and WRAP (2017) benchmarks**		
Residential Building	High Rise Residential Tower (16-25 storey building)	1062.5	1250	1437.5	$kgCO_2e/m^2$
Commercial	Food and beverage retail (restaurants, cafes)	556.75	655	753.25	$kgCO_2e/m^2$

Table 4 Transport, construction, use and demolition embodied carbon benchmarks.

	Year	**Low**	**Medium**	**High**	**Unit**	**Reference**
Total on-site energy use	0	13,000	14,000	15,000	kgCO2/£m	BRE SMART Waste KPI from RICS 2017 draft professional statement
Total site transport and delivery	0	2,441	2,910	3,379	kgCO2/£m	BH past project monitored data
Use	15 onwards	80%	90%	100%	% of raw material embodied carbon	BH past project monitored data
Demolition	0 & end of life	3	3.5	4	kgCO2/£m	RICS 2017 draft professional statement

Operational GHG emission calculation inputs

It is assumed that the operational energy use of the proposed development will be 42.54kwh/m^2/year for both regulated and un-regulated energy, based on targets set by the client.

Table 5 BEIS (2022) and SAP (2016) emissions factors.

	$kgCO_2$/kWh	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**2041**	**2042**	**2043**	**2044**	**2045**	**2046**	**2047**	**2048**	**2049**	**2050+**
BEIS	Grid Domestic- BEIS projections (BEIS Measuring and reporting environmental impacts: guidance for businesses, 2021)	0.146	0.151	0.131	0.098	0.073	0.063	0.054	0.049	0.042	0.033	0.026	0.021	0.020	0.020	0.018	0.018	0.017	0.016	0.015	0.015	0.009	0.008	0.008	0.008	0.005	0.005	0.003	0.003

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BEIS	Grid Commercial / Public sector- BEIS projections (BEIS Measuring and reporting environmental impacts: guidance for businesses, 2021)	0.143	0.149	0.129	0.096	0.072	0.062	0.053	0.049	0.041	0.032	0.025	0.020	0.020	0.019	0.018	0.018	0.017	0.016	0.015	0.014	0.009	0.008	0.008	0.008	0.005	0.005	0.003	0.002
BEIS	Grid Industrial- BEIS projections (BEIS Measuring and reporting environmental impacts: guidance for businesses, 2019)	0.140	0.146	0.127	0.095	0.070	0.061	0.052	0.048	0.040	0.032	0.025	0.020	0.019	0.019	0.018	0.017	0.016	0.015	0.015	0.014	0.009	0.008	0.008	0.007	0.005	0.005	0.003	0.002
SAP	Grid SAP 2016 Consultation	0.229	0.229	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183	0.183
SAP	Gas SAP 2016 Consultation	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208

Table 6 Benchmarks and conversion factors used for GHG emissions associated with operational water consumption for the proposed development

Schedule typologies	Benchmark name	Benchmark	Source
Residential Building	N/A	429 maximum residents	Accommodation schedule
	Flats	120 litres per person per day	BRISA Rules of Thumb Edition for Building Services (5th Edition)
Commercial	Retail establishment	5 m^2 per person	BRISA Rules of Thumb Edition for Building Services (5th Edition)
	Restaurants	7 litres per person per day	BRISA Rules of Thumb Edition for Building Services (5th Edition)
All schedule typologies	Carbon factor for water supply	0.177 kg CO_2 per m^3 of water supplied	Department for Business, Energy & Industrial Strategy Greenhouse Gas Reporting: Conversion Factors 2022
	Carbon factor for the treatment of foul water	0.201 kg CO_2 per m^3 of water supplied	

Table 7 Assumptions and conversion factors used for GHG emissions associated with operational transport for the proposed development

Assumed mode of transport	Assumed Distance travelled (km)	Source of assumed distance travelled	Annual trips	Number of trips over 60-year lifecycle	Carbon factor (total kgCO_2e per km)	GHG emissions (tCO_2e)
HGVs, LGVs, MGVs	108	Transport scoping note	23,360	1,401,600	0.87205	132,004

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9. Built Heritage

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8.1 Heritage Statement: Significance Appraisal & Impact Assessment

One Park Place,

Cheetham Hill,

Manchester, M4 4FY

Heritage Statement: Significance Appraisal & Impact Assessment

Prepared by

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Prepared for:

Benjamin Property Ltd.

October 2023

One Park Place, Cheetham Hill, Manchester: Heritage Statement

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1. INTRODUCTION

1.1 Purpose of the Heritage Statement

i) This Heritage Statement has been prepared by Heritage Architecture Ltd on behalf of Benjamin Property Company Ltd (hereafter referred to as the 'Applicant') and is submitted in support of an application for Full Planning Permission at One Park Place, Cheetham Hill, Manchester, M4 4FY (hereafter referred to as the 'Site').

i) Heritage Architecture Ltd are a practice of conservation architects, surveyors, planners and heritage consultants who specialise in the historic environment. This Heritage Statement identifies heritage sensitivities within the context of the Site, analysing their significance and setting to understand the potential impact the Proposed Development may have on their significance and an appreciation of it.

ii) This Heritage Statement has been prepared in the context of relevant national and local heritage policy and guidance. In particular, the report has been prepared in accordance with the national policy requirement of National Planning Policy Framework ('NPPF', 2023) paragraph 194. This paragraph stipulates that Applicants should describe the significance of affected heritage assets, including any contribution made by their setting, in a manner that is proportionate to their special interest and enables an understanding of the potential impact of any proposal on this significance.

1.2 Site Context

i) The Site is bound by Park Place to the north and Cheetham Hill Road to the east. Built form at 21 Cheetham Road bounds the Site boundary to the south and 3 Park Place lies to the west. The site is currently occupied by a late 20th century, single storey building.

ii) It is not protected by any built heritage designations; it does not contain any statutorily listed buildings, nor does it lie within a Conservation Area. At the time of writing, Manchester City Council ('MCC'), who are the Local Planning Authority, do not have a local list of heritage assets and subsequently there are no formally identified non-designated heritage assets within the Site or in its setting. There are, however, a number of heritage assets within the setting of the Site; it is these which will form the central consideration of this Heritage Statement.

iii) The Site falls within the Great Ducie Street Strategic Regeneration Framework ('SRF') which was adopted in 2018. The Site is referred to as Plot 60 within the SRF and identified as being an appropriate location for a development reaching between 20 and 29 storeys. The SRF also stipulates that a commercial use should be provided at ground level to contribute to the activation of the streetscape along Cheetham Hill Road.

iv) The location and local context of the Site is illustrated at **Figure 1**.



Figure 1: Aerial view of the Site and surrounding townscape context. The Site boundary is outlined in red.

1.3 Summary of the Proposed Development

i) The description of development is as follows:

> *Demolition of existing building and erection of a part 25 and part 15 storey residential building comprising 154 units with ground floor commercial units (Use Class E), associated residents amenity space, cycle parking, substation, servicing, and associated landscaping works.*

ii) The proposals (hereafter referred to as the 'Proposed Development') seek to demolish the existing single storey building on the Site and deliver a 25-storey building comprising of 154 residential units and ground floor commercial units.

iii) The Proposed Development is described fully in the Design and Access Statement ('DAS') prepared by Hodder + Partners (the architects) and presented in the Application Drawings. The application proposals have been developed in consultation with MCC Officers.

1.4 General Methodology

i) This appraisal is the result of a process which synthesises literature and documentary research, and which relies on professional judgment. The documentary research was based upon primary and secondary sources, including maps, drawings, and any other relevant supporting documentation.

i) A review of the following resources has informed the documentary research within this report:

- Historic Environment Record (HER).
- Manchester University Archives.
- Historic mapping (Ordnance Survey where appropriate).
- Various online resources (including the National Heritage List for England and Britain From Above).

ii) A survey of the Site and surrounding area was conducted in September 2023 by visual inspection in order to map out the locality, to analyse the setting of identified heritage assets and to consider the potential relationship they would have with the Proposed Development.

1.5 Authorship

i) This report has been prepared by Stephen Levrant Heritage Architecture Ltd., an architectural practice specialising exclusively in the historic cultural environment.

ii) Authors:

- Anna Manley [BA(Hons), MA] – Heritage and Townscape Consultant

iii) Reviewed by:

- Kirsten McKnight [BA(Hons), MA, MSc, IHBC] – Associate Director

2. THE SITE & HERITAGE CONTEXT

2.1 Location and Site Description

i) The Site is located to the north of Manchester City Centre, in the area known as 'Cheetham Hill'. It occupies a corner plot at the junction of Cheetham Hill Road and Park Place. The location of the Site is shown in **Figure 1** above and **Figure 2** below.

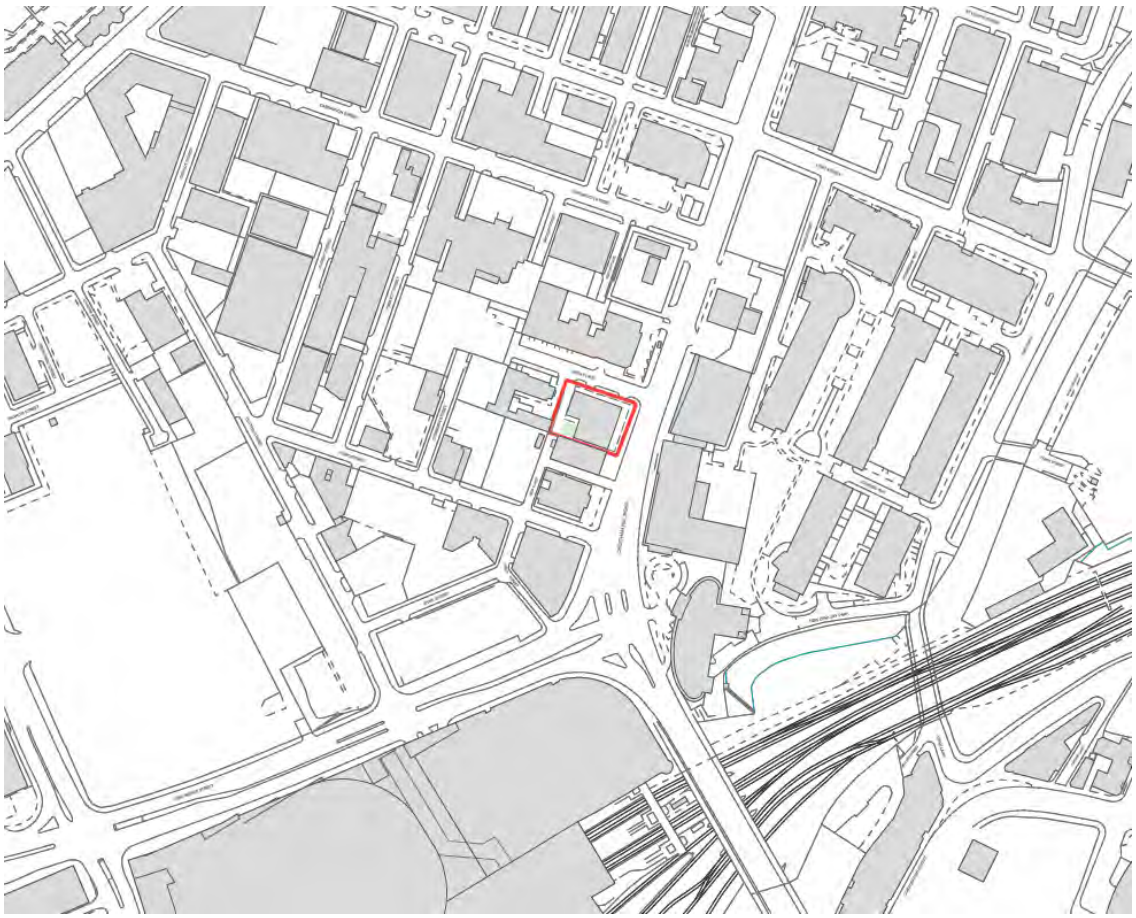


Figure 2: Site plan illustrating corner plot of the Site and surrounding road networks. The Site boundary is indicated in red.

ii) The former commercial, late 20th century building on the Site is faced in white render; window and door openings are obscured by closed yellow roller shutters. The northern and western elevations of the building are largely blank in character, their appearance further deteriorated through vandalism and neglect. In its existing condition, the character and quality of the Site is very poor, and of no identifiable heritage value (to be determined through detailed analysis in **Section 5** of this report).

iii) The current condition of the Site is reflected in the photographs at **Figure 3, Figure 4, Figure 5,** and **Figure 6**.



Figure 3: View of Site from Cheetham Hill Road. The former hospital building at 3 Park Place appears in the background beyond the mid-20th century vacant commercial building within the Site.



Figure 4: View of Site from Cheetham Hill Road in conjunction with the Grade II listed Former Synagogue and the former Northern Hospital wing.



Figure 5: View of the side elevation of the existing building to Park Place.



Figure 6: View of the rear elevation of the existing building and overgrown yard.

iv) The Site's townscape context is highly varied, with high quality and interesting historic buildings sitting cheek-by-jowl with poor quality late 20th century (largely commercial or light industrial in character). The hostile road infrastructure to the north-east of the Manchester AO Arena and which continues along Cheatham Hill Road detracts from the quality and enjoyment of the townscape and aids the isolation of remnant historic buildings from one another and their local setting. Where there is open space in the setting of the Site, it generally comprises of poor-quality hardstanding used for car parking or as commercial yards. The inclusion of the Site and its locality within the Great Ducie Street SRF area means that the townscape is subject to future evolution and change as the area is redeveloped and regenerated.

v) To the east of the Site (outside of the SRF area), the townscape has been transformed by modern redevelopment which provides residential development in tall buildings fronting the pavement along Cheatham Hill Road and extending to Red Bank to the east.

2.2 Designated Heritage Assets

i) The Site is not located within a conservation area, nor does it contain any statutorily listed buildings. The Site is, however, close to a number of designated heritage assets, the settings of which have the potential to be affected the Proposed Development.

ii) A 500m study area has been established to identify all heritage assets within the local setting of the Site. The study area is considered to be an area of analysis proportionate to the nature of the Site, taking into account the character and form of the local townscape, and the scale of the Proposed Development. A site survey was undertaken in September 2023 to gain a full understanding of the Site and its surroundings and to confirm the appropriateness of the study area. The following 36 designated heritage assets fall within 500m of the site boundary:

- Chethams Hospital and Attached Wall (Grade I)
- Victoria Station Including Concourse to rear with Restaurant and Booking Hall (Grade II)
- Middle Bridge (Grade II)
- Manchester Parcel Post Office (Grade II)
- North Bridge (Grade II)
- The Tower of HMP Manchester (Grade II)
- Stephenson Bridge (Grade II)
- Gatehouse of HMP Manchester (Grade II)
- Union Bridge (Grade II)
- Holyoake House (Grade II)
- Cooperative Press (Grade II)
- City Buildings (Grade II)
- Charter Street Mission (Formerly Charter Street Ragged School and Working Girls' Home) (Grade II)
- Cooperative Society Building (Grade II)
- Cooperative Society Building (Grade II)
- Cooperative Wholesale Society Building to North of Junction with Hanover Street (Grade II)
- Cooperative Wholesale Society (Grade II)
- Cheetham Town Hall (Former) (Grade II)
- New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (Grade II)
- Co-Operative Insurance Society (Cis) Building (Grade II)
- Sharp Street Ragged School (Grade II)
- Parkers Hotel (Grade II)
- Knowsley Hotel (Grade II)
- Cheetham Town Hall Annexe (Former) (Grade II)
- Former Free Library (Grade II)
- Fragment of Hydes Cross Approximately 20 Metres South of Chethams Hospital (Grade II)
- Former Boys Prison Block of HMP Manchester (Grade II)
- Main Prison Block of HMP Manchester (Grade II)
- South East Wing to Chetham's Hospital (Former Manchester Grammar School) (Grade II)

- St Chad's Cheetham Hill First World War Memorial Cross (Grade II)
- Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls (Grade II)
- Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital (Grade II)
- Former Synagogue (Grade II)
- Ashton House (Grade II)
- Cathedral Conservation Area
- Shudehill Conservation Area

iii) The location of all of the listed buildings within 500m of the Site boundary are identified on Historic England's National Heritage List for England ('NHLE') map at **Figure 7** below. The location of the two Conservation Areas within 500m of the Site boundary are shown at **Figure 8.**

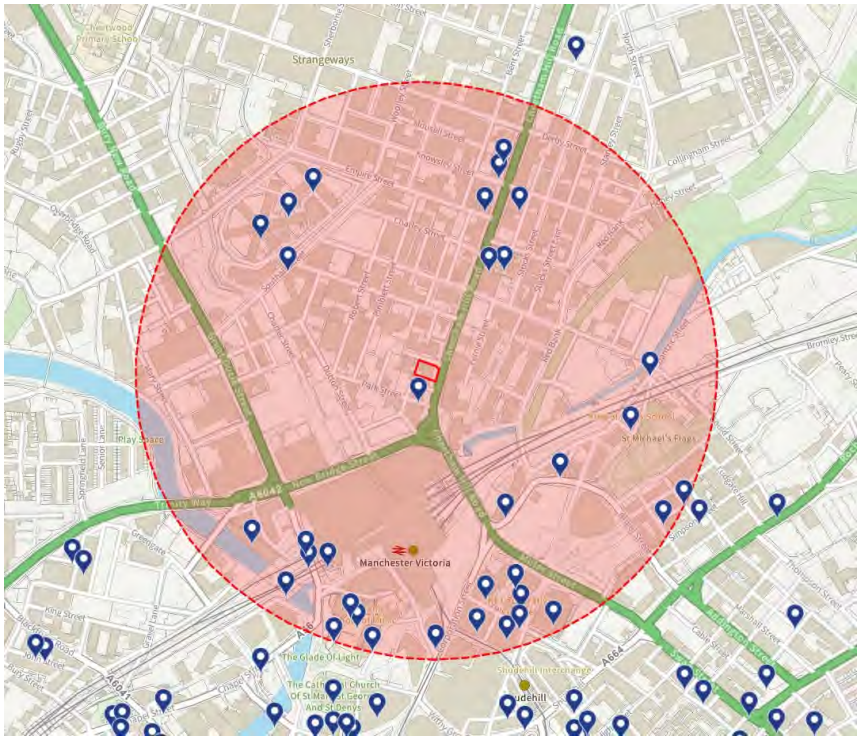


Figure 7: Location of listed buildings within 500m study area of the Site. Source: Historic England's NHLE Map.

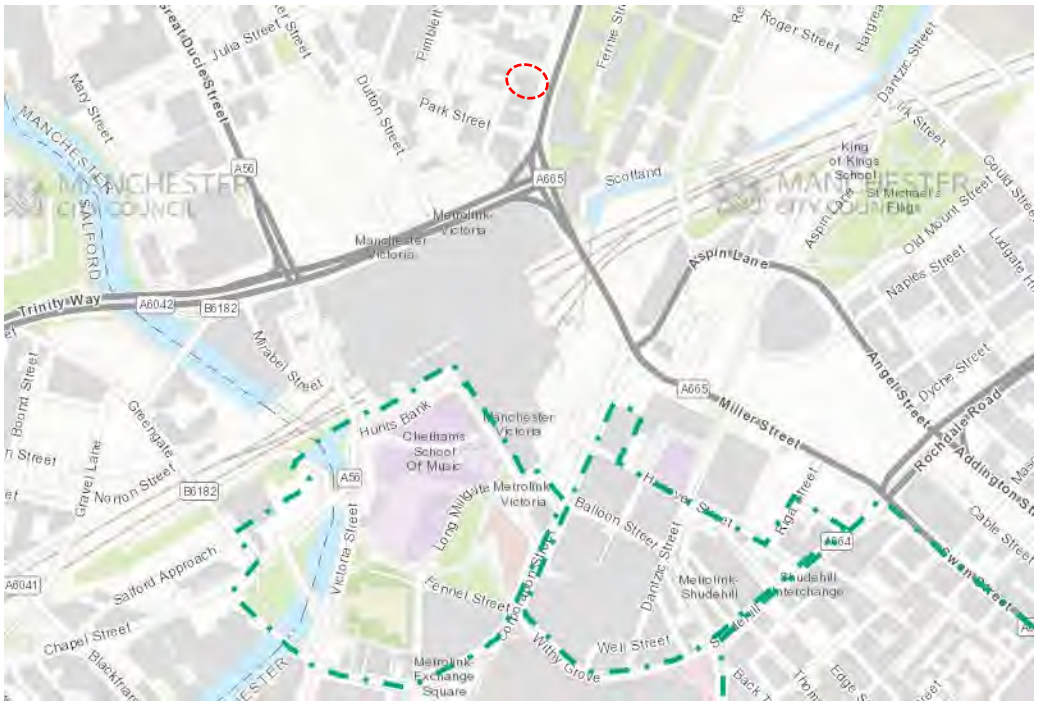


Figure 8: Location of Cathedral (A) and Shudehill (B) Conservation Areas in reference to the Site (approximate location indicated in red). Source: Manchester City Council Interactive Map.

iv) Given the dense nature of the townscape within the city centre to the south of the Site, it is considered that the Proposed Development will not materially (or significantly) affect an appreciation of the significance of a number of the heritage assets identified above. Owing to separating distance, or the obscuring effect of interposing development, a number of designated heritage assets have been scoped out of the assessment and are not considered further in this report. In some cases, such as the Grade II listed Fragment of Hydes Cross at Chetham Hospital, it is considered that through their nature as a piece of sculpture or street furniture, their wider setting contributes little to an appreciation or understanding of their special interest. Some heritage assets within the 500m study area have been scoped out on that basis.

v) The study area provides a focus for assessment but is not intended to be prescriptive; whilst buildings in close proximity to the Site have been identified as the most sensitive to any potential visual impact, any additional heritage assets will be identified through the Visual Impact Assessment in **Section 7.0**.

vi) This scoping exercise has also been informed by a Zone of Theoretical Visibility ('ZTV') prepared by rbmp for the purposes of the Heritage and Townscape/Visual Impact Assessment. An extract from the ZTV is reproduced at **Figure 9** below.

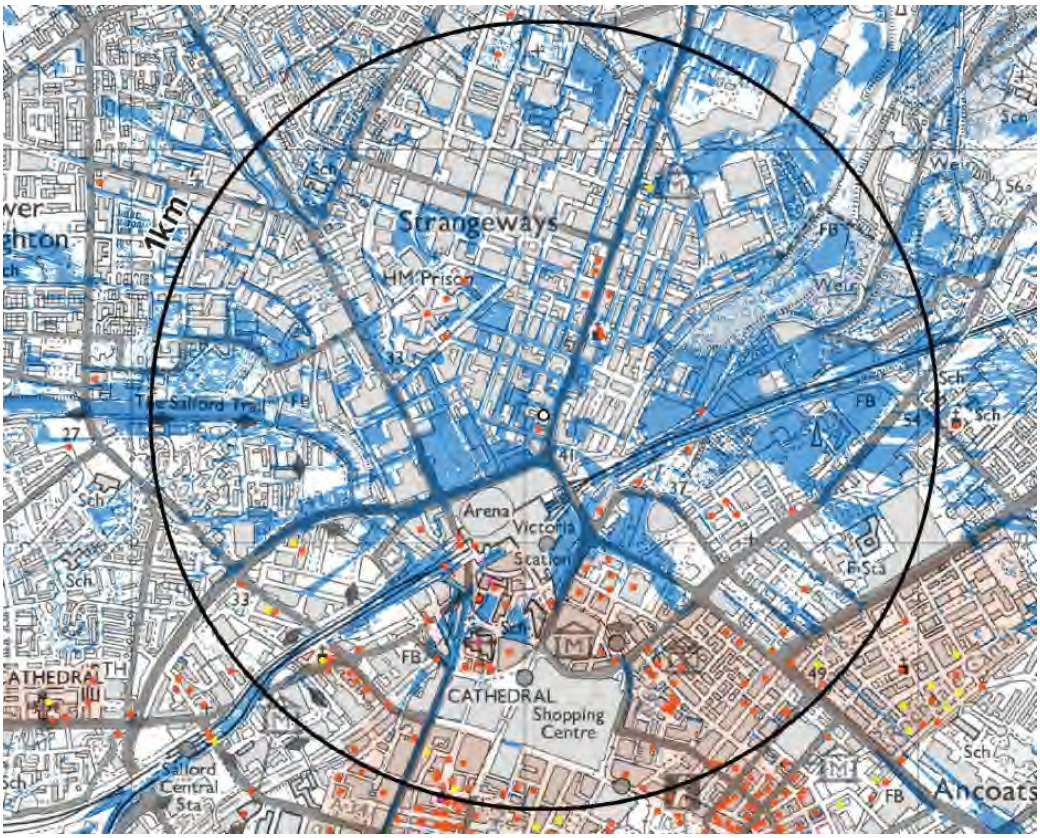


Figure 9: ZTV showing potential visibility of the Proposed Development within 1km area of the Site (identified by white dot). Key below. Source: rbmp

Key (Heritage Designations):

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

vii) For the reasons identified above, a number of heritage assets are scoped out and will not be considered further within this Heritage Statement. The scoped-out assets are as follows:

- Middle Bridge (Grade II)
- Manchester Parcel Post Office (Grade II)
- North Bridge (Grade II)
- Union Bridge (Grade II)
- Holyoake House (Grade II)
- Cooperative Press (Grade II)
- Cooperative Society Building (Grade II)
- Cooperative Society Building (Grade II)
- Sharp Street Ragged School (Grade II)
- Fragment of Hydes Cross Approximately 20 Metres South of Chethams Hospital (Grade II)
- Ashton House (Grade II)

viii) It is considered that the Proposed Development has the potential to affect the setting of the designated heritage assets identified in **Table 1** below. The map references refer to the Heritage Asset Plan at **Figure 14.**

2.3 Non-designated Heritage Assets

i) Local planning authorities may identify non-designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify non-designated heritage assets as 'locally listed'. Manchester City Council does not have such a local list at the time of writing.

ii) Notwithstanding this, a baseline appraisal has identified that there are several buildings in close proximity to the Site which are identified as non-designated heritage assets for the purposes this assessment owing to their local architectural and/or historical interest. These assets are as follows:

- 21 Cheetham Hill Road
- 3 Park Place
- 6-12 Park Place

2.4 Summary of Heritage Baseline

i) The heritage baseline is summarised in **Table 1** below. The Heritage Asset Plan at **Figure 10** shows the location of those assets scoped into this Heritage Statement.

Table 1: Heritage Assets with potential to affected by the Proposed Development		
Map Reference	**Name**	**Designation**
Listed Buildings		
1	Chethams Hospital and Attached Wall	Grade I
2	Victoria Station Including Concourse to rear with Restaurant and Booking Hall	Grade II
3	The Tower of HMP Manchester	Grade II
4	Stephenson Bridge	Grade II
5	Gatehouse of HMP Manchester	Grade II
6	City Buildings	Grade II
7	Cooperative Wholesale Society Building to North of Junction with Hanover Street	Grade II
8	Cooperative Wholesale Society	Grade II
9	Cheetham Town Hall (Former)	Grade II
10	New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza	Grade II
11	Co-Operative Insurance Society (Cis) Building	Grade II
12	Parkers Hotel	Grade II
13	Knowsley Hotel	Grade II
14	Cheetham Town Hall Annexe (Former)	Grade II
15	Former Free Library	Grade II
16	Former Boys Prison Block of HMP Manchester	Grade II
17	Main Prison Block of HMP Manchester	Grade II
18	South East Wing to Chetham's Hospital (Former Manchester Grammar School)	Grade II
19	St Chad's Cheetham Hill First World War Memorial Cross	Grade II
20	Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls	Grade II
21	Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital	Grade II
22	Former Synagogue	Grade II

23	Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home)	Grade II
24	Cathedral Church of St Mary	Grade I
Conservation Areas		
	Cathedral Conservation Area	Conservation Area
	Shudehill Conservation Area	Conservation Area
Non-Designated Heritage Assets		
25	21 Cheetham Hill Road	N/A
26	3 Park Place	N/A
27	6-12 Park Place	N/A

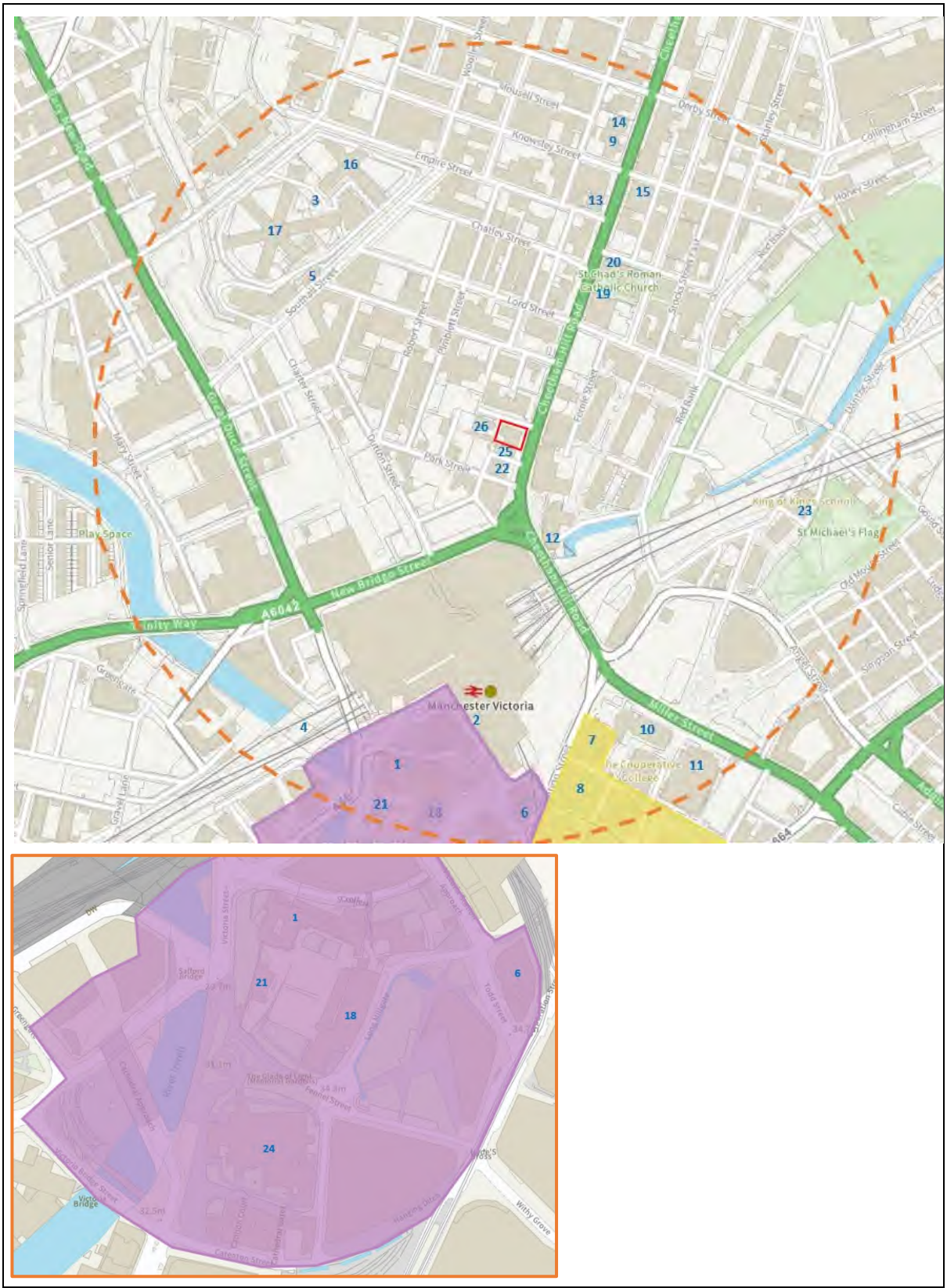


Figure 10: Heritage Asset Plan**.** Site boundary shown in red. 500m study area shown in orange. Listed buildings and non-designated heritage assets identified with blue numbers. Purple shading identifies Cathedral Conservation Area. Yellow Shading indicates Shudehill Conservation Area. Inset showing location of the Grade I listed Cathedral Church of St Mary (Number 24, outside the 500m study area) to the south.

ii) The heritage assets identified above on the Heritage Asset Plan and within **Table 1** are discussed in detail in **Section 5.0** so that their significance and the contribution their setting makes to an appreciation of their special interest can be understood. A detailed assessment of the potential impact of the Proposed Development on an appreciation of the significance of the identified heritage assets follows in **Section 7.0.**

3. POLICY CONTEXT

3.1 The Planning (Listed Building and Conservation Areas) Act 1990

i. **The Planning (Listed Buildings and Conservation Areas) Act 1990** provides the foremost component of the legislative framework which governs the specific protection of buildings, structures, and areas of special architectural or historic interest over and above that which is provided by development management.

ii. As the Site is within the setting of a number of listed buildings, **Section 66(1)** of the Act is applicable; it requires the LPA to *"have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"* when considering whether to grant planning permission.

iii. Although the Site is not located within a designated Conservation Area, there are two designated areas within its setting. Although the setting of Conservation Areas is not formally protected through planning legislation, **Section 72(1)** of the Act requires that *"special attention shall be paid to the desirability of preserving or enhancing the character or appearance"* of Conservation Areas. As such, the potential impact of the Proposed Development on the setting of relevant Conservation Areas and any associated effect on their character and appearance is a consideration of this Heritage Statement.

3.2 National Planning Policy Framework ('NPPF') (2023)

i. The revised NPPF was published on 5 September 2023. The NPPF constitutes the Government's view of what sustainable development in England means in practice.

Design

ii. **Chapter 12** (Design) of the NPPF establishes the Government's framework and approach towards design. The NPPF states at **Paragraph 126** that "*good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".*

iii. At **Paragraph 130**, the NPPF establishes a set of principles that Local Authorities should ensure are at the forefront when considering planning policies and development proposals. These principles stipulate that developments should: function well and contribute to the overall quality of the area; be visually attractive through the use of high quality architecture, successful layouts and effective landscaping; be sympathetic to local townscape character and history (including the built environment and landscape setting); reinforce and maintain sense of place through considered arrangement of streets, spaces, typologies and materiality; optimise the potential of sites and create a sustainable mix of developments; and create spaces that are safe, inclusive and accessible to all.

iv. **Paragraph 134** states that developments that are that not well designed should be refused by Local Authorities (including and especially where proposals fail to reflect local design policies and government design guidance). Conversely, the NPPF states in the same paragraph that *"significant weight"* should be given to schemes that reflect local policy requirements and government guidance on design, and those that reflect *"innovative designs which promote high levels of sustainability".*

v. Read together, **Paragraphs 130 and 134** demonstrate the Government's encouragement of Local Authorities to support schemes which embody high quality sustainable design.

vi. It will be clear from this Heritage Statement that the Proposed Development seeks to provide a sustainable use and a high-quality scheme which accords with the definition of sustainable development provided within the NPPF.

Heritage

vii. The NPPF identifies the protection and enhancement of the built and historic environment as a key component of one of three overarching objectives (an environmental objective) of the planning system required to achieve sustainable development (**Paragraph 8, point c**).

viii. **Chapter 16** (Conserving and Enhancing the Historic Environment) sets out the Government's detailed approach and policies relative to the historic environment in a planning context, its conservation and enhancement.

ix. The focus of the Government's planning policy guidance is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation (**Paragraph 190, point a**).

x. **Paragraph 194** stipulates that Local Authorities should require applicants to describe the significance of any heritage assets that have the potential to be affected by development proposals, including any contribution their setting makes to an appreciation of their significance. The NPPF determines that this description should be proportionate to the assets' significance and *"no more than is sufficient to understand the potential impact of the proposal on their significance".* This Heritage Statement fulfils this requirement by providing an appraisal of the settings of key heritage assets in the local environs of the Site.

xi. **Paragraphs 199-202** of the NPPF should be read together. In **Paragraph 199**, the NPPF stresses that *"great weight"* should be given to the conservation of designated heritage assets in the planning balance, defining that the *"more important the asset, the greater the weight should be."*

xii. **Paragraph 200** determines that any harm to designated heritage assets – which may be direct (physical alteration or demolition) or indirect (development in setting) – should require clear and convincing justification. The NPPF defines two broad spectrums of harm: substantial and less than substantial.

xiii. **Paragraph 201** states that where a proposal will lead to substantial harm[1] to a designated heritage asset, consent should be refused by the decision-maker unless it can demonstrated that the harm is outweighed or is necessary to deliver substantial public benefits, or that a series of other defined conditions are applicable.

xiv. Where there is a perceived degree of less than substantial harm, **Paragraph 202** establishes that this harm should be weighed against the identified public benefits (which may include heritage benefits) of the Proposed Development.

xv. The undertaking of the balancing exercises defined by the NPPF paragraphs described above **(Paragraphs 201 and 202)** provides the clear and convincing justification for harm that is required by **Paragraph 200**.

xvi. Given the baseline appraisal has identified a number of buildings in the local setting of the Site which are identified as non-designated heritage assets for the purposes of this assessment, **Paragraph 203** is also applicable. This provision stipulates that the significance of such buildings and the effect of development schemes which directly or indirectly affect them should be taken into consideration in the determination process.

3.3 Planning Practice Guidance ('PPG') (2014 and as subsequently amended)

i. The PPG is an online document which is amended as required by the Government. It provides current advice to assist with the interpretation of the NPPF. The section *"conserving and enhancing the historic environment"* of the current iteration of the PPG has been reviewed and referenced in the course of producing this Heritage Statement.

3.4 Manchester City Council Core Strategy, 2012

ii. The relevant, local heritage planning policy maintains the same focus as the NPPF. The City Council's heritage policies focus on the fundamental importance of *"preserving or, where possible, enhancing the historic environment"*. The following policies from Manchester's Core Strategy are of relevance.

iii. **Policy CC9 (Design and Heritage)** states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, Conservation Areas, and Scheduled Monuments. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

iv. **Policy EN3 (Heritage)** states that Manchester City Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. Development options must be designed to support the Council in

[1] Substantial harm is broadly defined as an effect that has a fundamental impact on the significance of the heritage asset by means of its total loss, profound physical harm to its fabric, or the complete compromise of its setting.

preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

3.5 Unitary Development Plan for the City of Manchester, 1995

i. The Unitary Development Plan (the 'UDP') for Manchester was adopted by the Council in 1995. The Core Strategy, adopted in 2011 and referred to above, replaced significant elements of the UPD, though there are saved policies which are extant, and which are relevant to a consideration of the impact of development proposals on heritage assets.

ii. **Development Control Policies 18.1** and **19.1** are saved from the UPD and address conservation areas and listed buildings respectively. The policies stipulate the careful consideration is given to development proposals which affect the respective heritage assets, providing a series of provisions to consider such as relationships between new and old buildings, and promote their preservation and enhancement.

3.6 Places for Everyone, Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Thameside, Trafford Wigan (August 2021)

i. The emerging Places for Everyone is a Joint Development Plan for the nine Greater Manchester Districts listed above. The emerging document dates from August 2021 and was published as a 'Publication Stage' plan; it sets out a long-term plan for the creation of jobs, new homes and sustainable growth across the Greater Manchester Area. The draft plan is currently subject to an independent examination having been submitted to the Secretary of State for Levelling Up, Housing and Communities.

ii. **Draft Policy JP-P 2** (Heritage) sets out the district's collaborative approach to the protection of the historic environment, including exploiting opportunities to *"aid the promotion, enjoyment, understanding and interpretation of heritage assets as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place".*

iii. The policy sets out a series of strategies for the positive integration of heritage into decision-making across the district, including a focus on the role of heritage in place-making, providing opportunities for interpretation and local engagement, providing "*creative contextual architectural responses"* to heritage assets, and the economic viability and environmental performance of historic buildings and places.

3.7 Historic England Guidance

i. In 2015 Historic England ('HE') released three Good Practice Advice notes supporting the implementation of national policy and the related guidance provided within the PPG. *Good Practice Advice Note 2 - Managing Significance in Decision-Taking in the Historic Environment* (2015) ('GPA2') and *Good Practice Advice Note 3 - The Setting of Heritage Assets* (amended

December 2017) ('GPA3') were both utilised as part of this assessment in order to gain a full understanding of the relevant issues.

ii. In particular, this Heritage Statement takes account of the advice contained within the revised version of GPA3 on understanding what constitutes the setting of a listed building, Conservation Area, or other heritage asset. Furthermore, this Heritage Statement relies on the guidance provided on the identification of assets and their settings which have the potential to be affected by development proposals, as well as the approach to the selection of indicative key views of a proposed development in a context which includes heritage assets and heritage sensitivities.

iii. In terms of assessing the impacts of development proposals, this Heritage Statement takes account of the advice in GPA3 which states that *"setting and views are matters of qualitative and expert judgement […] technical analyses* [and] *should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out 'what matters and why' in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them."*

iv. This Heritage Statement also accords with the guidance and approach established in Historic England's *'Statements of Heritage Significance: Analysing Significance in Heritage Assets'* (2019) ('GPA12').

Historic England Advice Note 4: Tall Buildings ('HEAN 4')

v. HE's revised guidance on tall buildings was published on 4 March 2022. The note supersedes a previous version from 2015 and takes into account recent updates to planning policy, legislation, and recent experience of the development of tall buildings within the historic environment.

vi. The purpose of the guidance is defined by HE as follows:

> *"Its purpose is to support Local Planning Authorities, developers, communities and other stakeholders in dealing with tall buildings proposals within the legislative and planning framework relevant to the historic environment."*

vii. The note provides support and guidance in the following key ways: in the initial plan-making process, in the identification of appropriate locations for tall buildings and the definition of 'design parameters' with regard to the historic environment, and in the assessment and determination of individual tall building proposals at the determination stage of the planning process.

viii. HE's note establishes a set of principles for the consideration of tall building development in the historic environment. The emphasis is on a plan-led approach to the consideration of such development, with appropriate locations determined through the Local Plan. This process, the note advises, should be informed and supported by an evidence base which explores different locations and considers heights which might be appropriate in any given area. The note

stipulates that the identification of locations or the determination of proposals should be informed by an understanding of local place, character, and historic significance. The guidance warns of the negative impacts tall buildings can have on the qualities of place valued by people who experience them if the siting, scale, or design is wrong and/or fails to demonstrate a consideration for the defining positive characteristics of a local area.

ix. The note demonstrates HE's acknowledgement of the capability of high-quality tall buildings to deliver sustainable development in tandem with the conservation and promotion of the historic environment. The note emphasises the importance of good design in ensuring that tall buildings respond positively to their local context, especially within the historic environment, and the opportunity high-quality proposals can embody in terms of place-making, particularly within the context of wider regeneration schemes. In summary, the note promotes a best-practice approach to the consideration of tall buildings to deliver high quality, sustainable schemes.

4. HISTORICAL DEVELOPMENT

4.1 Introduction

i) In order to understand the relative significance of the Site and its contribution to its surrounding townscape context, it is first necessary to understand its historical development and that of its locality.

ii) This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the Site in the context of the development of Manchester's city centre.

4.2 History and Development of the Area

i) Up until the beginning of the 19th century, the land surrounding the Site formed part of the wider parkland estate of the nearby Strangeways Hall. The original date of the Hall itself is unknown however it is thought to date to the Elizabethan or Jacobean period, comprising of a timber-framed manor house that was extended with a Palladian influenced range in the 18th century. From the 14th to the 17th centuries, the estate was home to the ('de') Strangeways family, of whom the Hall, surrounding area, and later the Victorian prison were named after.



Figure 11: Green & Thornton, A Plan of Manchester and Salford, 1794. The Strangeways Hall and wider estate is seen to lie to the west of the Site, indicated on the plan with a red circle. The later Park Place appears to have followed the alignment of a hedgerow to the east of the large reservoir within the Strangeway estate grounds. Source: The University of Manchester online archive.

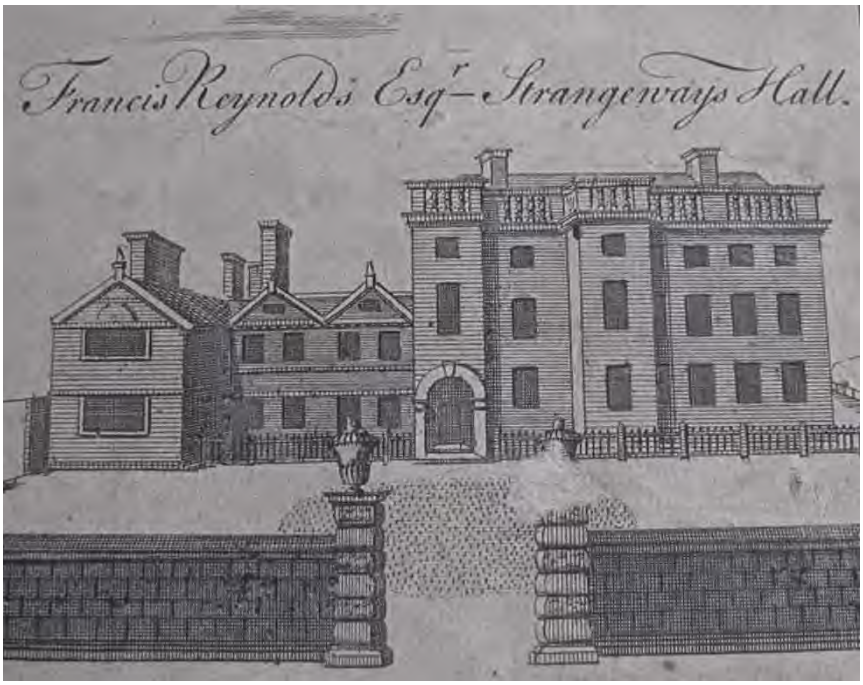


Figure 12: Mid-18th century etching of the principal elevation of Strangeways Hall. Source: Chethams Library.

ii) The Hall was set within a landscape of pleasure grounds and parkland to the north and north-east, including woodland, fish ponds, bowling green, maze, and shooting butts. By the late 18th century, the expansion catalysed by the rapid industrialisation of Manchester was beginning to encroach on the formerly rural estate, encouraging the family to release parts of the grounds for industrial development, including a dye works and brewery.

iii) In 1816, the contemporary owners of the estate, the Reynolds-Moreton family, the Earls of Ducie, appointed land surveyor William Johnson as estate agent. Alongside Lord Ducie, Johnson oversaw the partial development of the grounds to form a new gridwork of streets comprising of lower-middle and middle class housing, the development of which commenced in the early 1820s. A number of new streets were named after family members relating to Strangeways Hall, including Catherine, Francis, Augustus, Julia, Great Ducie and Moreton Streets. It was at this time that Cheetham Hill Road, formerly 'York Steet', was laid out.

iv) The Hall was demolished in 1858-9 in order to construct the present HM Strangeways Prison, the architectural design competition of which was won by prominent and prolific Manchester architect, Alfred Waterhouse. The prison was commissioned to replace the New Baily Prison in Salford, which closed in 1868. By 1869 the Strangeways Prison was complete; with a capacity for 1,000 inmates, the prison is notable for the radial plan of its main block. The prison's 71m tall ventilation tower (often mistaken for an observation tower) quickly became a local landmark, and still characterises views across the local townscape today.



Figure 13: Aerial photo showing the radial plan and enclosing wall of Strangeways Prison, 1953. Source: Historic England Aerial Photograph Archive.

v) The urbanisation of the surrounding landscape continued into the 19th century, combing industrial development (largely related to the manufacture and processing of textiles) and residential expansion. Hartwell, Hyde and Pevsner (*The Buildings of England, Lancashire: Manchester and the South-East*, 2004) highlights that the remnant Victorian buildings along Cheetham Hill Road reflect the former prosperity of the area. A large proportion of that prosperity was resultant of the influx of Jewish families into this area of Manchester from the mid-19th century onwards. Many of these families were retailors who established premises along Cheetham Hill Road, creating a vibrant and animated neighbourhood to the north of the city centre. This first phase of migration would set a precedent for the future development of the townscape around Cheetham Hill Road which would be characterised by its ethnic diversity and cultural richness.

vi) The historic development of the Site is addressed below, although it is clear from historic maps that Park Place, originally 'Denbigh Street', was laid out by the 1830s. The 1832 map (see map regression in **Table 2**) shows the current alignment of Park Place providing access to a detached villa property in landscaped grounds. Other terraces properties were also present on Cheetham Hill Road by this time. By 1848, the northern side of Park Hill had been developed with a group of generously proportioned terraced houses, enclosing the gap between Cheetham Hill Road and the earlier villa to the west. The mid-19th century former residences are still present on Park

Place, although they have been altered to an extent that it is difficult to appreciate their original architectural character (see **Table 2** below).



Figure 14: Police and Fire Station at junction of Park Place and Cheetham Hill Road (opposite to the Site), 1906. Source: Greater Manchester Lives online archive, Ref. m78562.



Figure 15: Clock on elevation of former residences, converted to Police and Fire Station, Park Place, 1899. Source: Greater Manchester Lives online archive Ref. m78514

vii) Broadly contemporary to the development of the terraces on Park Place was the construction of the former Methodist Chapel (Grade II listed as 'Former Synagogue') on the corner of Cheetham Hill Road and Park Street, just to the south-west of the Site. The Classically informed symmetrical fronted building commands a prominent position on Cheetham Hill Road and is another indicator of the former wealth of the area. Two residential terraces are shown to have enclosed the gap between the chapel and the Site, at this point undeveloped, to the north.



Figure 16: Streetscape of Cheetham Hill Road, 1900. Source: Greater Manchester Lives online archive, Ref. m16646.



Figure 17: Streetscape of Cheetham Hill Road, 1925. Source: Greater Manchester Lives online archive, Ref. m16265.

viii) In the c.40 years between the 1848 and 1889 OS maps presented in **Table 2**, the intensification and increasing urbanisation of the townscape surrounding the Site is obvious. The most notable development in the locality of the Site was the establishment of the Northern Hospital in the western end of Park Place.

ix) The 25-bed hospital, labelled as 'Clinical Hospital' on the 1889 map, was opened in 1867 as a children's hospital, having moved from premises established in 1856 in Stevenson Square. The hospital was designed by Manchester architect, Edward Salomon. By 1892 it was admitting women and had expanded with a new wing fronting Cheetham Hill Road, replacing the pair of terraces which previously sat between the Site and the Methodist Chapel (labelled on the 1889 OS map as 'Congregational Chapel'), and still existing today along with the earlier range on Park Place.

x) The online archive, *The Manchester Medical Collection*[2], provides the following summary of the hospital's development:

> *'The first woman surgeon was appointed in 1900. The name of the hospital was changed again in 1902, to the Manchester Northern Hospital for Women and Children. Despite extensions and the building of a new operating theatre in 1909, there was a growing realisation that the hospital building was out of date, with no open-air facilities etc.*
>
> *A decision was made in the 1920s to build a new hospital on Alms Hill, where a site had been given by Sir Edward Holt. However, due to a lack of finance, the hospital only opened in 1934. With the advent of the NHS in 1948, Manchester Northern Hospital became part of North Manchester Group. The hospital became a general hospital, admitting male patients. Most of the children's beds were transferred leaving only 11 children's beds. The hospital closed in 1994.'*

xi) Also notable in the 1889 map (**Table 2**) is the loss of the villa at the western end of Park Place, the former residence having been replaced with a carriage works, reflecting the continuing industrialisation of the Strangeways area. The map reflects the general increase in the density of the urban built form in the setting of the Site, acting as a mirror to Manchester's continual growth and expansion as it moved towards the 20th century.

[2] https://archiveshub.jisc.ac.uk/search/archives/b489e047-e6b1-3992-aaa3-5e40e2147729?component=08575c26-68a2-3e0b-ba90-c6104bf738db



Figure 18: Looking into Park Place, 1959. The residential building formerly used as Police and Fire Station on the corner with Cheetham Hill Road has been replaced with a single storey bank building, most likely dating from the 1920s. Source: Greater Manchester Lives online archive, Ref. m16426.



Figure 19: Looking along Cheetham Hill Road towards the former Methodist chapel and Northern Hospital frontage. Source: Greater Manchester Lives online archive, Ref. m16426.

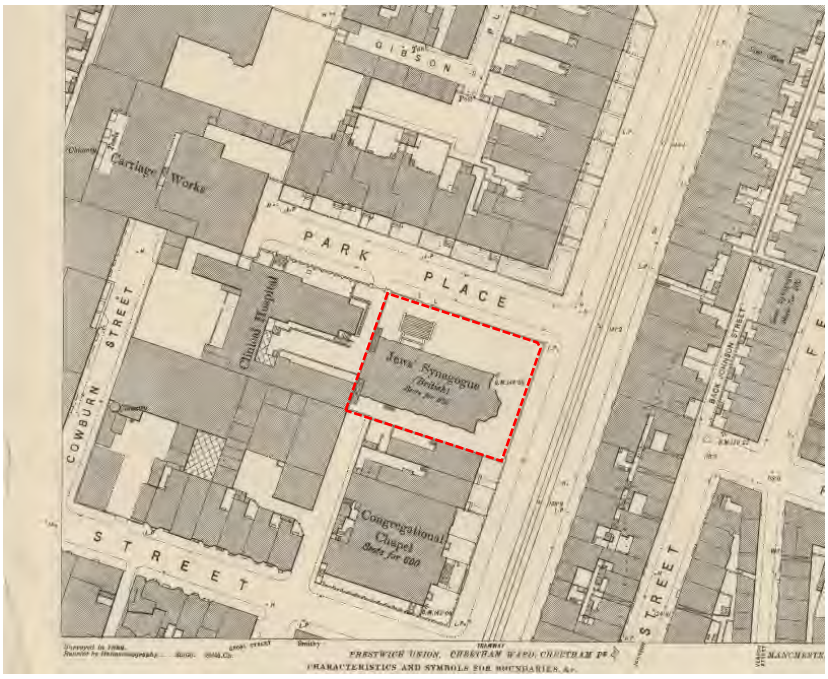
xii) The map regression contained within **Table 2** charts the continued development and evolution of Cheetham Hill Road into the 20th century.

4.3 Historic Map Regression

Table 2: Historic Map Regression

Map with Approximate Site Location	Date and description
	*Pigot's Map of Manchester, 1803* *The Site lies within the parkland associated with the Strangways estate to the west, characterised by open its open landscape, pleasure grounds, large ponds, and woodland. The alignment of Cheetham Hill Road is marked as 'Intended Road', reflecting the ambition for the expansion and development of this area to the north of the town centre.*

	*Bancks & Co.'s Plan of Manchester & Salford, 1832* *The 1832 map reflects the gradual urbanisation of the area around Cheetham Hill Road (at this point titled 'York Road'), including the development of residential terraces and industrial premises.* *Denbigh Street, which would subsequently become Park Place, has been laid out, providing access to a detached villa in landscaped grounds situated on the edge of the waterbody formerly within the Strangeways estate.*
	*1848 OS* *By the mid-19th century, Park Place (formerly Denbigh Street) had been developed with terraced properties, turning the corner onto Cheetham Hill Road.* *The plots to the south of the Site have also been developed, including a pair of terraced houses and a methodist chapel, here labelled as 'Ducie Chapel'.*



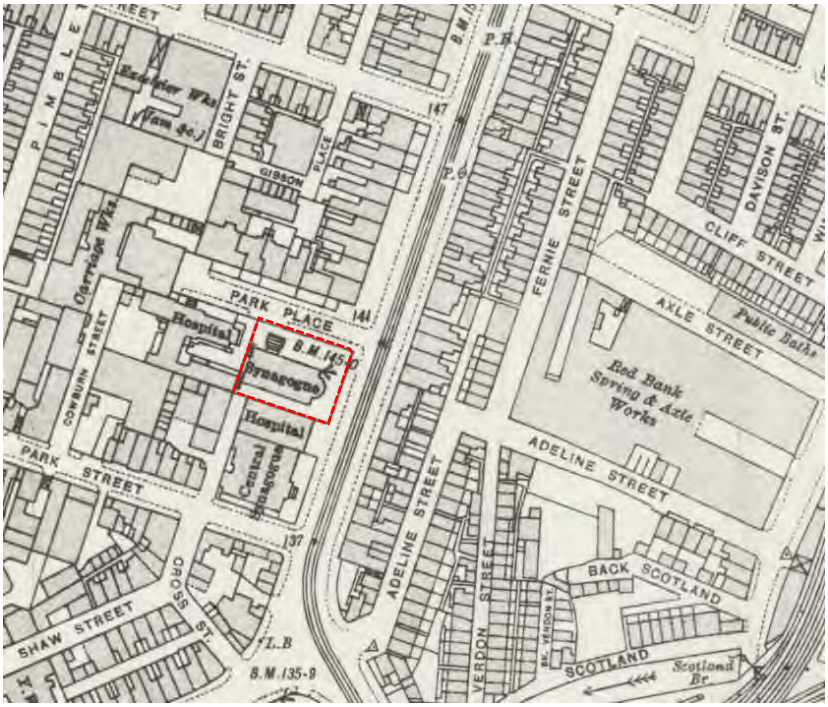
1889 Manchester Town Plan

The increase in urban density between this map and the previous is notable. This comprises primarily of residential and industrial development, including the establishment of a carriage works at the western end of Park Place in the location of the former detached villa.

The Site was developed in 1857 with the Manchester Reform Synagogue (here labelled specifically as the 'British' synagogue, differentiating it from the Great Synagogue further north on Cheetham Hill Road which accommodated the Orthodox Jewish community.

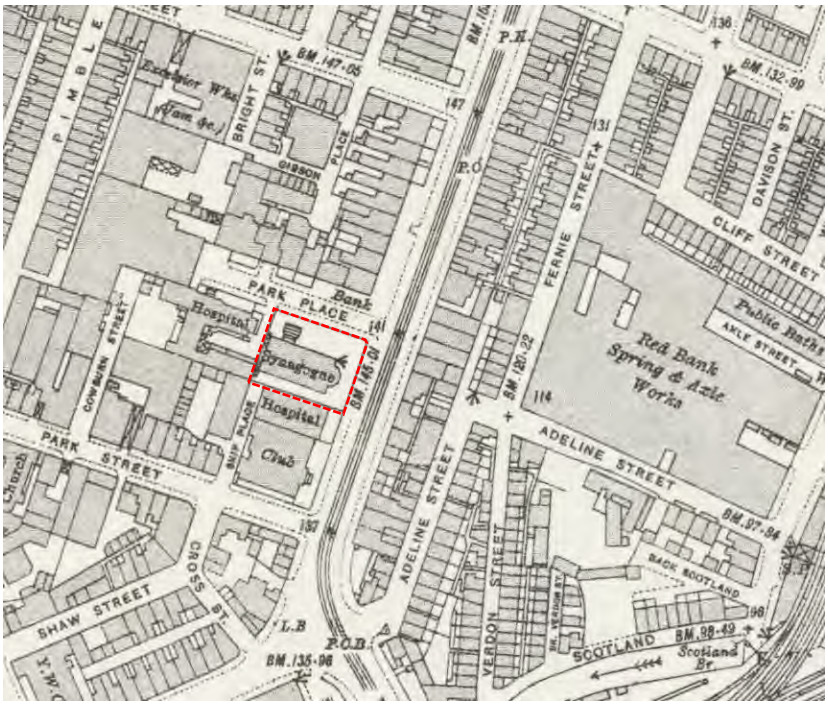
Also notable on this map is the establishment of the Clinical Hospital (alternatively known as the Northern Hospital) adjacent to the Site on Park Place.

Not marked on this or subsequent maps is the establishment of a Police and Fire Station on the corner of Park Place at some point prior to 1906 (see **Figure 14***).*



1915 OS

The most notable change between this and the previous map is the extension of the hospital on Park Place to comprise of a new frontage wing to Cheetham Hill Road. This saw the replacement of the existing pair of residential terraces which separate the Site from the former Methodist chapel to the south-east.



1931 OS

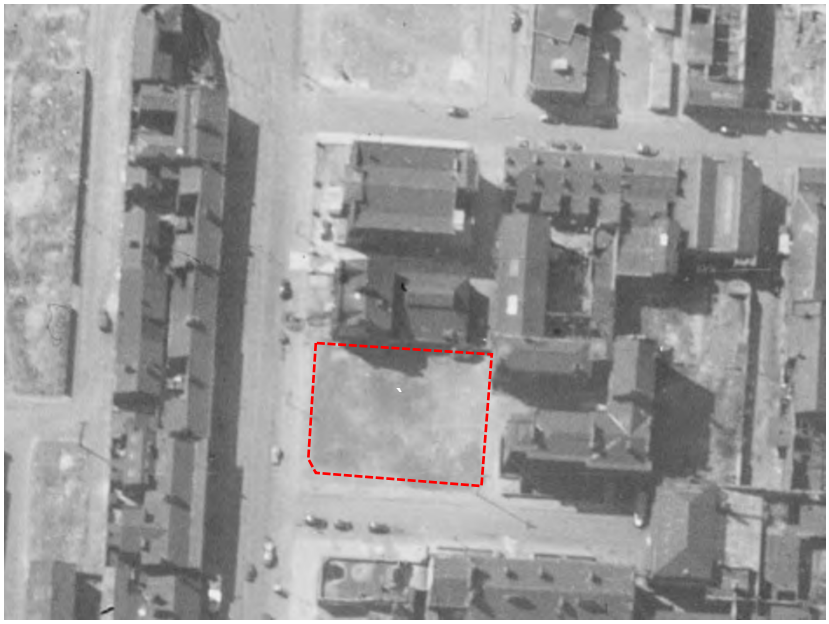
The townscape remained largely unchanged in the early part of the 20th century. Of note is the establishment of a bank opposite to the Site at the corner of Park Place and Cheetham Hill Road.



Bomb damage 1941 (drawn on the OS map of 1931)

This map reflects the relatively significant damage inflicted on this part of the city centre from enemy bombing during the Second World War.

The Manchester Reform Synagogue on the Site was hit by a fire bomb (red circle), the damage being so considerable that the building was demolished (indicated by the red shading of the building). The map also shows damage, albeit to a lesser extent (indicated by red hatching) of neighbouring and nearby buildings on Park Place.

	*1948* *The Site was subsequently redeveloped in c.1948 with a small building which reflects the scale and form of the primary range of the existing building.*
	*1946 Aerial (Historic England Archive)* *Cleared plot following bomb damage destroyed the former synagogue on the Site.*



1953 Aerial (Historic England Archive)

Aerial view of the redeveloped Site.

4.4 Summary of the Site's Historic Development

i) The map regression above illustrates the changes that the Site and its local setting have undergone since the early 19th century.

ii) There are two primary phases to the Site's development: the establishment of the Manchester Reformist Synagogue in 1857 and its subsequent replacement with a simple commercial building. Modern marketing material states that the Site was then redeveloped in the early 1990s with the existing building, although the current building on the Site largely mirrors the form and architectural detailing of the building documented in historic photographs and maps.

iii) From the mid-19th century onwards, Jewish families began to establish themselves around the Strangeways, Cheetham Hill Road, and Lower Broughton area neighbourhoods. The community found itself split between two primary sects: the Reformists and the Orthodox congregations. In 1857, Manchester architect Edward Saloman (whose father belonged to Reformist congregation) designed the 'Manchester Synagogue of British Jews' for the Reformist community to sit within the Site at the corner of Park Place and Cheetham Hill Road, the building modelled on a '*Lombardic, or even Saracenic version of the Byzantine*' (Parkinson-Bailey, *Manchester: An Architectural History*, 2000). Parkinson-Bailey (Ibid) reproduces a contemporary description of the building: *'It has lofty aisles with three storeys of windows, a very low clerestory, and a polygonal apse, and makes much display of coloured pattern-work in the bricks moulded and plain'*. The Reformist congregation and the synagogue itself, which provided seats for 350, was inclusive of both the Sephardi (those with their cultural background in Spain, Portugal, North Africa and parts of the Middle East) and Ashkenazi (those from/descendant from communities in Central or Eastern Europe) groups.



Figure 20: Exterior of the former Manchester Synagogue of British Jews, alternatively known as the 'Manchester Reform Synagogue', 1866. Source: Greater Manchester Lives online archive, Ref. m68959.



Figure 21: Interior of the former Manchester Synagogue of British Jews. Source: Archives+, Ref. Mm779/42.

iv) On the 1st June 1944, the synagogue was bombed by the German airforce during the blitz of Manchester. The building was damaged to such an extent that it was subsequently demolished. The majority of the synagogue's records and possessions were also destroyed. A new synagogue on Jackson's Row in the city centre (one of the first buildings to be built following the Second World War) replaced the synagogue on Park Place, the Site lying empty until c.1948.



Figure 22: View of the Site from Cheetham Hill Road, 1965. Source: Greater Manchester Lives online archive, Ref. m16294.



Figure 23: The Site is seen at the far right of the photograph in conjunction with the former Methodist chapel and Northern Hospital wing on Cheetham Hill Road, all apparently serving commercial purposes, 1972. Source: Greater Manchester Lives online archive, Ref. m71659.

v) The first phase of the subsequent building on the Site was constructed within the same year. It is understood that the Site performed as a light industrial and/or commercial outlet. A photograph from 1965 (**Figure 22**) shows the Site being used for the manufacture of clothes,

shirts in particular. The 1972 photograph (**Figure 23**) shows that the building remained much the same at this point albeit with new advertising.

vi) The simple, functional character of the building is clearly legible in both photographs. As above, modern marketing suggests that the existing building dates from 1992, although it resembles closely the building documented in the historic photographs above. Regardless, subsequent alterations have seen the building extended to the south and an entrance created on the Cheetham Hill Road frontage, amongst other ad-hoc additions and changes.

5. SIGNIFICANCE APPRAISAL

5.1 Introduction

i) The purpose of the Significance Appraisal is to use recognised criteria to assess the heritage significance and interest of the Site and identified heritage assets which have the potential to be indirectly affected by the Proposed Development.

ii) The Significance Appraisal will inform the subsequent Heritage Impact Assessment (HIA) at **Section 6** which considers the potential impact of the proposals upon the setting of heritage assets within the defined study area and the ability to appreciate their significance. This, in turn, allows for the extent of 'harm' upon any heritage asset incurred by the proposals to be established within the terms defined by the NPPF.

iii) The assessment of the contribution of an asset's setting to an appreciation of its significance has informed the identification of heritage views which form a key part of the subsequent Visual Impact Assessment in **Section 7**.

5.2 Methodology

i) The appraisal of significance accords with the requirements of the NPPF and uses Historic England's methodology outlined in their updated document '*Statements of Heritage Significance*' (2019). Historic England's '*Conservation Principles Policies and Guidance*' (2008) and the revised guidance on the '*Setting of Heritage Assets*' (as reissued in December 2017) have also been acknowledged as part of the following assessment. The appraisal and subsequent impact assessment is also framed within the context of the well-established methodology provided by the International Council on Monuments and Sites ('ICOMOS') in their '*Guidance for Heritage Impacts Assessments*' (2011), with particular reference to the example guide for assessing the 'value' of heritage assets (ICOMOS, Appendix 3A).

ii) The significance of a designated heritage asset is determined by an analysis of the relevant aspects of the following:

- ***Archaeological interest***

  There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

- ***Architectural and artistic interest***

  These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

- ***Historic Interest***

  An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

iii) The focus is on providing necessary and proportionate information based on the perceived level of a heritage asset's significance.

5.3 Statement of Significance of the Site

i) The Site comprises of a former light industrial building which dates from c.1948 (see 1948 OS in **Table 2** for first cartographical evidence of the current building) which has been extended to the south-west and altered over time. Hardstanding used formerly for car parking bounds the Site's frontages to Cheetham Hill Road and Park Place. A small yard in the western corner of the Site is overgrown with low quality vegetation.

ii) The existing building, which has most recently been used as a commercial premises, is of a single storey, the principal range having a low-pitched roof with open gable to Cheetham Hill Road whilst the later, adjoining range has a flat roof. The building's primary entrance is to Cheetham Hill Road, with two secondary entrances on Park Place.

iii) The Site is currently vacant and in a disused and deteriorating condition; it has a poor relationship to the streetscape of both Cheetham Hill Road and Park Place. The poor relationship of the Site to adjacent and nearby heritage assets is discussed below.

Archaeological Interest

iv) The Site has seen phases of redevelopment which have changed its character and use from forming part of an open, agricultural landscape, to a place of worship and community for the Jewish community, to its current use as a (vacant) commercial premises. It is possible that these phases of the Site's development reflect some evidence of past human activity, although there has been considerable change and development in the local setting of the Site which reduce the potential for the survival of this evidence and its contribution to our understanding. The Site's potential for archaeological interest is therefore deemed, overall, to be **Negligible.**

Architectural and Aesthetic Interest

v) The building on the Site is considered to be of no architectural or aesthetic significance and, indeed, its vacant, deteriorated, and degraded condition presents an unsightly and hostile face to both Park Place and Cheetham Hill Road. The building is simple and utilitarian in architectural character and design; it does not possess any conspicuous detailing or characteristics which readily communicate a specific period or mode of architectural design. Ad-hoc alterations to

the building over the 20th century and the hardstanding which surround the building reinforce the Site's poor architectural and aesthetic quality.

vi) The Site fails to meaningfully interact with the streetscape or surrounding buildings and fails to emphasise or celebrate its corner position.

vii) The architectural and aesthetic interest of the Site is subsequently judged to be **None.**

Historic Interest

viii) All of the historic development on the Site has been cleared and no evidence of the former British Revival Synagogue remains, though the historic street network has survived. Whilst the phasing of the Site's development is of some limited interest for its reflection of the former character of the area, the historic narrative of the Site as a synagogue is no longer legible or appreciated. For that reason, the overarching historical interest of the Site is deemed to be **None.**

Setting

ix) The Site occupies a corner plot, fronting Park Place to the north and Cheetham Hill Road to the east; the existing building presents its primary frontage to Cheetham Hill Road. The townscape context in the local setting of the Site is varied, with several prominent and interesting historic buildings (which communicate the former prosperity of the area) sitting cheek-by-jowl with poor quality, mid-late 20th century development (largely commercial or light industrial in character) and adulterated 19th century buildings.

x) There are a number of interesting buildings in the local setting of the Site which are identified as being of heritage interest: the Grade II Former Synagogue (originally a Methodist chapel) on the corner of Park Street, the undesignated, former North Hospital buildings on Park Place (No. 3) and Cheetham Hill Road (No. 21), and the heavily altered, early 19th century terraces at 12 Park Place being the closest. The Site is also visible in conjunction with the Grade II listed Roman Catholic Church of St Chad to the north. Due to its current condition and quality, it detracts from the local setting of these designated and non-designated heritage assets.

xi) The overarching character of the local townscape is commercial; low quality shop fronts and the deteriorated pedestrian realm in the setting of the Site creates a hostile and generally uninviting environment around Park Place and along this stretch of Cheetham Hill Road. Ad-hoc car parking along Park Place further detracts from the quality of the Site's immediate setting. The hostile road infrastructure to the north-east of the Manchester AO Arena and which continues along Cheatham Hill Road detracts from the environmental quality and enjoyment of the local setting of the Site and aids the isolation of remnant historic buildings from one another and their local setting. Where there is open space in the setting of the Site, it generally comprises of poor-quality hardstanding used for car parking or commercial yards.

xii) To the east of the Site (outside of the SRF area), the townscape has been transformed by late 20th and more recent 21st century redevelopment which provides residential development in tall buildings fronting the pavement along Cheatham Hill Road and extending to Red Bank to

the east. Tall buildings are a prominent and noticeable feature of the Site's local setting and heritage assets in its locality are viewed and experienced in this context, particularly in linear views looking south along Cheetham Hill Road.

xiii) The character and appearance of the local setting of the Site is illustrated in **Figure 24 - Figure 33.**



Figure 24: View of the Site from Cheetham Hill Road in conjunction with Grade II listed Former Synagogue (former Methodist chapel) and wing of the Northern Hospital at No. 21 Cheetham Hill Road.



Figure 25: Northern streetscape of Park Place including c.1960s bank and heavily altered early 19th century terraces (and modern infill).



Figure 26: View north along Cheetham Hill Road taking in the tower of the Grade II listed Roman Catholic Church of St Chad.



Figure 27: Grade II listed Former Free Library and unlisted No. 122 Cheetham Hill Road, formerly the New Jewish Synagogue. Both situated to the north of the Site.



Figure 28: Grade II listed Knowsley Hotel, to the north of the Site.



Figure 29: Grade II listed Cheetham Town Hall (Former), to the north of the Site.

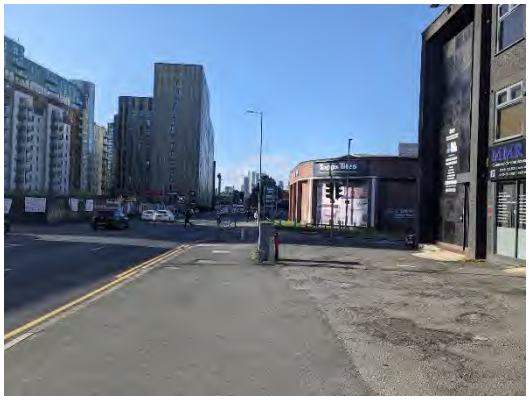


Figure 30: View south along Cheetham Hill Road taking in varied townscape including commercial and residential buildings.



Figure 31: Tall residential development to east of the Site and within the neighbouring SRF.



Figure 32: Looking south along Cheetham Hill Road towards tall buildings in the background at Deansgate. The tower of



Figure 33: View into Carnarvon Street to the north of the Site. The Grade II listed heating and ventilation tower of Strangeways Prison is visible on the skyline.

the Grade II listed church is backdropped by modern development on Cheetham Hill Road.	

5.2 Appraisal of Heritage Assets in the Setting of the Site

i) The heritage assets which have the potential to be impacted by the proposed redevelopment of the Site have been identified in **Table 1**. The architectural and historical value and the contribution of setting to an appreciation of the significance of these heritage assets is explored in **Table 3**, provided at **Appendix I** (extracted from the main body of this report due to its length).

ii) As there are no heritage assets within the Site boundary, the Proposed Development only has the potential to result in indirect impacts on these heritage assets, i.e. through change to their setting or change to how they are experienced in views.

iii) The importance of 'setting' lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance. Thus, it is the contribution of setting to the significance of the heritage asset which should be established at this stage in the process. For the purposes of this appraisal, the contribution of the Site to the setting and appreciation of the significance of any given heritage asset is defined in order to provide an understanding of how that contribution might change through the Proposed Development. The Site is identified as making a '**positive**' (no instances of this are identified), '**negative**', or '**no**' contribution to the setting and significance of each asset in turn.

iv) Please refer to **Appendix I** for the appraisal of heritage assets in the setting of the Site.

5.4 Summary of Significance Appraisal

- The Site yields **Negligible archaeological value, No historical value**, and **No architectural** and **aesthetic value**.

- Its contribution to the setting of surrounding heritage assets is dependent on their proximity to the Site and whether they are experienced together in views. Given the existing low scale of the building and the generally modest scale of the Site, its interaction with heritage assets outside of its immediate locality (Park Place, Cheetham Hill Road) is limited. In terms of those closest designated and non-designated heritage assets, the Site is determined to make a negative contribution to their setting and detract from the appreciation of their relative significance.

- Given the scale of the Proposed Development, it is considered that there is potential for the relationship between the Site and heritage assets both in its local and wider setting to change to a notable degree. The nature of these relationships is explored in the following section through the assessment of key views of the Proposed Development.

6. SUMMARY OF PROPOSED DEVELOPMENT

i) The Proposed Development is presented in detail in the DAS and Application Drawings prepared by Hodder + Partners. The assessment of heritage impact at **Section 7** should be read in conjunction with this design material.

ii) In summary, the Proposed Development comprises of the demolition of the existing building on the Site to facilitate the construction of a 25-storey tower providing 154 residential units, shared outdoor amenity space, commercial space at ground floor, and ancillary facilities.

iii) The Site is identified in the Great Ducie Street SRF (November 2018) document as being suitable for redevelopment with a building of between 20 and 29 storeys in height on the Indicative Heights Plan for the area (**Figure 34**).



Figure 34: Indicative Heights Plan from the Great Ducie Street SRF (November 2018). The Site (circled in red) is shaded yellow which indicates it is identified as being suitable for development of between 20 and 29 storeys.

iv) The graphic above illustrates that it is envisioned that the Site will sit within a townscape that features buildings of greater height and scale then currently exists now, including a building of 30+ storeys to the south on the corner with Park Street and one of up to 20 storeys to the north on the corner with Carnarvon Street.

v) The key design principles outlined in the DAS are as follows:

- Creating an active frontage to Cheetham Hill Road and One Park Place.
- Response to neighbouring heritage assets in terms of scale, positioning, and detailed design.
- Creation of a landmark building with consideration for its skyline profile.
- Improvements to public realm around the Site.

vi) The Site is illustrated in the Computer Generated Images ('CGIs') at and below.



Figure 35: Illustrative view of the Proposed Development from the south on Cheetham Hill Road.



Figure 36: Illustrative view of the Proposed Development from the north on Cheetham Hill Road.

7. ASSESSMENT OF HERITAGE IMPACT

7.1 Introduction

i) The Site contains no listed buildings and is not located within a conservation area. It will be clear, therefore, that there is no potential for the Proposed Development to incur any direct heritage impacts, i.e. physical impacts on historic fabric. The following assessment will therefore focus on the indirect impact of the Proposed Development on the surrounding historic environment, i.e. its visual impact and/or setting impact.

ii) The following assessment aims to identify the potential impact the Proposed Development could have on an appreciation of the significance of heritage assets in the locality of the Site. This assessment has been informed by an understanding of the character and form of the Proposed Development, and by a series of views that have been prepared which show the scheme in its context, which includes heritage assets.

iii) The Heritage Impact Assessment utilises the guidance set out in Historic England's *The Setting of Heritage Assets* (December 2017) and ICOMOS guidance on Heritage Impact Assessments (2011).

i) A total of seventeen views have been prepared by rbmp for the Townscape and Visual Impact Assessment ('TVIA'); their locations are indicated on the plan at **Figure 37.** The viewpoints have been selected and agreed in consultation with MCC.

iv) A selection of these views has informed the subsequent Heritage Impact Assessment as they illustrate the relationship of the Proposed Development and heritage assets in its local and wider townscape setting. For the purposes of this assessment, the views have been grouped and discussed collectively in order to understand the impact of the proposals on heritage assets in a holistic sense. The views relevant for this assessment have been organised in the following groups:

- Cheetham Hill Road (Views 8, 9, 10, 11 and 15)
- Deansgate (Views 1, 2, 3, 4A and 4B)
- Cathedral Conservation Area (Views 4A, 4B, and View 17)
- Additional Views (Views 7, 13, and 16)

v) The views are presented as Accurate Visual Representations ('AVRs') in either wireline (AVR type 1) or rendered (AVR type 3) format. The set is produced in full in the TVIA prepared by rbmp.

vi) The scenarios considered are:

- **Existing:** baseline photograph
- **Cumulative:** baseline photograph + Proposed Development + Emerging schemes (consented and/or in the process of being constructed). Cumulative key at **Figure 38.**



Figure 37: Viewpoint Location Plan. Source: rbmp.

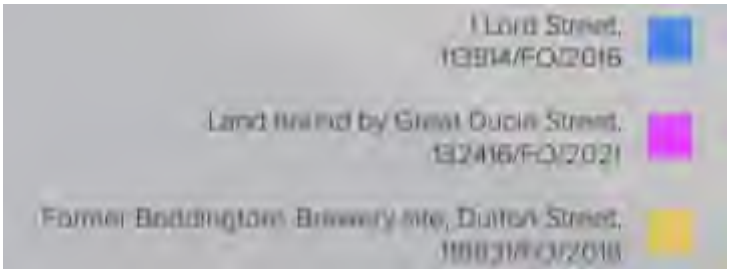


Figure 38: Key for cumulative schemes as presented in views. Source: rbmp.

7.2 Methodology for Measuring Heritage Impact

i) The assessment of the potential heritage impact concerns the indirect (setting and/or visual impact) of the Proposed Development on the identified heritage assets. The contribution of the setting to the significance in each asset has been established in **Table 1 (Appendix I)** as part of the baseline appraisal.

ii) The magnitude of impact is a product of the extent of change which is likely to result from the Proposed Development on the setting of the identified heritage assets. Where the proposed changes are considered to enhance the setting or appreciation of a heritage asset, the impact will be deemed to be ***beneficial*****.** Conversely, where the Proposed Development is considered to compromise an appreciation of its significance, the impact will be deemed ***adverse*****.** Where an impact is considered to make no material change to the understanding and appreciation of an asset's significance, the resultant impact will be ***neutral***. This impact is assessed in consideration of the asset's relative significance. Please refer to **Table 5, Appendix I** for the relative significance / values used in this Heritage Statement.

7.3 Determining the Overall Impact

ii) The nature of the effect – i.e. the overall impact – is determined on an understanding of the importance of the asset and the magnitude of the impact. The overarching effect of the Proposed Development on identified heritage assets is defined as: **Major, Moderate, Minor, Negligible or Neutral**, and is rated as **adverse, beneficial** or **neutral.**

iii) The criteria for assessing the magnitude of impact and the nature of the effect are set out **Table 6** and **7 (Appendix II and III),** and indirect heritage impacts are set out in **Table 6 (Appendix II).** This follows the recommended approach to evaluating heritage impact derived by ICOMOS (2011) and the tests set by Historic England's in the 2017 guidance on the evaluation of setting: '*The Setting of Heritage Assets'.*

iv) The focus of the following section will focus on the indirect impact of the Proposed Development on the setting of identified heritage assets surrounding the Site. This principally relates to visual impact, but also takes into consideration any changes experienced within the setting of the heritage assets, including traffic, noise, accessibility, permeability and patterns of movement, as informed by Historic England's assessment checklist for assessing the impact on setting (provided in their 2017 guidance).

v) Mitigation in respect of any adverse impact upon the setting and significance of the identified listed buildings/structures is either embedded into the scheme (i.e. design quality, improvements to public realm in the setting of heritage assets) or formulated upon the public benefits delivered by the Proposed Development.

vi) The perceived benefits of a scheme relate to both the place in which the development will be constructed, as well as benefits to the wider community or society as a whole. These can comprise 'heritage benefits' which could, for example, include improvements to the setting of listed buildings in the environs of the Site, and which come under the wider umbrella of 'public benefits'. The discussion of these wider public benefits falls outside the scope of this Heritage Statement and are addressed in the Planning Statement prepared by Zerum.

7.4 Visual Impact Assessment

Cheetham Hill Road Views (Views 8-11, and 15)



View 8 - Existing



View 8 – Proposed + Cumulative



View 9 - Existing



View 9 – Proposed + Cumulative



View 10 - Existing



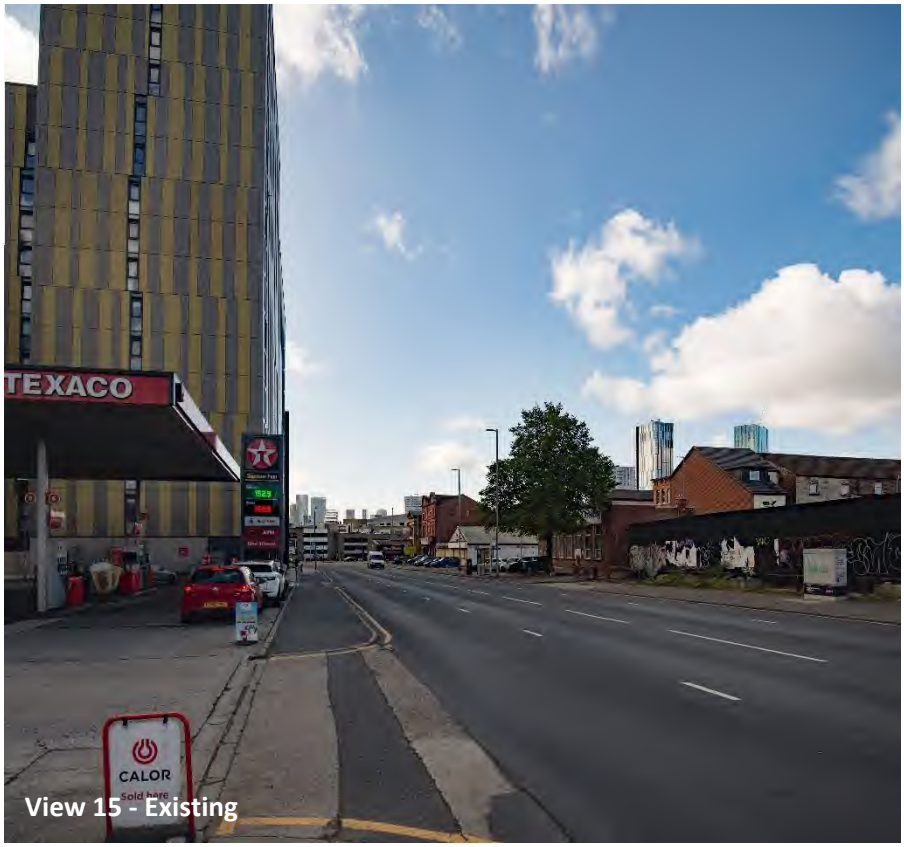
View 10 – Proposed + Cumulative



View 11 - Existing



View 11 – Proposed + Cumulative



View 15 - Existing



View 15 – Proposed + Cumulative

i) This selection provides a kinetic sequence of views experienced along Cheetham Hill Road, travelling both south and north from the location of the Site.

ii) Views 8, 9, and 10 look south along Cheetham Hill Road and illustrate how the proposed tall building on the Site would be experienced in tandem with historic buildings along the street and in conjunction with the emerging scheme at 1 Lord Street. The sequence demonstrates how the views south along Cheetham Hill Road allow the Proposed Development and the cumulative scheme at 1 Lord Street to be seen in conjunction with existing and established tall buildings at Deansgate and within the city centre to the south. The new tall buildings are read and understood as forming part of this urban context and reinforce it. The view north from these positions would, for the time being, see the Proposed Development as a tall building without any development of corresponding scale or mass and so the experience of the Site is a varied and shifting one dependent on the location from which it is experienced.

iii) In Views 8 and 9, the Proposed Development is seen to form part of the same streetscape as the Grade II listed Knowsley Hotel and the former Town Hall building. Whilst the increase in scale on the Site is notable, it does not materially change or alter how the listed buildings to the north are experienced or appreciated within the streetscape. The lower shoulder block of the Proposed Development and its lightweight materiality softens its visual appearance and creates a relatively slender and elegantly proportioned profile for the building.

iv) The kinetic sequence of Views 8, 9, and 10 show that the 1 Lord Street scheme will demonstrably change the experience of the Grade II listed Church of St Chad from the north by backdropping its tower and reducing its sense of architectural hierarchy within the streetscape, impacting its local landmark quality. It is not considered that the Proposed Development, which sits on the opposite side of the street and is visually separate from the church's tower in the views, will increase or change this impact to any degree.

v) View 15 looks south along Cheetham Hill Road and shows how the Proposed Development will appear alongside the existing tall buildings on the east side of the road. In this view, the introduction of the tall building changes how the historic buildings in the immediate locality of the Site are experienced and appreciated. The tall building wholly restricts oblique views of the primary elevations of No. 21 Cheetham Hill Road and the Grade II listed Former Synagogue building from further north along the street and will continue to do so even as the receptor moves closer towards the Site. The Proposed Development introduces a building that, at a local scale, appears incongruent in terms of its height and massing, changing the visual experience of the historic streetscape on this part of Cheetham Hill Road. Notwithstanding this, the existing tall buildings on the east side of Cheetham Hill Road and the tall buildings clearly visible in the background and wider setting of the view provide a context that the scale is read alongside.

vi) In a more intimate and local experience of the Site, as one moves further south on Cheetham Hill Road, the activation and animation of the streetscape will become apparent through the permeability and proposed use of the lower levels of the building, enlivening the local environment in which the historic buildings adjacent to the Site and on Park Place (No. 3 and No. 12 Park Place) are experienced. View 11 illustrates how the focus of people moving north

onto Cheetham Hill Road from Corporation Street will shift from the Grade II listed building on the corner to the Proposed Development, reducing this building's hierarchy and role as a focal point within the streetscape to a minor degree. Notwithstanding this, the podium height of the new building aligns with the ridge height of the historic buildings to the south of the Site, creating a sense of rhythm and consistency within the streetscape.

vii) In the existing, largely undeveloped context which characterises the local townscape, the uplift in scale on the Site is visually dramatic, however the proposals are understood in the context of the SRF which has established the principles for the holistic development of this area, and which includes buildings of a greater scale and similar to that which is proposed at One Park Place.

Deansgate Views (Views 1-3)



View 1 - Existing



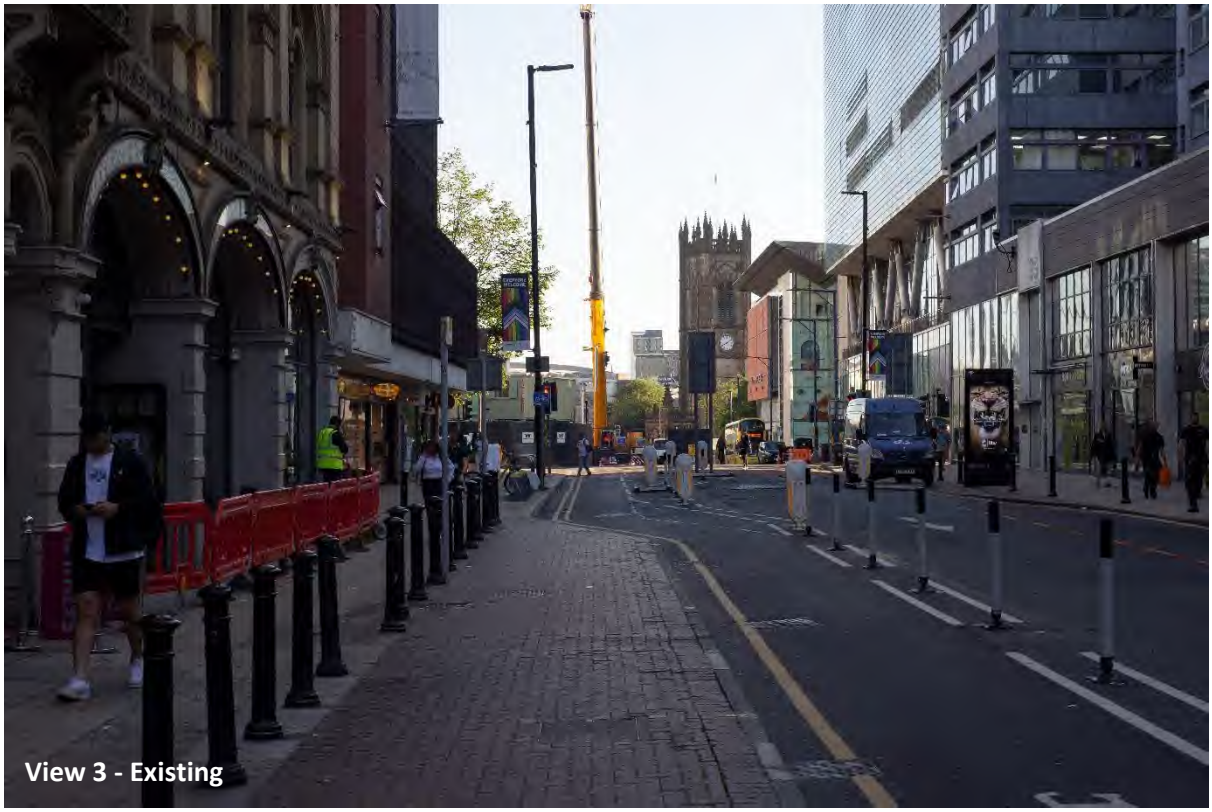
View 1 – Proposed + Cumulative



View 2 - Existing



View 2 – Proposed + Cumulative



View 3 - Existing



View 3 – Proposed + Cumulative

viii) Views 1-3 provide a kinetic sequence that reflects the experience of moving north on Deansgate through the city centre. The street is characterised by its straight, linear axis, its sense of enclosure created by the continued building line, and its varied townscape which comprises historic buildings sitting alongside tall and large contemporary buildings.

ix) The views illustrate that as one moves south on Deansgate, the Grade I listed Cathedral Church of St Mary becomes increasingly prominent and the focal point of the view, the tower at its western end projecting forward into the streetscape and its pinnacle west tower projecting above the varied roofscape to the western side of the road. In View 1, the Cathedral is seen alongside the Grade II listed Church of St Chad on Cheetham Hill Road in the distant background.

x) The Cathedral provides a visual focal point in these views along Deansgate, albeit it is not until one reaches the location around View 3 where the townscape at St Mary's Gate begins to open up that the tower is appreciated as being a separate entity from the Deansgate streetscape. Here the architectural prominence and hierarchy of the cathedral within the local townscape is appreciated.

xi) The views demonstrate that the tall building of the Proposed Development will be a clearly visible and prominent addition to the visual experience along Deansgate and, in View 1, sit almost centrally, framed by built form on either side, providing a bookend to the long axis. It will be experienced alongside the emerging tall building scheme at 1 Lord Street and together the buildings represent a considerable increase in the scale of built form experienced in the view. There are existing tall buildings which are experienced both directly and peripherally along Deansgate which are read as a separate layer of the urban townscape; it is considered that the Proposed Development will be understood as forming part of this context. Whilst 1 Lord Street backdrops the Cathedral, the Proposed Development sits to one side and does not directly interact with the Grade I listed building in any of the selected views.

xii) In these distant views, the light-coloured materiality and detailed articulation of the proposed building's facade softens its appearance; the screening of mature trees on Deansgate also aids its visual integration into the townscape. Notwithstanding this mitigation, it is still considered that when experienced in tandem with 1 Lord Street, the Proposed Development changes the visual experience of the Cathedral along Deansgate, creating distractions in the background which draw away from the building's sense of architectural primacy and its role as a focal point.

xiii) The impact in View 3 is also notable, given the closer range view which sees the Proposed Development and 1 Lord Street sitting alongside the Cathedral tower. The two tall buildings are experienced here as broadly the same height as the Cathedral tower, stepping up slightly towards the pinnacled tower. Whilst there is a sense that the new buildings step away from the tower, aided by the lower shoulder block of the Proposed Development, and there is breathing space between all the vertical elements, it is considered that the new schemes reduce to a minor extent the prominence of the Cathedral within the view and add to the visual enclosure of its local setting, which has historically been relatively open, reflecting the status of the listed building. Notwithstanding the above, this is a localised impact derived from one sequence of

views in the city centre. The exceptional architectural and historical significance of the Cathedral is still readily appreciated in the view and in many others across the city.

Cathedral Conservation Area Views (Views 4A, 4B, and 17)



View 4A - Existing



View 4A – Proposed + Cumulative



View 4B - Existing



View 4B – Proposed + Cumulative



View 17 - Existing



View 17 – Proposed + Cumulative

xiv) Views 4A and 4B provide a continuation of the visual sequence above as one moves past the western front of the Cathedral on Victoria Street towards the Chetham School complex to the north. The views, which show the Proposed Development in tandem with cumulative schemes at 1 Lord Street and the Former Boddington Breweries site, demonstrate that the tall buildings to the north will be prominent features in the local setting of the Grade I listed Cathedral, and the Grade I and Grade II listed buildings within the Chetham School complex.

xv) In View 4A, the Proposed Development is seen to project above the roofline of the narrow, traditional building which sits within the boundary wall that encloses the school. Alongside the other emerging schemes, the Proposed Development is experienced and understood as being a peripheral element of the complex's wider urban setting. An appreciation of the historic former hospital and current school buildings is relatively limited to close up and immediate views which enable an understanding of their architectural and historical interest. The presence of tall buildings within their wider setting, notwithstanding their visual prominence, is not considered to materially affect this appreciation or experience. As one moves closer on Victoria Street towards the historic complex, the experience of the Proposed Development will become more peripheral as the viewer's attention shifts towards the low scale historic buildings which are enclosed by a boundary wall.

xvi) View 17 demonstrates how the Proposed Development will appear when experienced from the Cathedral Gardens to the west of the Chetham School complex and just north of the Cathedral. Here, interposing mature trees screen the main body of the tall building, with the upper levels appearing above the canopy. Tall buildings are an established, pre-existing feature of this view and the visual experience of receptors moving around the Cathedral Gardens, and the Proposed Development is understood and read as part of this context. The screening of the tall building, which will lessen in winter months due to leaf loss, means the Proposed Development is experienced peripherally and does not detract from an appreciation of the architectural and historical value of the Grade II listed eastern wing of the school which fronts onto the gardens.

Additional Views (Views 7, 13, and 16)



View 7 - Existing



View 7 – Proposed + Cumulative



View 13 - Existing



View 13 – Proposed + Cumulative



View 16 - Existing



View 16 – Proposed + Cumulative

xvii) View 7 illustrates how the Proposed Development will be experienced from the local setting of the Strangeways Prison complex. The tall building is clearly an uplift in scale and means the Site will now be visible from the historic group of buildings when formerly it was obscured by interposing development. The view demonstrates how cumulative schemes at 1 Lord Street and the Former Boddington Breweries site will also be visible and together will be read as an emerging collection of tall buildings which communicate the regeneration of the local area. Given the insular and limited visual experience of the prison buildings (with the exception of the Grade II listed ventilation tower), it is not considered that the Proposed Development changes or affects an appreciation of their architectural or historical value and significance as a group.

xviii) View 13 looks north towards the Site from a point close to the junction of Corporation Street and the Ring Road across the front of the Grade II listed Parkers Hotel. The Grade II listed ventilation tower of Strangeways Prison is visible to the north-west. The Proposed Development is largely obscured by interposing built form and is not readily noticeable or prominent within the view. It does not change an appreciation of the significance of either listed building experienced in the view.

xix) View 16 has been included to understand to what degree the Proposed Development will be experienced and appreciated from St Michael's Flags & Angel Meadow Park and in tandem with the Grade II listed Charter Street Mission on Aspin Lane. The view demonstrates that the visual experience of the Site is largely limited by the mature trees within the park, which obscure the upper part of the building, the lower levels obscured by interposing development. It is possible that the Site will be visible to a greater degree from other areas of the park, or in winter months when the trees are without leaf, but it is considered that the Site will still be experienced peripherally and alongside other tall buildings in the surrounding townscape. It is not considered that the Proposed Development changes or negatively affects an appreciation of the listed building, the architectural and historical significance of which is appreciated more readily in closer, unobscured views.

7.5 Heritage Impact Assessment – Summary

i) As recommended in the revised Historic England guidance on the *Setting of Historic Buildings* (2017), the perceived indirect (visual) impact upon the nearby heritage assets have been tabulated below. The impact assessment has been informed by the baseline significance appraisal at **Appendix I** and follows the recommended ICOMOS scheme of Heritage Impact Assessment as defined by the Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011).

ii) These values have been established within the following table (**Table 4**) assessing the potential scale of impact and the perceived overall effect on each heritage asset by the Proposed Development.

Table 3 – Potential Impacts of Proposed Development upon Appreciation of Significance of Heritage Assets				
Map. Ref.	**Heritage Asset and Designation**	**Significance Value**	**Scale of Impact**	**Overall Impact**
Listed Buildings				
1	Chethams Hospital and Attached Wall (Grade I)	High	Low	**Minor Neutral**
2	Victoria Station Including Concourse to rear with Restaurant and Booking Hall (Grade II)	Medium	Negligible	**Negligible Neutral**
3	The Tower of HMP Manchester (Grade II)	Medium	Low	**Minor Neutral**
4	Stephenson Bridge (Grade II)	Medium	Negligible	**Negligible Neutral**
5	Gatehouse of HMP Manchester (Grade II)	Medium	Low	**Minor Neutral**
6	City Buildings (Grade II)	Medium	Negligible	**Negligible Neutral**
7	Cooperative Wholesale Society Building to North of Junction with Hanover Street (Grade II)	Medium	Negligible	**Negligible Neutral**
8	Cooperative Wholesale Society (Grade II)	Medium	Negligible	**Negligible Neutral**
9	Cheetham Town Hall (Former) (Grade II)	Medium	Low	**Minor Neutral**
10	New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (Grade II)	Medium	Negligible	**Negligible Neutral**
11	Co-Operative Insurance Society (Cis) Building (Grade II)	Medium	Negligible	**Negligible Neutral**
12	Parkers Hotel (Grade II)	Medium	Negligible	**Negligible Neutral**
13	Knowsley Hotel (Grade II)	Medium	Low	**Minor Neutral**
14	Cheetham Town Hall Annexe (Former) (Grade II)	Medium	Low	**Minor Neutral**
15	Former Free Library (Grade II)	Medium	Low	**Minor Neutral**
16	Former Boys Prison Block of HMP Manchester (Grade II)	Medium	Low	**Minor Neutral**
17	Main Prison Block of HMP Manchester (Grade II)	Medium	Low	**Minor Neutral**

18	South East Wing to Chetham's Hospital (Former Manchester Grammar School) (Grade II)	Medium	Low	**Minor Neutral**
19	St Chad's Cheetham Hill First World War Memorial Cross (Grade II)	Medium	Negligible	**Negligible Neutral**
20	Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls (Grade II)	Medium	Low	**Minor Neutral**
21	Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital (Grade II)	Medium	Low	**Minor Neutral**
22	Former Synagogue (Grade II)	Medium	Medium	**Minor Adverse**
23	Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home) (Grade II)	Medium	Negligible	**Negligible Neutral**
24	Cathedral Church of St Mary (Grade I)	High	Low	**Minor Adverse**
Conservation Areas				
	Cathedral Conservation Area	High	Low	**Minor Neutral**
	Shudehill Conservation Area	Medium	Negligible	**Negligible Neutral**
Non-Designated Heritage Assets				
25	21 Cheetham Hill Road	Low	Medium	**Minor Adverse**
26	3 Park Place	Low	Medium	**Minor Adverse**
27	6-12 Park Place	Low	Low-Medium	**Negligible-Minor Adverse**

Summary of Indirect Heritage Impact Assessment

i) The impact assessment above has identified that the Proposed Development would result in:

- 4 x Minor Adverse impacts
- 12 x Minor Neutral impacts
- 1 x Negligible-Minor Adverse impact
- 11 x Negligible Neutral impacts

ii) The tabulated matrix above is generally consistent with recognised criteria as defined within ICOMOS Guidance (2011). This is not, however, intended to be prescriptive. The adverse impacts identified are limited to local impacts on heritage assets which are adjacent to the Site, and which derive principally from the considerable increase in scale and massing on the Site. This does not account for detailed design mitigation which has been developed with the

principal aim of minimising impact on surrounding heritage assets and integrating the Proposed Development into its local context. The quality of the design and the enhancement to locality through significant enhancements to the streetscape and reintroduction of a viable use must also be taken into consideration.

iii) It should be noted that the Proposed Development will deliver a number of public benefits which are defined in the Planning Statement prepared by Zerum.

8. PLANNING POLICY ASSESSMENT AND CONCLUSION

8.1 Statutory and Policy Requirements

i) The NPPF (2021) and the associated Planning Practice Guide emphasise the need for a thorough understanding of the significance of designated heritage assets to form the basis for the assessment of any development impact. The Significance Appraisal at **Section 5** has informed the Heritage Impact Assessment at **Section 7** which demonstrates that the Proposed Development would generally have a **Neutral** impact on heritage assets in its local setting, with a **Minor Beneficia**l impact identified on the setting of the Castlefield Conservation Area.

ii) The NPPF also requires that all planning proposals contribute to the achievement of "sustainable development" (**NPPF, Paragraph 8**), which in this case means the preservation of the significance, character, and appearance of the identified heritage assets. The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development should be balanced against public benefits of the proposals so that the 'harm' is outweighed (**Paragraphs 201-202**).

8.2 Statutory and Policy Requirements

i) The Visual Impact Assessment has demonstrated that the Proposed Development would introduce a new tall building into the setting of numerous heritage assets throughout the city centre and on Cheetham Hill Road. The assessment has identified that in most cases, the Proposed Development would not impact on the ability to appreciate the architectural and historical significance of these heritage assets (i.e. where **Minor Neutral** or **Negligible Neutral** effects are identified). The Proposed Development may be a visible feature of these assets' setting, but it does not change or detract from how they are experienced, or their significance appreciated and understood.

ii) The assessment has identified a number of adverse effects, including a **Minor Adverse** impact on the Grade I listed Cathedral Church of St Mary derived through the cumulative impact of the Site in tandem with the emerging development at 1 Lord Street in views of the historic building along Deansgate (demonstrated by Views 1-3). This impact is identified as being at the lower end of the scale, transient in nature, and specific to this one sequence along the axial alignment of Deansgate as it towards the Cathedral. The ability to appreciate the architectural and historical significance of the Cathedral is by no means removed in these views, affected by the Proposed Development to a minor degree, and the Proposed Development does not affect other key views and vantage points from which the high significance of the Grade I listed building is entirely preserved.

iii) The local impacts identified (**Minor Adverse** and **Negligible-Minor Adverse**) on the historic buildings closest to the Site are derived in the considerable uplift in scale on the Site which, in some instances, obscures local views of them and generally appears incongruent in terms of its scale and grain. The local enhancement to the streetscape and pedestrian environment

delivered through the Proposed Development is recognised and identified as being something which has the potential to improve this aspect of the heritage assets' setting. A contextual response to the historic buildings is also legible in the architectural language of the building, most clearly seen through the podium level which mirrors the eaves height of the neighbouring buildings on Cheetham Hill Road. The injection of a new and viable use into the Site will have resultant beneficial effects which also naturally improve and enliven the local settings of this group of historic buildings. The Proposed Development will herald further investment in this part of Manchester and make a positive contribution to its sense of vitality and regeneration.

iv) With regard to the above, it is considered that the Proposed Development positively addresses the core planning principles set out in **Paragraph 8** of the NPPF 2021 and meets with the requirements of national and local policy.

9. REFERENCES

The following sources have been referenced and used to inform this report. Due to its name change all publications by English Heritage are referred to as Historic England.

1. Planning (Listed Buildings & Conservation Areas) Act 1990.
2. National Planning Policy Framework (2021).
3. Planning Practice Guide, Historic Environment (published 2014, updated 2019).
4. Historic England, Conservation Principles. Policies and Guidance (2008).
5. Historic England, The Setting of Heritage Assets (2017).
6. Historic England, Historic Environment Good Practice Advice in Planning. Note 2: Decision-Taking in the Historic Environment (2015).
7. Historic England, Statements of Heritage Significance (2019).
8. Historic England, Tall Buildings: Advice Note 4 (March 2022).

APPENDICES

Appendix I: Appraisal of Heritage Assets in the Setting of the Site

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
Listed Buildings within 500m Study Area				
1	Chethams Hospital and Attached Wall (Grade I)	Grade I	Listed in 1952. *College of the Collegiate Parish Church of Manchester, now music school. Established 1422 by Thomas de la Warre; converted after Dissolution in 1547 for use as town house by Earl of Derby; sequestrated during Commonwealth, purchased in 1654 by Humphrey Chetham's executors for adaptation as charity school ("hospital") and library; restored and enlarged 1883-95 by Oliver Heywood and Charles James Heywood. Coursed squared red sandstone, with some dressings of grey gritstone (probably C19), and stone slate roofs. Small cloistered quadrangle with former Fellows' sets in north, south and west ranges, Great Hall and former Warden's rooms in east range, long east wing continued from north range containing former kitchen, hospitium, bakehouse (etc.) with short returned end linked to gatehouse; C19 parallel addition to rear of this wing.* Buildings are of **High** architectural and historical value as a well-preserved collection that has seen many phases of development and use, with the	The Chetham's Hospital Complex is located in the northern part of Manchester's city centre, bound to the west by Victoria Street, to the north by Walkers Croft, to the east by Long Millgate, and to the south by Fennel Street. The complex sits within the Cathedral Conservation Area; the Cathedral itself is located just to the south along Victoria Street. The complex has a sense of enclosure created by the arrangement of the historic buildings around a central courtyard which comprises a car park, leisure grounds, and formal gardens. The Grade I listed building sits to the north of this arrangement and looks inwards to the courtyard. The surrounding buildings which make up the school provide historic context for the former hospital building, enabling an appreciation and understanding of its architectural interest and historic development. The Cathedral and the Chetham's complex are experienced as an important group and one which communicates the early development of Manchester; the listed building derives a large amount of its significance from its proximity and relationship to the Cathedral.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			legibility of their original function as a hospital still evident.	The townscape surrounding the complex has seen a considerable level of change to built form and infrastructure. Of particular note are large scale buildings in the setting of the site, including Victoria Station and the AO Arena to the north, and the National Football Museum to the east. Given the low scale and relative enclosure of the Chetham's complex, views of the site and an appreciation of its architectural and historical significance are largely limited to intimate, close up views from its immediate locality. The contribution of the surrounding townscape is therefore relatively limited in its contribution to an appreciation of the listed building's setting, with the exception of reflecting the later phases of Manchester's development. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
2	Victoria Station Including Concourse to rear with Restaurant and Booking Hall (Grade II)	Grade II	Listed in 1988, listing amended in 1994. *Railway station. Original block to Hunt's Bank Approach, 1844, for the Manchester and Leeds Railway Company (also used by the Liverpool and Manchester Railway Company), altered and greatly enlarged 1909 by William Dawes for the Lancashire and Yorkshire Railway Company; altered. Sandstone ashlar office blocks with slate*	The setting of Victoria Station has been considerably altered through the introduction of large and tall buildings into its immediate setting, including the cluster of towers at 'New Victoria to the east, the AO Arena to the north, and a series of other developments to the south and west. The accumulation of large scale developments around the station reflects its

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			roofs; cast-iron train sheds with slate and glazed roofs. Office blocks form L-plan, the original building on a north-east/south-west axis, and the much larger addition at right-angles to its north end. 1844 block in Italianate manner, now 2 storeys (originally one storey) and 7 bays wide, with square-headed doorways to left and right, arcaded windows to both floors of the centre, other windows with architraves and cornices. 1909 block in neo-Baroque style, 4 storeys and 31 bays plus rounded corner at south-east end. Fine surviving interiors to this part, including panelled booking hall, restaurant with stained glass dome and mosaic lettering, bookstall with mosaic decoration, map of Lancashire and Yorkshire railway system in tilework, etc. Building is of **Medium** architectural and historical value for its reflection of Manchester's infrastructure expansion in the mid-19th century and the survival of the building, including interior spaces.	townscape importance and status as a key transport node. Other historic buildings are a feature of the station's setting, including the former Co-Operative Society warehouse and office buildings to the east and the Stephenson Bridge to the west. These buildings/structures communicate the important historical functional relationship that existed between the two, with the transport and storage of goods, and in the case of the bridge, is still maintained. The historical and architectural interest of the station is primarily experienced in views along Todd Street (becoming Victoria Station Approach to the north, where the listed building is experienced in conjunction with modern buildings, including the Hotel Indigo at the corner of Todd Street and Corporation Street. The visibility and interaction of modern development with the station does not limit or detract from the ability to understand its historic (and continued function) or appreciation its architectural quality and interest. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
3	The Tower of HMP Manchester (Grade II)	Grade II	Listed in 1974. *Extraction tower for the heating and ventilation system.1866-68, by Alfred Waterhouse. Red brick with sandstone dressings. Octagonal plan. Minaret style, approx. 234 feet high, with an arched recess in each side, a perimeter gallery with brick balustraded parapet on stone corbels, and a domed cupola with louvred openings in the sides and cast-iron cresting to the roof. A very prominent landmark in this area of the city.* Structure is of **Medium** architectural and historical value for its distinctive landmark quality and its interest as a group with other buildings in Strangeways Prison complex.	The listed tower sits within the gated complex of Strangeways Prison, alongside other listed buildings within the site including the gatehouse, main block to the south, and former boys' block to the north. The experience of the group as a preserved entity contributes considerably to an understanding and appreciation of the tower's significance. The tower has a landmark quality and is visible across the townscape in mid and long distance views. These views also contribute to an understanding of the structure and the wider complex's significance, reflecting the moralistic architectural intentions of the prison's Victorian design. The Site is experienced in conjunction with the listed tower in views from Cheetham Hill Road, where the tall structure projects above the roofline of the single storey building. The Site currently makes **no contribution** to the setting of the tower; its poor architectural quality arguably detracts from the wider setting of the prison complex.
4	Stephenson Bridge (Grade II)	Grade II	Listed in 2008, listed amended in 2015. *Cast iron, masonry and brick. The 1844 bridge has two cast iron arches carrying the railway line over Victoria Street, supported by masonry abutments, with brick arches between the two main spans on the north side. A later addition on the south side is*	The railway bridge lies to the west of Victoria Station, which it still serves by carrying trains across the River Irwell and road below. The continued functional relationship between these two listed structures reinforces an appreciation of the bridge's architectural and historical interest.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			of plate-girder construction with a cast iron parapet. *Designed by George Stephenson as part of his work on the Manchester and Leeds Railway Company's trans-Pennine route, terminating at Victoria Station immediately adjacent to the bridge. It dates to 1844, the second phase of railway construction when railway building enthusiasm was at its height and much of the national network was laid down. Its 1884 extension formed part of the longest passenger platform in Europe until the adjoining Manchester Exchange Station was closed in 1969. It forms an important component in a group of railway and other transport structures of the nineteenth century. It demonstrates, with other closely associated structures, the development of the transport network in Manchester throughout the nineteenth century.* The listed structure is of **Medium** architectural and historical value for the aforementioned reasons.	The rest of the bridge's setting is varied, reflecting the *ad hoc* development of this part of Manchester. The Site is not currently intervisible with the listed structure and makes **no contribution** to an appreciation of its significance.
5	Gatehouse of HMP Manchester (Grade II)	Grade II	Listed in 1974. *Gatehouse of gaol. 1866-8, by Alfred Waterhouse. Red brick with sandstone dressings and steeply-*	The listed gatehouse sits within the gated complex of Strangeways Prison, alongside other listed buildings within the site including the ventilation tower, main block to the south, and former boys' block to the north

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			pitched slate roofs. Irregular plan. French Gothic style. Three storeys and 3 bays plus 2-storey 3-bay wing to left. The principal element, consisting of a central entrance archway flanked by semi-octagonal turrets, has battered sandstone rubble plinths to the turrets, plain stone bands and a 1st floor string-course, emphaticlly bracketed eaves, octagonal-conical roofs to the turrets, and 2 tall chimneys on the central ridge. The 2-storey centre has a large round-headed arch moulded in 3 orders, with massive double doors and a plain fanlight, and a round-headed niche at 1st floor containing the Royal Arms, flanked by single-light windows; the 3-storey turrets have single-light windows diminishing in the height, with iron bar grilles to all floors of the right-hand turret and ground floor of the left turret. Two storey wing to left, in matching style, including bay window to left and gabled porch to right. The building is of **Medium** architectural and historical value for its reflection of Victorian penitentiary architecture and its group value with other buildings in the Strangeway Prison complex.	The experience of the group as a preserved entity contributes considerably to an understanding and appreciation of the gatehouses's significance. The gatehouse is experienced from the public realm from Southall Street, where it is seen in conjunction with the high prison walls. Its architectural character and continuing function is clearly legible and appreciated. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
6	City Buildings (Grade II)	Grade II	Listed in 2000. *Former warehouse, shops and offices, now shops, restaurant and mixed use to upper floors. Built*	The listed building is located on a prominent corner plot at the junction of Todd Street and Corporation Street. It is experienced in conjunction with both

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			between 1865 and 1875. Sandstone ashlar with red brick to rear and side elevations; Welsh slate roof. The building occupies a prominent corner site and is arranged around a small internal court with vehicular access from Todd Street. Four storeys. Ground floor retains its original stone pilasters with foliated capitals between shop divisions and a number of cast-iron barley-sugar mullions. Vehicular entrance with original iron double-gates. Double -doorway to Corporation Street with stone name panel above (CITY BUILDINGS). City Buildings has considerable townscape value, occupying a significant site in this part of the city and groups well with other listed buildings, including Victoria Station. Its design is much enlivened by varied detailing which survives remarkably intact. The listed building is of **Medium** architectural and historical value for the aforementioned reasons.	modern and historic elements of the townscape, including the historic façade of Victoria Station, mirroring the scale, materiality and architectural character of the building, and listed former Co-Operative warehouses to the north. The preservation of other key elements of the Victorian townscape contributes positively to an understanding and appreciation of the City Building's significance. The tower of the Hotel Inigo backdrops the listed building, and it is experienced alongside other large and tall modern developments on Corporation Street and Todd Street. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
7	Cooperative Wholesale Society Building to North of Junction with Hanover Street (Grade II)	Grade II	Listed in 1994. *Warehouse and office block. 1928, by W.A.Johnson. Sandstone ashlar (roof concealed). Rectangular plan. Classical style. Five unequal storeys plus double attic storey. Forms group with*	The listed building is experienced in tandem with other Victorian buildings along Corporation Street, including the neighbouring former Co-operative Wholesale Society warehouse to the south. Together, these buildings clearly communicate the phasing of the Victorian development that grew up around Victoria Station in the mid-19th century and contribute

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			Cooperative Wholesale Society building to south (q.v.). The building is of **Medium** architectural and historical interest for its Classical design, its reflection of the commercial expansion and wealth of the Co-Operative Society in the early part of the 20th century, and its group value with neighbouring buildings within the same estate.	positively to an understanding and appreciation of the building's significance. Tall and large scale modern development's in the local setting of the former warehouse have arguably reduced its prominence and status within the streetscape, albeit the ability to appreciate the former wealth and status of the Co-Operative Wholesale Society communicated through the architectural language of the building is still achieved. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
8	Cooperative Wholesale Society (Grade II)	Grade II	*Listed in 1988.* *Offices and warehouse. 1905-9, by F.E.L.Harris, dated 1907; rear block dated 1903. Red brick with dressings of polished granite and sandstone (roof concealed). Large rectangular plan. Neo-Baroque style. Four storeys with basement and full attic storey.* The building is of **Medium** architectural and historical interest for its Classically informed design, its reflection of the commercial expansion and wealth of the Co-Operative Society in the early part of the 20th century, and its group value	The listed building is experienced in tandem with other Victorian buildings along Corporation Street, including the neighbouring former Co-operative Wholesale Society warehouse to the north. Together, these buildings clearly communicate the phasing of the Victorian development that grew up around Victoria Station in the mid-19th century and contribute positively to an understanding and appreciation of the building's significance. Tall and large scale modern development's in the local setting of the former warehouse have arguably reduced its prominence and status within the streetscape, albeit the ability to appreciate the former

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			with neighbouring buildings within the same estate.	wealth and status of the Co-Operative Wholesale Society communicated through the architectural language of the building is still achieved. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
9	Cheetham Town Hall (Former) (Grade II)	Grade II	*Listed in 1974.* *Former town hall. 1853-5, by T.Bird; altered. Red brick in Flemish bond, with sandstone dressings and slate roofs. Approximately rectangular plan with side wings. Italianate style. Two storeys. The ground floor has a central round-headed doorway with ornamented stone surround and panelled double doors…and attached to the centre (slightly offset to the left) an added 3-bay iron porte-cochere with slender columns, open-work spandrels, moulded cornice with finials and open-work cresting, and mono-pitched glazed roof with elaborate wrought-iron ornamental balcony at the back. Forms group with Town Hall Annexe to right (q.v.).* The listed building is of **Medium** architectural and historical value for its interest as a former municipal building, the strong Classical language	The listed building sits on the west side of Cheetham Hill Road. The local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. Notwithstanding this, the former municipal building sits within a loose group of historic buildings on Cheetham Hill Road which communicate the development and former character of the area. These include the listed library and former synagogue to the west side of the road, and further south the Church of St Chad, and the listed public house to the south. The neighbouring annexe building has a direct historic functional relationship with the former town hall and contributes to an appreciation and understanding of its historic significance.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			of its design, and its group value with the neighbouring annexe building.	Tall buildings are a visible feature of the building's setting in long views south towards the city centre and Deansgate. Given the existing low scale of the building on the Site, it is not currently intervisible with the listed building. It makes **no contribution** to an appreciation of its significance.
10	New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (Grade II)	Grade II	Listed in 1995. *Office building and attached conference hall, 1959-63, by G.S. Hay, chief architect of the Co-operative Wholesale Society (CWS) with Gordon Tait of Sir John Burnet, Tait and Partners.* *Reasons for Designation* *New Century House, including its attached conference hall and abstract concrete relief wall in the entrance piazza, is designated at Grade II for the following principal reasons:* ** Architectural interest: it has an elegant tower and slab composition with a low-lying conference hall incorporating a striking external anodised aluminium frame superstructure with opaque glass-panel cladding that successfully reflects, as originally intended, the mid-C20 status and prestige of the Co-operative group;* ** Design interest: like its neighbouring sister building, the Co-operative Insurance Society (CIS)*	New Century House sits on the south side of Ring Road; in views from the corner of this road and Corporation Street the listed building is experienced in tandem with the Grade II listed CIS tower beyond and one of the Cooperative Wholesale Society warehouses. The experience of this building within this group (which includes other listed buildings of the same family to the west) contributes considerably to an appreciation of its architectural and historic significance, enabling an understanding of the wealth and prestige of the Cooperative group across the 20th century. The building's setting to the east is largely characterised by tall and large modern buildings, within which New Century House sits comfortably. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			Building, New Century House was one of the first large commercial buildings in England to be air-conditioned and its use of carefully selected external materials, such as black vitreous enamelled-steel panels and anodised aluminium mullions were specifically chosen to withstand air pollution. Other key design features include the conference hall's cubic shape and interior treatment, which maximise its uses and acoustic properties; ** Architect: it was designed by Gordon T. Tait of Sir John Burnet, Tait & Partners, along with George S. Hay of the CWS; both of whom are notable architects with listed buildings to their name;* ** Interior interest: despite some later alteration the interior retains many original features and uses high quality materials throughout, including an interesting use of more unusual woods, such as muhuhu (an African hardwood), pearwood, and gaboon veneer; the latter being used in part of the conference hall for its appearance and tonal properties;* ** Artistic interest: the striking conference hall interior is enhanced by two large, high-quality sculptured panels depicting lady musicians by Stephen Sykes, whilst an abstract, concrete sculptural screen wall by John McCarthy is a good example of 1960s public art and provides a dramatic focal point within the entrance piazza;*	

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			** Group value: New Century House and its attached conference hall form an important group with the neighbouring Grade II listed Co-operative Insurance Society (CIS) Building on Miller Street; the buildings being designed by the same architects and built as a single scheme for the Co-operative group. Together the buildings share a strong visual, contextual and stylistic relationship with one another and form impressive skyline features within Manchester city centre.* The listed building is of **Medium** architectural and historical interest for the aforementioned reasons.	
11	Co-Operative Insurance Society (Cis) Building	Grade II	Listed in 1995. *Office building, 1959-62, by G.S. Hay, chief architect of the Co-operative Wholesale Society (CWS) with Gordon Tait of Sir John Burnet, Tait and Partners.* *Reasons for Designation* *The Co-operative Insurance Society (CIS) Building is designated at Grade II for the following principal reasons:* ** Architectural interest: it has a strikingly elegant and sophisticated design inspired by Skidmore, Owings & Merrill's Inland Steel Building in Chicago*	The CIS Tower sits on the south side of Ring Road; in views from the corner of this road and Corporation Street the listed building is experienced in tandem with the Grade II listed New Century House in front and one of the Cooperative Wholesale Society warehouses. The experience of this building within this group (which includes other listed buildings of the same family to the west) contributes considerably to an appreciation of its architectural and historic significance, enabling an understanding of the wealth and prestige of the Cooperative group across the 20th century.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			(1956-8), which together with its imposing scale and massing, is highly successful in conveying, as originally intended, the status and prestige of the CIS and the wider Co-operative movement, and the strength of the financial community within Manchester; ** Design interest: the CIS Building employs state of the art construction techniques and features for its date; for instance, it was one of the first large commercial buildings in England to be air-conditioned. Other key design features include its use of carefully selected external materials, such as glass curtain walling with black vitreous enamelled-steel panels and anodised aluminium mullions, which were specifically chosen to withstand air pollution;* ** Architect: it was designed by Gordon T. Tait of Sir John Burnet, Tait & Partners, along with George S. Hay of the CWS; both of whom are notable architects with listed buildings to their name;* ** Interior interest: the interior was designed by Professor Misha Black and Alexander Gibson of the Design Research Unit (DRU), one of the most significant post-war design practices in Europe, and despite some later alteration many original features survive, particularly on the two executive level floors, which display the use of high quality materials, such as teak and cherry veneer panelling and doors with blue-green coloured,*	The building's setting to the east is largely characterised by tall and large modern buildings, within which New Century House sits comfortably. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			roughcast-glass vertical side lights; ** Artistic interest: the interior is enhanced by artwork designed and carried out by notable mid-C20 artists, including a massive, brightly-coloured plastic laminate mural in the former recreation room by Barry Daniels of DANAD Design Associates, and a striking 30ftx12ft abstract sculptured fibreglass mural by the renowned artist and sculptor, William G. Mitchell that dominates the entrance hall;* ** Group value: the CIS Building forms an important group with the neighbouring Grade II listed New Century House and its attached conference hall on Corporation Street; the buildings being designed by the same architects and built as a single scheme for the Co-operative group. Together the buildings share a strong visual, contextual and stylistic relationship with one another and form impressive skyline features within Manchester city centre.* The listed building is of **Medium** architectural and historical interest for the aforementioned reasons.	
12	Parkers Hotel (Grade II)	Grade II	Listed in 1994. *Formerly commercial offices, now hotel. c.1900-10, in 2 builds. Entrance block of red brick and Portland stone, rear range of sandstone ashlar,*	Parkers Hotel is located on a corner plot at the junction of Corporation Street and Ring Road. The listed building is prominent in these approaches owing to its corner position, copper-clad dome, and the contrast of its red brick materiality with the largely grey tones of

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			with slate roof. On island site between Corporation Street and railway, the rear range rectangular with the entrance block forming a quadrant at the south end. Entrance block in neo-Baroque style: 3 storeys with basement and double attic, 9 bays in a convex quarter circle. The building is of **Medium** architectural and historical interest for its transition in use from offices to a hotel and for its strong Classical aestheticism which optimises the curved corner plot it accommodates.	surrounding modern development, including the tall buildings on Cheetham Hill Road which backdrop the former hotel. The current visual experience of the listed building highlights that it appears quite isolated from its former historic context, with the exception of the Cooperative Society warehouse buildings to the south which contributes to an appreciation of its significance. The surrounding road infrastructure creates a hostile pedestrian realm surrounding the listed building, limiting opportunity for the appreciation and enjoyment of its architectural quality in close up views. Owing to the low scale of the existing building on the Site and the orientation of the road, the listed building is not currently intervisible with the Site, which makes **no contribution** to an appreciation of its significance.
13	Knowsley Hotel (Grade II)	Grade II	Listed in 1974. *Hotel, now public house and shop. Mid to later C19; altered. Red brick with sandstone quoins and dressings (roof concealed). Rectangular plan on corner site. Three storeys over cellars.* The building is of **Medium** architectural and historical interest for the commercial character	The listed building sits on the west side of Cheetham Hill Road. The local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			that is communicated in its design, which is Italianate in style.	Notwithstanding this, the building sits within a loose group of historic buildings on Cheetham Hill Road which communicate the development and former character of the area. These include the listed library, former synagogue, Church of St Chad to the west side of the road, and the listed town hall and annexe to the north. Tall buildings are a visible feature of the building's setting in long views south towards the city centre and Deansgate. The Site is just intervisible with the public house in long views along Cheetham Hill Road, though it is not a noticeable or prominent feature of its setting. It makes **no contribution** to an appreciation of its significance.
14	Cheetham Town Hall Annexe (Former) (Grade II)	Grade II	Listed in 1974, listed amended in 1994. *Poor Law Union office, subsequently town hall annexe. 1861-2. Red brick in Flemish bond with sandstone dressings and hipped slate roofs with side-wall chimneys. Rectangular plan. Italianate style. One and 2 storeys. Forms group with No.107, former Cheetham Town Hall to left (q. v.).* The listed building is of **Medium** architectural and historical value for its interest as a former municipal building, the strong Classical language	The listed building sits on the west side of Cheetham Hill Road. The local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. Notwithstanding this, the former municipal building sits within a loose group of historic buildings on Cheetham Hill Road which communicate the development and former character of the area. These

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			of its design, and its group value with the neighbouring former Town Hall building.	include the listed library and former synagogue to the west side of the road, and further south the Church of St Chad, and the listed public house to the south. The neighbouring annexe building has a direct historic functional relationship with the former town hall and contributes to an appreciation and understanding of its historic significance. Tall buildings are a visible feature of the building's setting in long views south towards the city centre and Deansgate. Given the existing low scale of the building on the Site, it is not currently intervisible with the listed building. It makes **no contribution** to an appreciation of its significance.
15	Former Free Library (Grade II)	Grade II	Listed in 1974. *Public library, now derelict following fire damage* [update from site inspection in September 2023: building is being used as part of commercial clothing business]*. Dated 1876 on frieze. Yellow brick with gritstone dressings (now roofless). Rectangular plan on corner site. Italianate style. Two storeys and basement, a symmetrical facade of 3 unequal bays, with pilasters, frieze inscribed "CHEETHAM BRANCH MANCHESTER FREE LIBRARY*	The listed building sits on the east side of Cheetham Hill Road. The local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. Notwithstanding this, the former public building sits within a loose group of historic buildings on Cheetham Hill Road which communicate the development and former character of the area. These including the

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			ERECTED AD 1876". Forms group with No.122 (former New Synagogue) to right (q.v.). The building is of **Medium** architectural and historical significance for its former public function as a library, the use of which is reflected in the design of the building such as in the placement of windows.	neighbouring former synagogue, and further south the Church of St Chad, and the listed public house and former town hall complex to the east. Tall buildings are a visible feature of the building's setting in long views south towards the city centre and Deansgate. Given the existing low scale of the building on the Site, it is not currently intervisible with the listed building. It makes **no contribution** to an appreciation of its significance.
16	Former Boys Prison Block of HMP Manchester (Grade II)	Grade II	Listed in 1974. *Formerly women's prison. 1866-68, by Alfred Waterhouse. Red brick with stone dressings and slate roof. Cruciform plan with wings radiating from an octagonal concourse. The concourse has a clerestory with a 3-light stone mullioned window in each side, a corbel table to the eaves, a tourelle at each corner, and a pointed roof. The 4-storeyed wings have ranges of cell windows with stone sills and cambered stone heads.* The building is of **Medium** architectural and historical value for its reflection of Victorian penitentiary architecture and its group value with other buildings in the Strangeway Prison complex.	The listed block sits within the gated complex of Strangeways Prison, alongside other listed buildings within the site including the ventilation tower, main block to the south, and gatehouse. The experience of the group as a preserved entity contributes considerably to an understanding and appreciation of the block's significance. Owing to the high perimeter walls, a public appreciation for the Victorian prison block is largely restricted to glimpsed views of the upper levels. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
17	Main Prison Block of HMP Manchester (Grade II)	Grade II	Listed in 1974. *Prison. 1866-68, by Alfred Waterhouse. Red brick with stone dressings. Six wings radiating from central concourse: a short entrance wing facing the gatehouse and 5 cell-block wings. Romanesque style. The hexagonal concourse has a clerestory of round-headed windows with pilasters, a corbel table to the eaves and a pointed roof. The 2-storey entrance wing (including 1st floor chapel) has a slightly projecting gabled bay in the centre with pilasters, an arcaded range of 5 windows and central arched entrance, and a perron over all. The five 4-storeyed cell wings have ranges of barred windows with stone sills and cambered stone lintels, and a canted bay at the gable end of each, enclosing the staircase.* The building is of **Medium** architectural and historical value for its reflection of Victorian penitentiary architecture, including its notable radial design and Romanesque architectural character, and its group value with other buildings in the Strangeway Prison complex.	The listed gatehouse sits within the gated complex of Strangeways Prison, alongside other listed buildings within the site including the ventilation tower, main block to the south, and former boys' block to the north The experience of the group as a preserved entity contributes considerably to an understanding and appreciation of the block's significance. Owing to the high perimeter walls, a public appreciation for the Victorian prison block is largely restricted to glimpsed views of the upper levels. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
18	South East Wing to Chetham's Hospital	Grade II	Listed in 1974. *GV II School, now part of Music School. 1873-78, by Alfred Waterhouse. Red brick with sandstone*	The Chetham's Hospital Complex is located in the northern part of Manchester's city centre, bound to the west by Victoria Street, to the north by Walkers Croft, to the east by Long Millgate, and to the south by

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	(Former Manchester Grammar School) (Grade II)		*dressings (roof concealed). Rectangular plan parallel to street, forming part of east side of courtyard of Chetham's Hospital. Tudor style.* *Three storeys over basement, with four-storey gate tower.* The listed building is of **Medium** architectural and historical interest for its association with prominent Manchester architect, Alfred Waterhouse, and for its group value with the other buildings in the former Chetham's Hospital complex.	Fennel Street. The complex sits within the Cathedral Conservation Area; the Cathedral itself is located just to the south along Victoria Street. Generally speaking, the complex has a sense of enclosure created by the arrangement of the historic buildings around a central courtyard which comprises a car park, leisure grounds, and formal gardens. The Grade II listed building sits to the east of this arrangement and looks outwards onto Long Millgate. The surrounding buildings which make up the school provide the historic context for the site and the listed building, enabling an appreciation and understanding of its architectural interest and historic development. The Cathedral and the Chetham's complex are experienced as an important group and one which communicates the early development of Manchester; the listed building derives a large amount of its significance from its proximity and relationship to the Cathedral. Cathedral Gardens to the east of the listed building provides an attractive area of greenery that provides opportunity to appreciate the listed building and provides an element of screening from the National Football Museum to the east. The townscape surrounding the complex has seen a considerable level of change to built form and

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
				infrastructure. Of particular note are large scale buildings in the setting of the site, including Victoria Station and the AO Arena to the north, and the National Football Museum to the east. Given the low scale of the listed building and screening by mature trees, views of the site and an appreciation of its architectural and historical significance are largely limited to intimate, close-up views from its immediate locality. The contribution of the surrounding townscape (with the exception of the Cathedral and other buildings within the school complex) is relatively limited in its contribution to an appreciation of the listed building's setting, with the exception of reflecting the later phases of Manchester's development. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
19	St Chad's Cheetham Hill First World War Memorial Cross (Grade II)	Grade II	Listed in 2023 *A First World War memorial erected around 1920 as a wheelhead Celtic cross in grey granite.* *The St Chad's Cheetham Hill First World War memorial, a war memorial of around 1920, is listed at Grade II for the following principal reasons:*	The memorial cross is set within the churchyard of St Chad's Church which provides its most important setting relationship, contributing to an appreciation of the memorial's historical and architectural interest. Whilst the quality of the local townscape is low, its contribution to the setting of the listed structure as a memorial within the churchyard is relatively limited.

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			*Historic interest: * as an eloquent witness to the tragic impact of world events on the local community, and the sacrifice it made in the conflicts of the C20.* *Architectural interest: * for its good quality design in the form of a wheelhead Celtic cross, enhanced by carved decoration and lead-lettered inscriptions.* The listed structure is of **Medium** architectural and historical interest for the aforementioned reasons, in addition to its group value with the Grade II listed Roman Catholic Church of St Chad.	The Site makes **no contribution** to an appreciation of its special interest.
20	Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls (Grade II)	Grade II	Listed in 1974. *A Roman Catholic church with attached presbytery, now an oratory, of 1847, by Weightman and Hadfield of buff sandstone in Perpendicular Gothic style.* *The Roman Catholic Church of St Chad and attached presbytery, and boundary walls, a Catholic church with attached presbytery, now an oratory, of 1847, by Weightman and Hadfield, is listed at Grade II for the following principal reasons:* *Architectural interest: * imposing building in Gothic style by the notable practice of Weightman and Hadfield, with a striking south-west tower*	The listed building sits on the west side of Cheetham Hill Road. The local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. Notwithstanding this, the church sits within a loose group of historic buildings on Cheetham Hill Road which communicate the development and former character of the area. These include the listed library and former synagogue to the north, and the listed public house and former town hall complex on the west side of Cheetham Hill Road.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			with expressed polygonal stair turret, and good decorative carving including statuary, gargoyles and figurative hoodmould stops; ** the church retains a number of notable interior features, including canopied pulpit, chapel fixtures, bell and stained-glass windows;* ** the ensemble is enhanced by the inclusion of a large presbytery in complementary Gothic style with good surviving interior features, and boundary walls with timber gates and some surviving railings.* *Historic interest: * it is the first post-emancipation Catholic church in Manchester, embodying the growing strength and confidence of the denomination after the repeal of more than 300 years of discrimination;* ** it has a rich history of serving various communities and congregations.* The listed building is of **Medium** architectural and heritage significance for the aforementioned reasons. It also has group value with the Grade II listed First World War Memorial Cross in its churchyard.	Tall buildings are a visible feature of the building's setting in long views south towards the city centre and Deansgate. The residential towers at the southern end of Cheetham Hill Road backdrop the tower of the church in views from the north. This has diminished an appreciation of the structural, landmark quality of the church in views south along the road. The Site is intervisible with the church in long views along Cheetham Hill Road, though it is not a noticeable or prominent feature of its setting. It makes **no contribution** to an appreciation of its significance.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
21	Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital (Grade II)	Grade II	Listed in 1974. *Schoolroom, now part laundry and part schoolroom. 1878, by Alfred Waterhouse; altered. Coursed squared sandstone, slate roof. Rectangular plan on north-south axis, plus smaller parallel range to rear projecting at north end. Perpendicular style. Single storey (altered internally by insertion of upper floor).* The listed building is of **Medium** architectural and historical interest for its association with prominent Manchester architect, Alfred Waterhouse, and for its group value with the other buildings in the former Chetham's Hospital complex.	The Chetham's Hospital Complex is located in the northern part of Manchester's city centre, bound to the west by Victoria Street, to the north by Walkers Croft, to the east by Long Millgate, and to the south by Fennel Street. The complex sits within the Cathedral Conservation Area; the Cathedral itself is located just to the south along Victoria Street. Generally speaking, the complex has a sense of enclosure created by the arrangement of the historic buildings around a central courtyard which comprises a car park, leisure grounds, and formal gardens. The Grade II listed building sits to the west of this arrangement and looks into the courtyard. The surrounding buildings which make up the school provide the historic context for the site and the listed building, enabling an appreciation and understanding of its architectural interest and historic development. The Cathedral and the Chetham's complex are experienced as an important group and one which communicates the early development of Manchester; the listed building derives a large amount of its significance from its proximity and relationship to the Cathedral. The townscape surrounding the complex has seen a considerable level of change to built form and

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
				infrastructure. Of particular note are large scale buildings in the setting of the site, including Victoria Station and the AO Arena to the north, and the National Football Museum to the east. Given the low scale of the listed building and its enclosure within the courtyard, views of the site and an appreciation of its architectural and historical significance are largely limited to intimate, close-up views from its immediate locality. The contribution of the surrounding townscape (with the exception of the Cathedral and other buildings within the school complex) is relatively limited in its contribution to an appreciation of the listed building's setting, with the exception of reflecting the later phases of Manchester's development. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.
22	Former Synagogue (Grade II)	Grade II	Listed in 1974. *Methodist chapel, subsequently synagogue, now retail warehouse* [update from 2023 site inspection: currently occupied by a Law Chambers firm]. *c.1840, altered internally. Sandstone ashlar (roof concealed). Rectangular plan on corner site. Classical style. Two storeys over basement; single-storey 3-bay facade, symmetrical, the centre*	The listed building sits on the west side of Cheetham Hill Road. As with other buildings in this area, the local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			breaking forwards and pedimented; with plinth, pilasters, and entablature with cornice and high parapet…Interior altered. The listed building is of **Medium** architectural and historical significance for its clear and prominent Classical design language, and the adaptation of the building to serve different religious communities in its history.	Notwithstanding this, the former public building sits within a loose group of historic buildings on Cheetham Hill Road which communicate the development and former character of the area. These including the neighbouring former synagogue, and further south the Church of St Chad, and the listed public house and former town hall complex to the east. The listed building sits on the corner with Park Street, and is a visible and prominent feature of the streetscape as one moves along Cheetham Hill Road from the south. The former methodist chapel is seen in conjunction with other historic buildings including the neighbouring former frontage building to the Northern Hospital and the tower of the Church of St Chad in the background. Its immediate context includes low quality late 20th century development, including the Site, as well as tall residential development to the east. Tall buildings are therefore a defining and prominent feature of the listed building's setting. The Site detracts from the local streetscape in which the listed building is appreciated and experienced, failing to provide a suitable bookend to the stretch of road bound by Park Street to the south and Park Place to the north. The inactive frontage of the Site contributes to the low quality streetscape and general

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				environment which characterises the setting of the listed building. Overall, the Site makes a **negative contribution** to the setting of the listed building and detracts from an appreciation of its significance.
23	Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home)	Grade II	Listed in 2019. *A working girls' home, ragged school and mission hall of 1892 and 1900 by Maxwell and Tuke, comprising a three-and-four-storey trapezoidal courtyard-plan building of red brick with slate roofs.* *Reasons for Designation* *The Charter Street Mission, a working girls' home, ragged school and mission hall of 1892 and 1900, is listed at Grade II for the following principal reasons:* *Architectural interest:* ** as a rare and relatively early example of social welfare provision of girls' accommodation, unusually combined with a ragged school; * for its good design quality as a charitable institution in a deprived area of international notoriety, with*	The listed building sits on the northern edge of the St Michael's and Angel Meadow Park which provides an attractive green setting and enables opportunity for an appreciation of the architectural character and historical significance of the listed building. To the north, the building is enclosed by the railway viaduct; to the west, it's setting has been enclosed by tall modern development. Opportunity to appreciate the listed building is therefore largely limited to close up views from the park to the south. The Site is not currently intervisible with the listed building and makes **no contribution** to an appreciation of its significance.

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			*varied massing and decorative detailing; * for the good survival of planform and features of note relating to the welfare use including timber cubicles, kitchen range, fireplaces, floor and wall finishes.* *Historic interest:* ** as a physical reminder of the very real need to safely accommodate working girls and young women in industrial cities during the late-C19 and early-C20, and the extensive efforts made to meet this need; * associated with Sir William John Crossley (Bart), a notable industrialist and philanthropist, who paid for the site of the 1892 phase and chaired the building committee; * designed by notable architects Maxwell and Tuke, authors of several listed buildings including Blackpool Tower, Lancashire (Grade I) and four girls' hostels at Port Sunlight, Wirral (Grade II); * in illustrating the continuity of welfare use and charitable ownership since the 1860s.* *Group value:* ** with the nearby Ashton House (Grade II), Sharp Street Ragged School (Grade II), and the former*	

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			Methodist female mission at 29 Great Ancoats Street (Grade II). The listed building is of **Medium** architectural and historical value for the above reasons.	
Conservation Areas within 250m Study Area				
Purple Shading	Cathedral Conservation Area	Conservation Area	Designated in 1972 to preserve and enhance setting of the Grade I listed Cathedral and Chetham's Hospital School complex. MCC's online summary of the conservation area[3] states: '*The Cathedral area has been the ecclesiastical and scholastic centre of Manchester since the earliest times.* *To the south and east the two buildings* [the Cathedral and Chetham's Hospital School]*, and the confined solemnity of the Cathedral Yard, are effectively separated from the rest of the city centre by a partial ring of Victorian commercial buildings, including the impressive Corn and*	MCC's online summary of the conservation area's local setting states: *'To the north and west the Cathedral overlooks the broad width of the busy Victoria Street and the deep cut of the River Irwell, both of which traverse the area, and beyond, into Salford, to the extensive cobbled forecourt of the disused Exchange Station which forms the western boundary of the area'.* The former Chetham Hospital complex to the north provides an important insight into the historical context of the Cathedral which enables an understanding and appreciation of its architectural and historical significance. The two sites are

[3] https://www.manchester.gov.uk/info/511/conservation_areas/964/cathedral_conservation_area#:~:text=Parks%2C%20leisure%20and%20the%20arts%20Cathedral%20Conservation%20Area&text=These%20all%20cluster%20around%20the,Station%20and%20Hunts%20Bank%20approach.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			Produce Exchange. These all cluster around the medieval street pattern and bounded on the outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank Approach'. The architectural and historical value of the Cathedral Conservation Area is **High** owing to its inclusion of highly graded listed buildings which reflect the history and development of Manchester from the Saxon period onwards and which, as noted above, embodies the city's ecclesiastical and scholastic centre. The survival of the buildings within the Conservation Area and their adaptation to suit changing requirements and withstand the growth and expansion of the city is testament to their local and national significance.	experienced as an important historical grouping to the north of the city centre. The wider townscape setting of the conservation area is wholly varied, reflecting the piecemeal redevelopment of this part of the city. Tall and large buildings are a visible and prominent feature of the asset's setting, albeit there is a sense of breathing space around the Cathedral in particular which reinforces its tower to be appreciated as a landmark within the surrounding townscape. The Site is not currently intervisible with the conservation area and makes **no contribution** to an appreciation of its significance.
Yellow Shading	Shudehill Conservation Area	Conservation Area	*Designated in 1987.* MCC's online summary of the conservation area[4] states: *'The west side of the Conservation Area is composed of large buildings constructed during*	The setting of Shudehill Conservation Area is varied, taking in the adjacent Cathedral Conservation Area to the west and the Smithfield Conservation Area to the east. These two distinct pockets of historic townscape reflect various and defined phases of Manchester's growth and development which enable and facilitate

4 https://www.manchester.gov.uk/info/511/conservation_areas/1110/shudehill_conservation_area/3

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			the 20th century. These line the east side of Corporation Street and turn the corner up Withy Grove. The older, smaller scale properties which survive today are situated to the east side of the conservation area. *Shudehill and Withy Grove rise up the incline of one of the Irwell river terraces. At the steepest part, the upper end of Withy Grove, the narrowest fronted buildings are found, and these form a more varied yet integrated frontage on the slope than would large, broad-based buildings such as those on Corporation Street, which is level.* *Many older buildings have been demolished due to low levels of occupancy, neglect and lack of investment. Others have been affected by the construction of the Metrolink system which follows the line of Balloon Street and the former Snow Hill.'* The Shudehill Conservation Area is of **Medium** architectural and historical significance for the reasons described above.	am appreciation of the built form within the Shudehill Conservation Area. The designation's setting to the north (Cheetham Hill Road and NOMA site) comprises large and tall buildings. Given the nature of the townscape comprised within the conservation area, including the listed CIS and New Century House towers, this development is not seen to be at odds or contrary to the character of the conservation area or to detract from an appreciation of its significance. The Site is not currently intervisible with the conservation area and makes **no contribution** to an appreciation of its significance.
Non-Designated Heritage Assets within 250m Study Area				
25	21 Cheetham Hill Road	N/A	The red brick building was built in c.1892 when the Northern Hospital was expanded to create a	The building fronts Cheetham Hill Road and is bounded to the north by the Site. As with other buildings in this

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			frontage to Cheetham Hill Road. The former institutional building has a symmetrical frontage to the rad, with Dutch gables and frieze panels within the central bay. The architectural detailing of the building has been well preserved, despite later ad hoc amendments, and its institutional character is legible. The building is identified as being of **Low** architectural and historical value for its reflection of late Victorian institutional architecture and its local value to the Cheetham Hill Road area.	area, the local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. The building is a visible and prominent feature of the streetscape as one moves along Cheetham Hill Road from the south, seen in conjunction with the neighbouring listed former Methodist chapel. Its immediate context includes low quality late 20th century development, including the Site, as well as tall residential development to the east. Tall buildings are therefore a defining and prominent feature of the listed building's setting. The Site detracts from the local streetscape in which the building is appreciated and experienced, failing to provide a suitable bookend to the stretch of road bound by Park Street to the south and Park Place to the north. The inactive frontage of the Site contributes to the low-quality streetscape and general environment which characterises the setting of the building.

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Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
				Overall, the Site makes a **negative contribution** to the setting of the building and detracts from an appreciation of its significance.
26	3 Park Place	N/A	The Northern Hospital building was built on Park Place in an Italianate design in 1889. It is constructed of red brick and has a clear Classical/Italianate design language communicated through its intricate corbelled cornice, segmental arched window headers, and contrasting brickwork, all contributing to its architectural value. The building forms a group with No. 21 Cheetham Hill Road which provided an extension to the hospital in 1892. The building is identified as being of **Low** architectural and historical value for its reflection of late Victorian institutional architecture and its local value to the Cheetham Hill Road area.	The building sits to the west of the Site on Park Place. As with other buildings in this area, the local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. Park Place has a degraded townscape character that is contributed to by the deteriorated pedestrian realm, decline of the buildings, and presence of a high number of parked cars. The Site detracts from the local setting of the former hospital building by failing to adequately address or provide an active street frontage to Park Place, its poor built form, and by reason of the unsightly and low-quality hardstanding and yard area which dives the two plots. Overall, the Site makes a **negative contribution** to the setting of the building and detracts from an appreciation of its significance.

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27	6-12 Park Place	N/A	Nos. 6-12 Park Place are heavily altered early 19th century residential terraces, now used as commercial premises. The architectural legibility of the terrace has been diminished by ad hoc works to the property which has seen the loss of original features (windows, doors, roof) and their subsequent replacement with low quality/inappropriate alternatives. Notwithstanding this, the domestic character of the terrace is still perceived. They are considered to be **Low** architectural and historical significance for their reflection of the early residential of the Cheetham Hill Road area.	The terrace sits to the east of the Site on Park Place. As with other buildings in this area, the local setting of the building is wholly fragmented, comprising numerous phases of development and infill which has detracted from the character and quality of the local townscape. Traditional buildings that have survived have largely been altered and their original architectural quality diminished. Park Place has a degraded townscape character that is contributed to by the deteriorated pedestrian realm, decline of the buildings, and presence of a high number of parked cars. The Site detracts from the local setting of the former residential terrace by failing to adequately address or provide an active street frontage to Park Place and by reason of its low-quality built form. Overall, the Site makes a **negative contribution** to the setting of the building and detracts from an appreciation of its significance.
Listed Buildings outside 500m Study Area				
24	Cathedral Church of St Mary (Grade I)	Grade I	Listed in 1952. *Collegiate parish church, cathedral since 1847. Mostly c.1422-1520, perhaps incorporating some*	The building is the centrepiece of the Cathedral Conservation Area. MCC's online summary of the conservation area's local setting states:

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			earlier fabric; altered, restored or rebuilt 1814-15, 1862-8 by J.P.Holden, 1885-6 by J.S.Crowther and 1898 by Basil Champneys; annexes added 1903 by Champneys and 1934 by Sir Percy Worthington; bomb damaged 1940 and subsequently restored and rebuilt by Sir Hubert Worthington. Sandstone. Perpendicular style. West tower rebuilt 1867 with west porch of 1898 and choir rooms, 6-bay nave with north and south aisles with north and south chantries, north porch rebuilt 1891 and south porch of 1891, 6-bay choir with north and south aisles with chapels, C15 south Chapter House, and east Lady Chapel, destroyed 1940 and rebuilt; south annexes. In 2nd World War Manchester was, after Coventry, the most damaged English Cathedral but the interior retains amongst other fittings excellent choir stalls of c.1505-10 with misericords. There are also the probably early C16 pulpitum restored and with cornice of 1872, the parclose screens altered C18 and the screens of the choir chantries. Fine nave and restored choir roofs. In the Lady Chapel a restored C15 screen, and in the Derby Chapel a fragmentary early C16 brass to Bishop Stanley and the C18 font. There are also the Saxon angel stone, a brass in the choir to its builder John Huntingdon, and the statues of Humphrey Chetham by William Theed, 1853, and Thomas Fleming by Baily, 1851. In the west porch a statue	*'To the north and west the Cathedral overlooks the broad width of the busy Victoria Street and the deep cut of the River Irwell, both of which traverse the area, and beyond, into Salford, to the extensive cobbled forecourt of the disused Exchange Station which forms the western boundary of the area'.* The former Chetham Hospital complex to the north provides an important insight into the historical context of the Cathedral which enables an understanding and appreciation of its architectural and historical significance. The two sites are experienced as an important historical grouping to the north of the city centre. The wider townscape setting of the conservation area is wholly varied, reflecting the piecemeal redevelopment of this part of the city. Tall and large buildings are a visible and prominent feature of the asset's setting, albeit there is a sense of breathing space around the Cathedral in particular which reinforces its tower to be appreciated as a landmark within the surrounding townscape. The Site is not currently intervisible with the conservation area and makes **no contribution** to an appreciation of its significance.

Table 4: Appraisal of Heritage Assets in Study Area				
Heritage Asset and Map Reference (refer to Figure 10)		**Designation**	**Summary Description (blue text extracted from NHLE for listed buildings) and Significance**	**Contribution of Setting to Significance/ relationship with the Site**
			of Queen Victoria sculpted and presented by her daughter Princess Louise, and over the entrance to the south annexe a carving of 1933 by Eric Gill. (Buildings of England: N Pevsner: South Lancashire: PP273-9; Pitkin Guides: H Hodkin: Manchester Cathedral). The architectural and historical value of the Cathedral is **High** owing to its reflection of the Early Modern phase of Manchester's development and expansion, its architectural quality and local landmark identity, and its community and social value as a key building in the historic core of the city.	

Appendix II: Definition of Significance Terms used in this Heritage Statement

Table 5: The hierarchy and definition of heritage significance relevant to the redevelopment of the Site (tailored from ICOMOS & Historic England guidance)	
Heritage status / hierarchy	**Description.**
Very High / Exceptional heritage significance *International architectural and historic interest and importance.*	This heritage grading relates to the fabric and setting of: • Scheduled Ancient Monuments, • Grade-I listed buildings, • Grade-I historic parks/gardens, • and battlefields, defined by statute, where the particular site is well represented in the impacted historic environment.
High heritage significance *National architectural and historic importance and interest.*	This heritage grading relates to the fabric and setting of: • Grade-II* and grade-II listed buildings, • Grade-II* and grade-II historic parks/gardens, • battlefields, as defined by statute, • Conservation Areas containing very Important buildings where the particular site is well represented in the impacted historic environment.
Medium heritage significance *Regional architectural and historic importance and interest.*	This heritage grading relates to the fabric and setting of: • Grade-II listed buildings (dependant on character), • Grade-II historic parks/gardens and battlefields, • designated Conservation Areas, • Unscheduled archaeological sites and landscapes of potential national interest where the fabric and character of the site is well represented in the impacted historic environment.
Low heritage significance *Local architectural and historic heritage importance and interest.*	This heritage grading relates to the fabric and setting of: • Locally Listed Buildings (as formally identified by the Council and defined by an adopted Local Planning Policy), • Site's identified and recorded as being of heritage interest on the Historic Environment Record, which retain a definable heritage interest as a component of the historic environment. • unrecorded buildings, structures, or designed landscape features, which demonstrably retain a degree of heritage value due to their: architectural design, historic, communal, or townscape interest.
Negligible heritage significance *Buildings or fabric components which have been extensively altered, eroding or compromising their architectural and historic interest*	This heritage grading relates to sites which may be: • recorded on the Historic Environment Record in record form or as 'Find Sites' but retain minimal or no original fabric or definable character. • buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown heritage potential *Buildings/sites where the potential importance interest requires determination*	This heritage grading relates to sites which may be locally identified as meriting recognition but have not been previously recorded or investigated so that their origins and fabric significance have yet to be objectively defined.

Appendix III: Assessing the Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the heritage asset.

The contribution of the setting to the value of the heritage asset is an integral component which also contributes to the overall value or significance of the asset. Which in turn, allows for the magnitude of direct and / or indirect heritage impact to be determined.

Table 6: Criteria for defining the effect and degree of direct and indirect heritage impact

Definition of Magnitude and Nature of Heritage Impact.	**Direct Heritage Impacts *(physical alteration or change to character)***	**Indirect Heritage Impact *(visual change to the experience or setting of the building and its context).***
Major Adverse Impact. *Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.*	Development resulting in demolition of a significant historic fabric component which results in total loss of significance.	Substantially harmful change to overarching character or setting of the identified designated heritage assets. Where the development severely erodes the heritage values of the identified heritage assets in the view, or the view as a whole, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse Impact. *Such less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.*	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset.	Less than substantial harm to overarching character or setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Minor Adverse Impact. *The negative impact will need to be balanced by appropriate mitigation.*	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to overarching character or setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage values of the assets in the view, or the view as a whole, or the ability to appreciate those values.
Negligible Adverse Impact. *This does not mean that there will be no physical or visual change, rather that the resultant difference would not diminish the value of the heritage assets' significant physical fabric,* their settings or significance to any appreciable degree.	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would alter, but not diminish, the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any appreciable degree.
Neutral Impact. *This does not necessarily mean that there will be no*	Development which comprises an imperceptible physical impact resulting in no apparent change	Imperceptible change to the and character of a designated heritage

physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced.	or achieved by removing a component of no heritage value which detracts from the special interest of the building fabric.	asset, or the setting of the identified designated heritage assets. A neutral impact occurs when the development does not affect the values of the heritage assets in the view, the townscape as a whole, or the ability to appreciate its significance.
Negligible Beneficial Impact. *The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asse*t.	Development resulting in a negligible beneficial direct impact on a designated heritage asset which results in the removal of a minor non-original fabric component which is detracts from the character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would imperceptibly enhance the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area.
Minor Beneficial Impact. *The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.*	Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or enhancement of the site's special interest.	Minor enhancement to the overarching character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development enhances to a minor extent the values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.
Moderate Beneficial Impact. *The proposed change would result in a considerable improvement to the overall character and appreciation of a heritage asset with clear beneficial enhancement of its heritage interest.*	Development resulting in alterations to a built heritage asset resulting in moderate beneficial physical impact, or an enhancement of the site's character.	Evident improvement of the overarching character of a designated heritage asset or its setting, resulting in an enhancement of its cultural heritage values. Moderate enhancement to the setting of the built heritage asset. Where the development will enhance to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate its significance.
Major Beneficial Impact. *The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important*	Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage values.	Substantial improvement of the overarching character of a designated heritage asset or it setting, resulting in a significant enhancement of its cultural heritage values. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent

characteristics of its heritage interest.		the heritage values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.

Appendix IV: Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. As stated within Historic England's Guidance, this is a general guide and is not intended to be prescriptive.

Scale or severity of impacts or changes can be judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts should also be considered. **The scale or severity of impact can be ranked without regard to the value of the asset.** This significance of impact can be either adverse or beneficial.

Table 6: Assessing the Significance of Impact

Value of Heritage Asset	Scale & Severity of Change/Impact				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH Properties Very High – Attributes which Convey OUV	Significance of Effect or Overall Impact (Either Adverse or Beneficial)				
	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large

For Other Heritage Assets or Attributes	Significance of Impact (Either Adverse or Beneficial)				
Very High	Neutral	Slight	Slight/ Moderate	Large/very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Stephen Levrant Heritage Architecture Ltd

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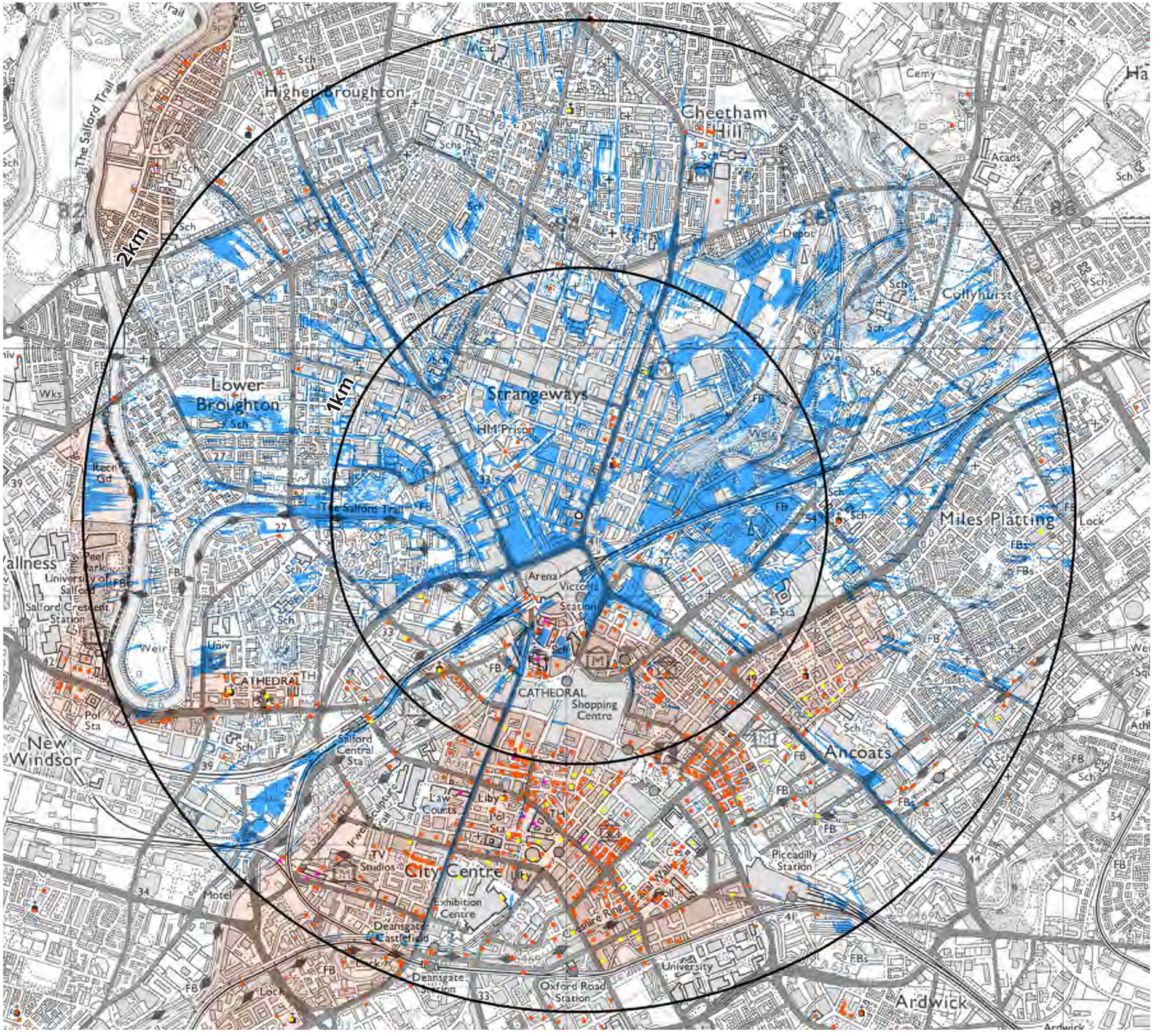
0161 806 0410

11. Townscape and Visual Impact Assessment

List of appendices

Appendix 11.1 ZTV and Designations Plan
Appendix 11.2 Viewpoints and Locations Plan
Appendix 11.3 Accurate Visual Representations Verified Views

1.1 ZTV and Designation Plan



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ONE PARK PLACE, MANCHESTER
Zone of Theoretical Visibility (ZTV) of Proposed Building - *Cumulative Schemes not included.*

2328/01/ZTV
31st July 2023

Key (ZTV):

- Site
- Areas of Theoretical Visibilty

Key (Heritage Designations):

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

ZTV parameters:

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

OS Locations Tested: (Top Corners of Proposed Building)

384066.955,399332.479,121.6
384058.878,399308.866,121.6
384043.202,399314.228,121.6
384051.275,399337.843,121.6

Observer height = 1.6m

Earth curvature refractivity coefficient = 0.13

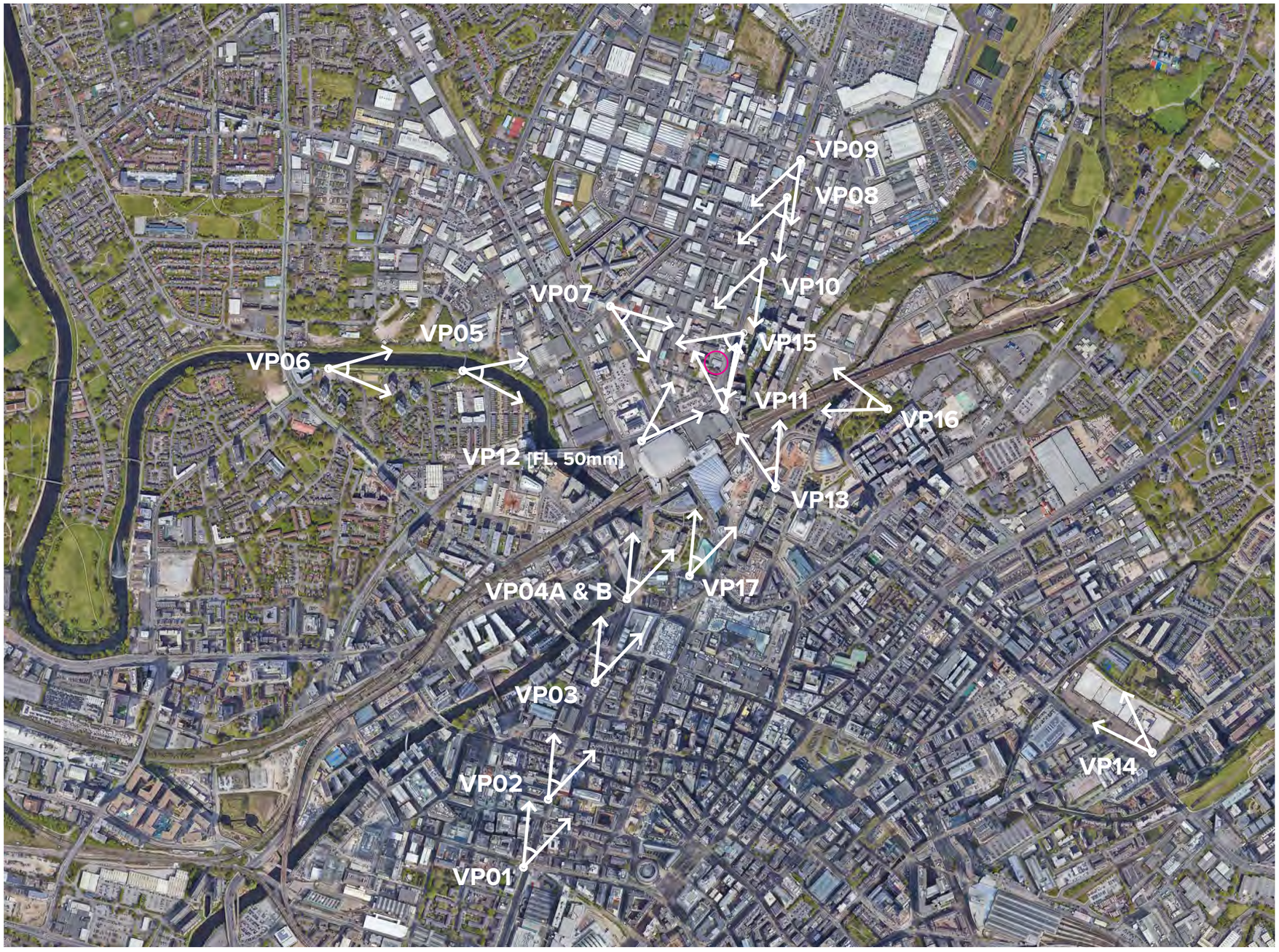
Extent of ZTV = r 2km

500m 1km

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11.2 Viewpoints and Locations Plan



[Map data ©2023 Google]

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Viewpoints Locations Map [rbmp.2328/02/Viewpoints]

rbmp.2328 One Park Place, Manchester, AVRs

11.3 AVR Verified Views

rbmp.2328 One Park Place, Manchester, TVIA

AVRs

28th September 2023

Note

These visualisations have been prepared by rbmp using current best practice techniques in both photography and the construction of 3D models and photomontages specified by the Landscape Institute: 3rd edition (April 2013); Landscape Institute Technical Guidance Note 06/19 (September 2019) Visual Representation of Development Proposals; The Revised SPG London View Management Framework (March 2012.)

All views have been prepared to Type 4 visualisations as set out within table 2, page 11 of TGN06/19. Please see supporting methodology documentation for this project. [End of this document.]

Viewing Instructions

The visualisations give an impression of the predicted scale and mass of the proposed development as it would be seen from the viewpoint locations. For correct viewing, the images should be viewed at the distance shown on the corresponding page when printed at A3. These images should only be assessed in the field from the same viewpoint location.

Viewpoint Number	Easting	Northing	Ground Height	Camera Height
Viewpoint 01	383523.62E	397975.94N	+34.76m AOD	+36.36m AOD
Viewpoint 02	383590.81E	398159.23N	+35.31m AOD	+36.91m AOD
Viewpoint 03	383719.62E	398472.78N	+36.2m AOD	+37.8m AOD
Viewpoint 04A	383808.34E	398695.53N	+32.6m AOD	+34.2m AOD
Viewpoint 04B	383800.87E	398696.21N	+32.17m AOD	+33.77m AOD
Viewpoint 05	383364.08E	399308.09N	+28.85m AOD	+30.45m AOD
Viewpoint 06	383004.93E	399317.81N	+27.67m AOD	+29.27m AOD
Viewpoint 07	383759.82E	399481.3N	+33.81m AOD	+35.41m AOD
Viewpoint 08	384239.33E	399774.41N	+51.36m AOD	+52.96m AOD
Viewpoint 09	384274.54E	399875.21N	+52.68m AOD	+54.28m AOD
Viewpoint 10	384178.8E	399600.35N	+48.64m AOD	+50.24m AOD

Viewpoint Number	Easting	Northing	Ground Height	Camera Height
Viewpoint 11	384069.3E	399207.47N	+41.28m AOD	+42.88m AOD
Viewpoint 12	383848.58E	399117.93N	+32.62m AOD	+34.22m AOD
Viewpoint 13	384205.83E	398990.44N	+37.67m AOD	+39.27m AOD
Viewpoint 14	385217.72E	398276.22N	+45.82m AOD	+47.42m AOD
Viewpoint 15	384113.16E	399407.11N	+44.76m AOD	+46.36m AOD
Viewpoint 16	384507.73E	399211.51N	+35.94m AOD	+37.54m AOD
Viewpoint 17	383979.75E	398768.68N	+35.91m AOD	+37.51m AOD

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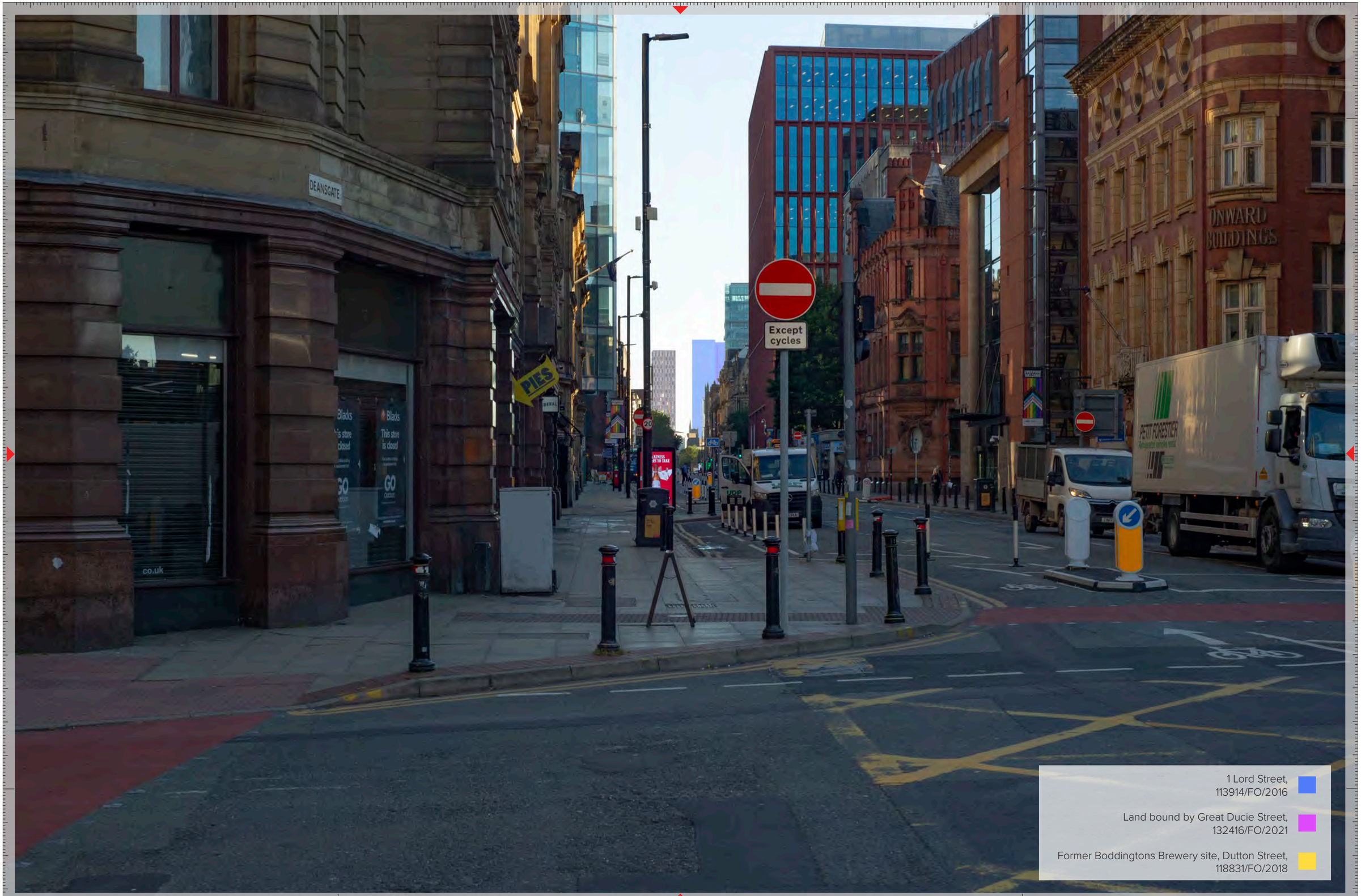
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Viewpoint height (AOD)	- +34.76m AOD
Distance from site	- 1.45km
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP01 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



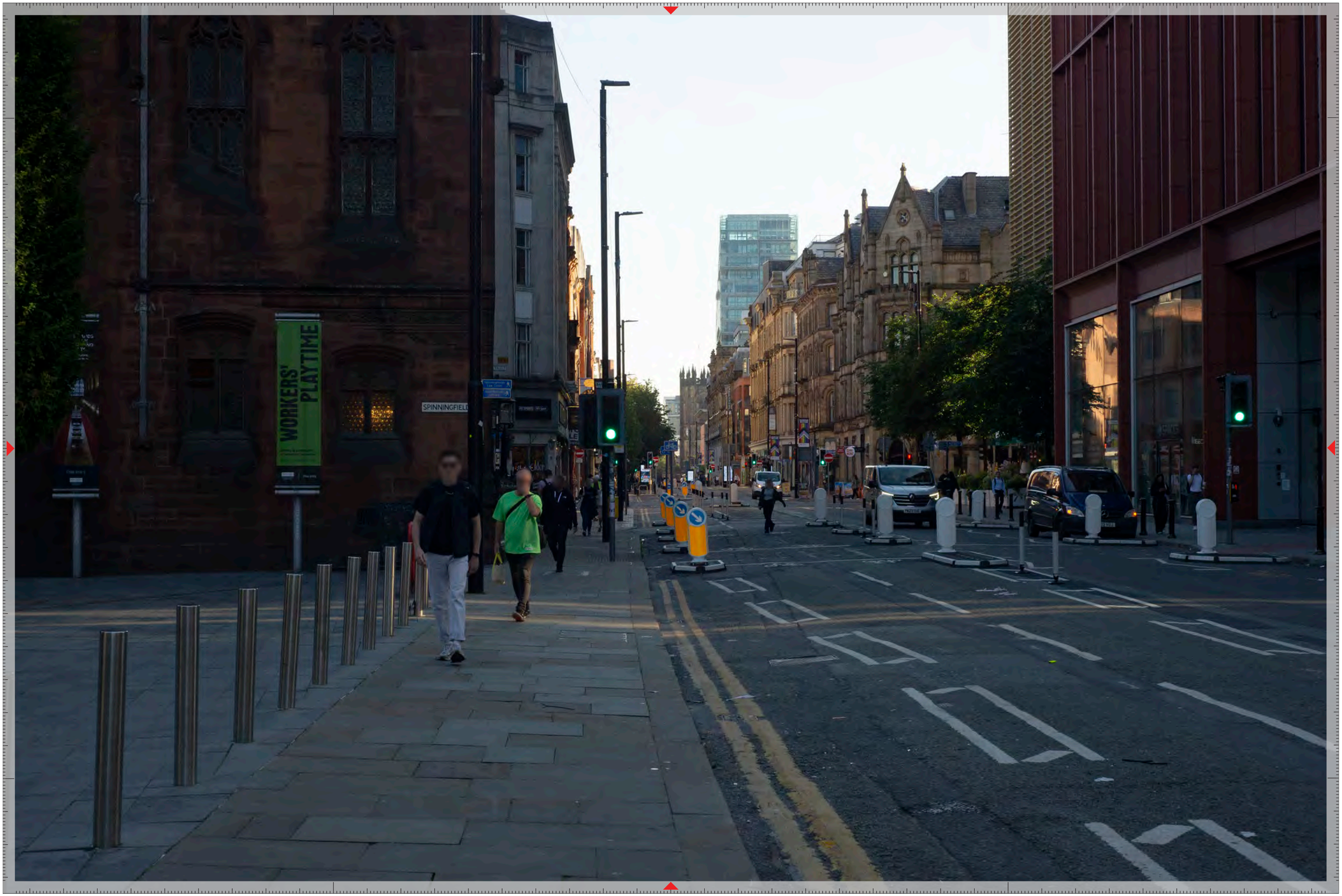
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Distance from site	- 1.45km
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
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Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP01 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



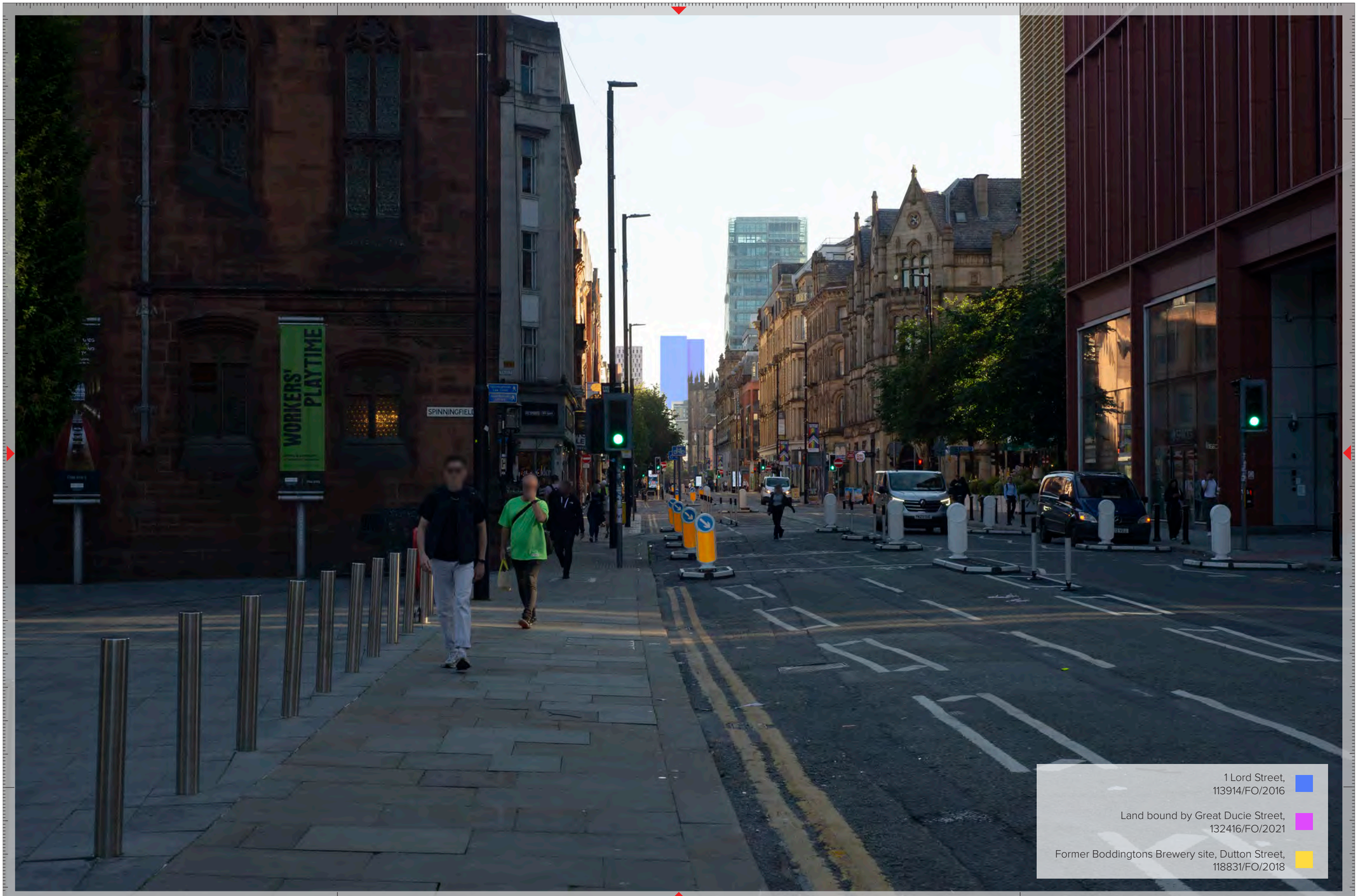
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OS grid reference	- 383590.81E, 398159.23N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP02 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



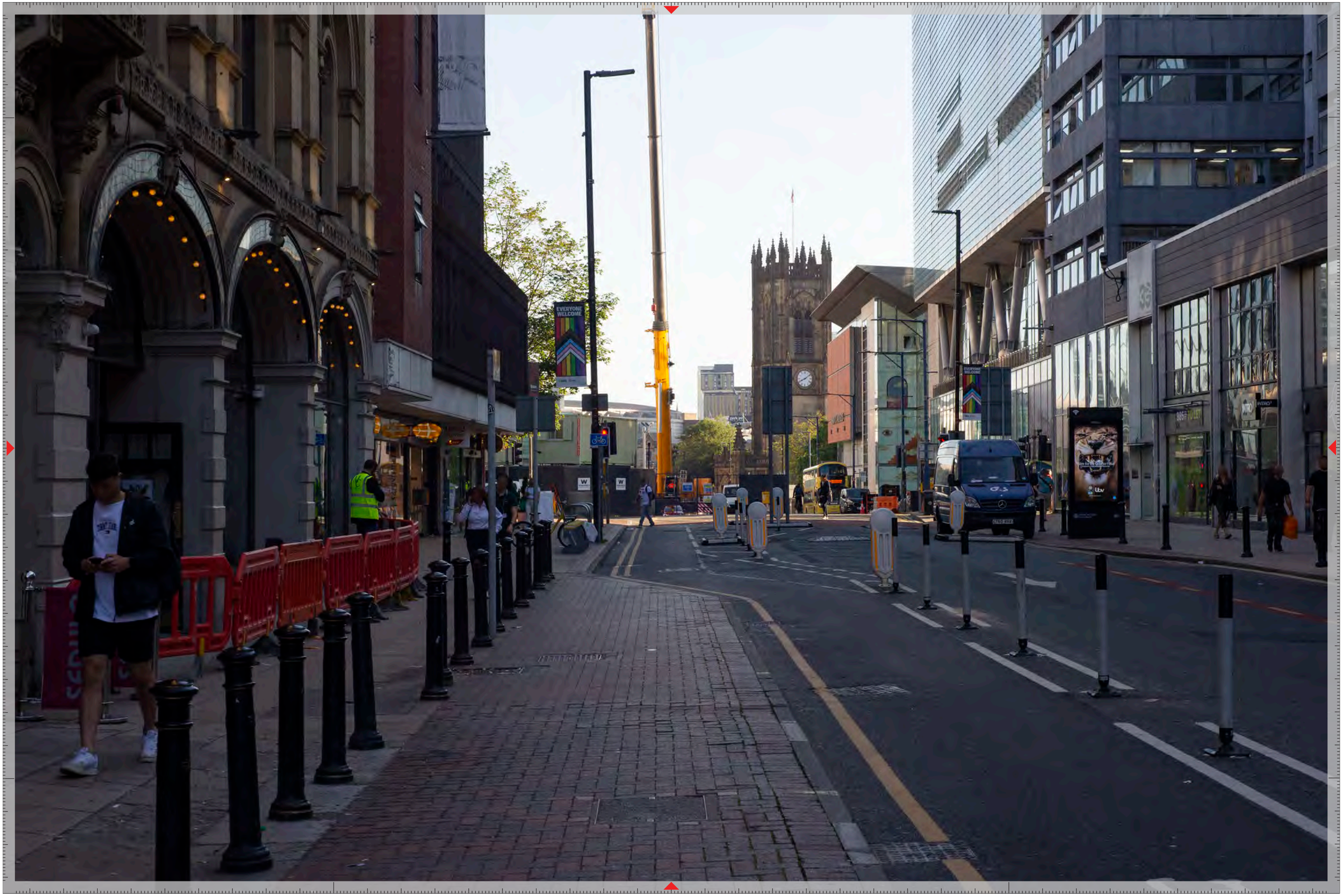
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Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP02 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



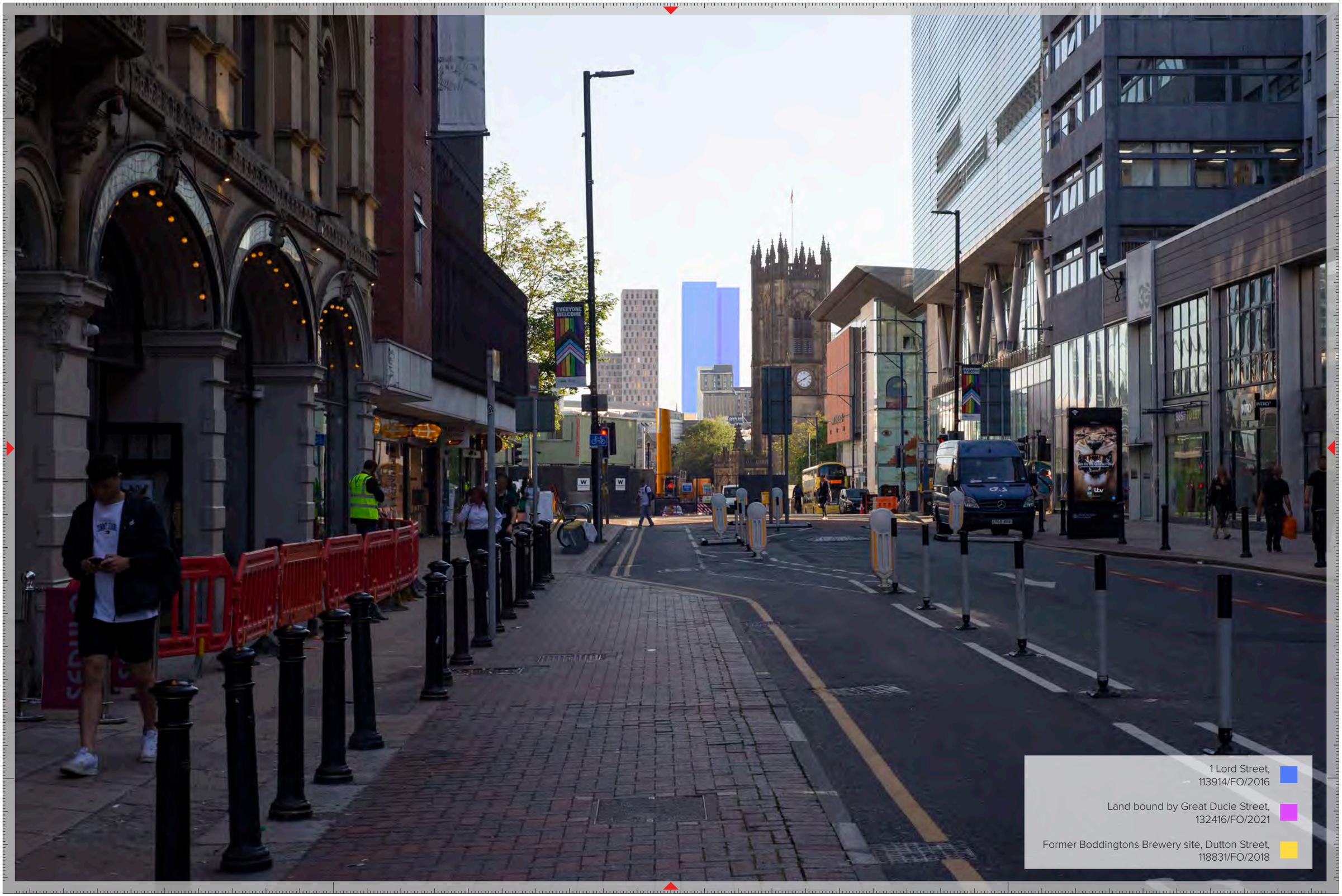
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Date & time of photograph	- 10/08/23 @ 08:05am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
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TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP03 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)
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VP03 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH



rbmp

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Projection	- Planar
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Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP04A - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +32.6m AOD	**Visualisation Type**	- Type 4
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TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP04A - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

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Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

VP04B - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

1 Lord Street,
113914/FO/2016

Land bound by Great Ducie Street,
132416/FO/2021

Former Boddingtons Brewery site, Dutton Street,
118831/FO/2018

rbmp

Camera make & model	- Nikon D600 (full frame sensor)
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Visualisation Type	- Type 4
Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP04B - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

rbmp

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Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP05 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 50mm f/1.8
Date & time of photograph	- 10/08/23 @ 09:12am
OS grid reference	- 383364.08E, 399308.09N
Viewpoint height (AOD)	- +28.85m AOD
Distance from site	- 0.68km
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP05 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



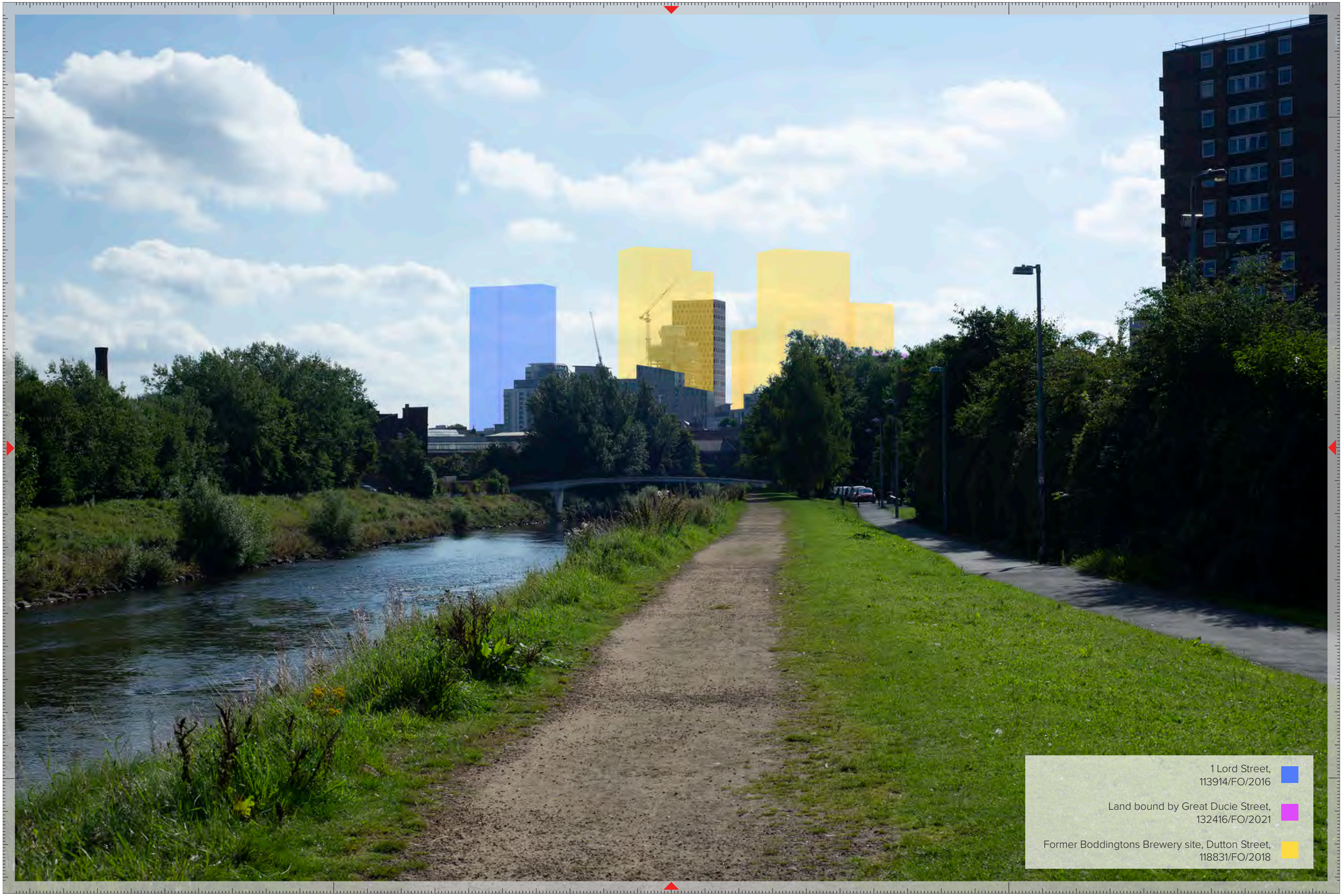
rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +27.67m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 1.14km	**Horizontal Field of View**	- 39.6˚
Date & time of photograph	- 10/08/23 @ 09:32am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383004.93E, 399317.81N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP06 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +27.67m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 1.14km	**Horizontal Field of View**	- 39.6˚
Date & time of photograph	- 10/08/23 @ 09:32am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383004.93E, 399317.81N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP06 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



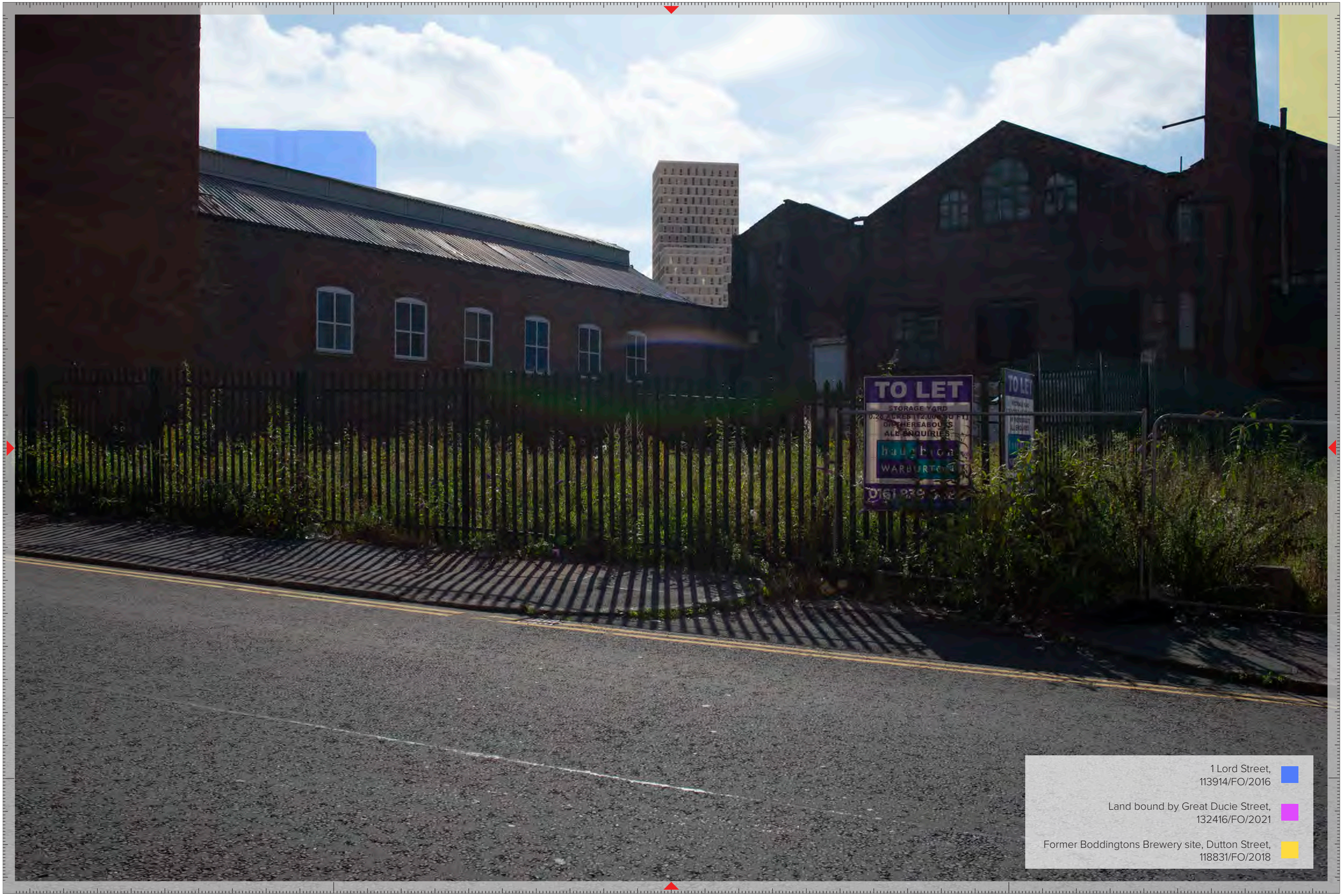
rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +33.81m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 310m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 10/08/23 @ 09:59am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383759.82E, 399481.3N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

VP07 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH



1 Lord Street, 113914/FO/2016

Land bound by Great Ducie Street, 132416/FO/2021

Former Boddingtons Brewery site, Dutton Street, 118831/FO/2018

rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +33.81m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 310m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 10/08/23 @ 09:59am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383759.82E, 399481.3N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP07 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +51.36m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 460m	**Horizontal Field of View**	- 39.6°
Date & time of photograph	- 10/08/23 @ 10:23am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384239.33E, 399774.41N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP08 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 50mm f/1.8
Date & time of photograph	- 10/08/23 @ 10:23am
OS grid reference	- 384239.33E, 399774.41N
Viewpoint height (AOD)	- +51.36m AOD
Distance from site	- 460m
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP08 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



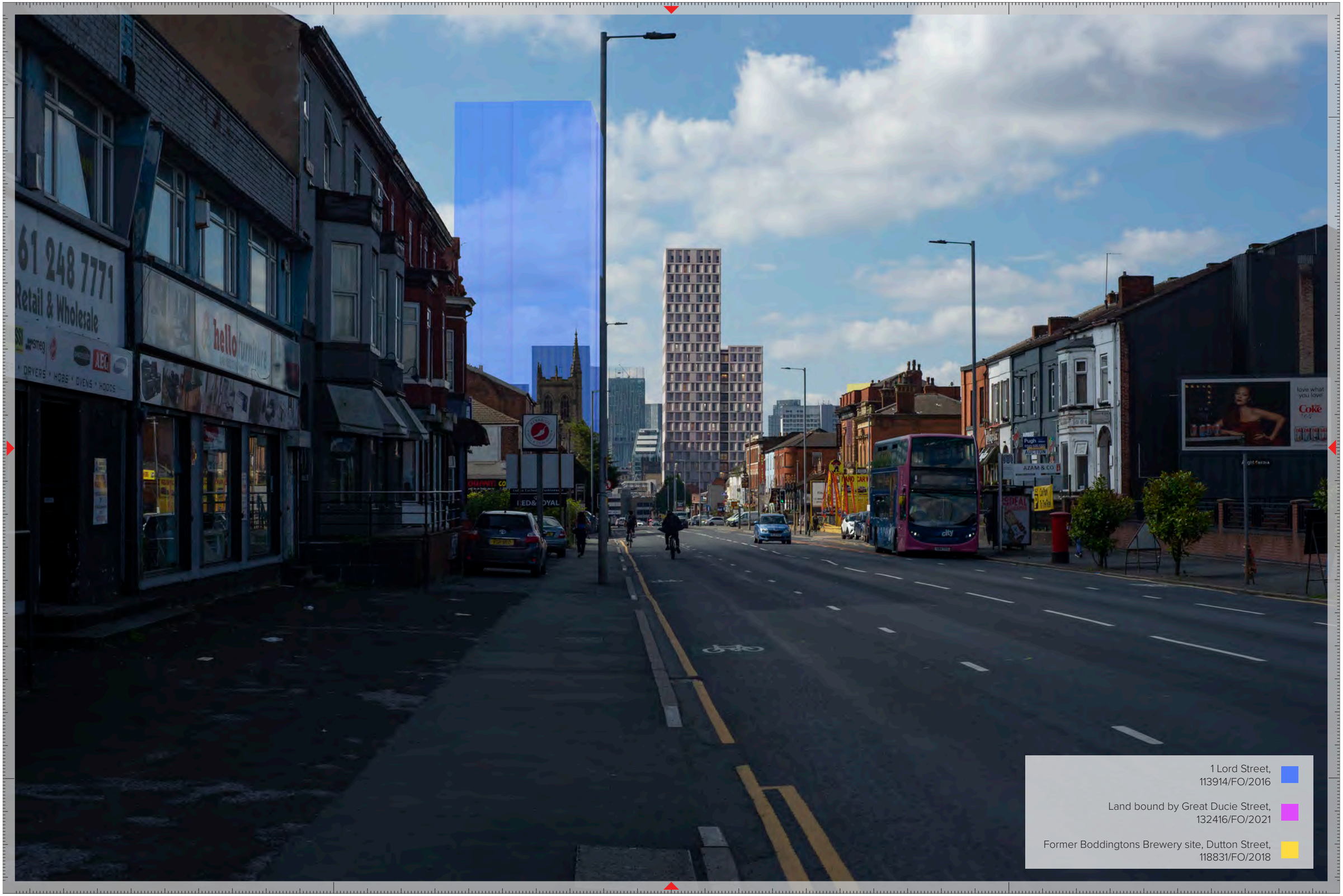
rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +52.68m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 580m	**Horizontal Field of View**	- 39.6°
Date & time of photograph	- 10/08/23 @ 10:48am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384274.54E, 399875.21N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP09 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +52.68m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 580m	**Horizontal Field of View**	- 39.6°
Date & time of photograph	- 10/08/23 @ 10:48am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384274.54E, 399875.21N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP09 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



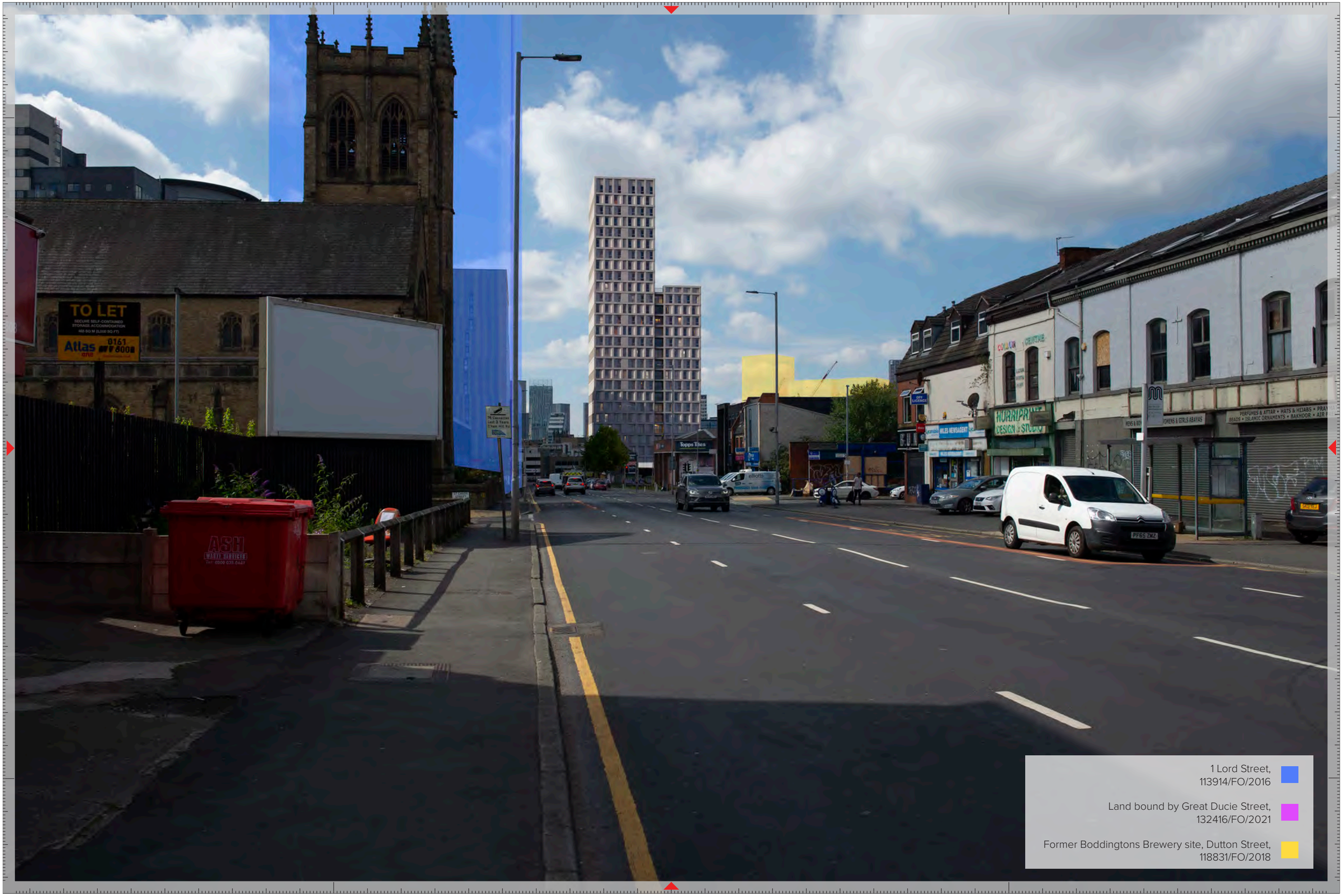
rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +48.64m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 280m	**Horizontal Field of View**	- 39.6°
Date & time of photograph	- 10/08/23 @ 11:06am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384178.8E, 399600.35N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP10 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +48.64m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 50mm f/1.8	**Distance from site**	- 280m	**Horizontal Field of View**	- 39.6˚
Date & time of photograph	- 10/08/23 @ 11:06am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384178.8E, 399600.35N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP10 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +41.28m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 24mm f/1.8 [Tilt-Shift]	**Distance from site**	- 120m	**Horizontal Field of View**	- 73.7°
Date & time of photograph	- 10/08/23 @ 11:32am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384069.3E, 399207.47N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP11 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +41.28m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 24mm f/1.8 [Tilt-Shift]	**Distance from site**	- 120m	**Horizontal Field of View**	- 73.7°
Date & time of photograph	- 10/08/23 @ 11:32am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384069.3E, 399207.47N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP11 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +32.62m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 250m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 10/08/23 @ 11:47am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383848.58E, 399117.93N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP12 - Baseline View



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +32.62m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 250m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 10/08/23 @ 11:47am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383848.58E, 399117.93N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP12 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +37.67m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 340m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 10/08/23 @ 12.08pm	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384205.83E, 398990.44N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP13 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 28mm f/1.8
Date & time of photograph	- 10/08/23 @ 12.08pm
OS grid reference	- 384205.83E, 398990.44N
Viewpoint height (AOD)	- +37.67m AOD
Distance from site	- 340m
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 65.5°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP13 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

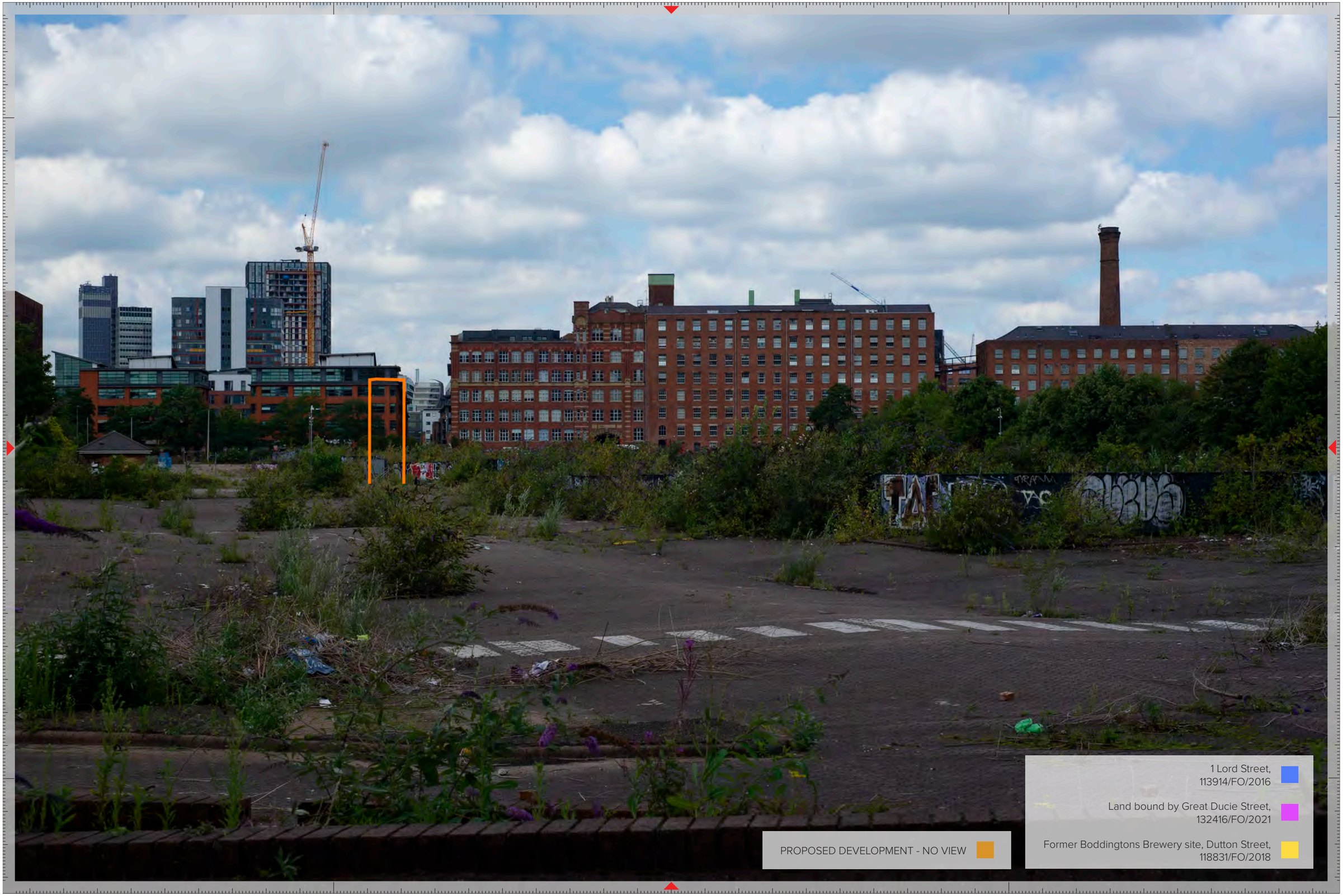
rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 28mm f/1.8
Date & time of photograph	- 10/08/23 @ 12.38pm
OS grid reference	- 385217.72E, 398276.22N
Viewpoint height (AOD)	- +45.82m AOD
Distance from site	- 1.56km
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP14 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 28mm f/1.8
Date & time of photograph	- 10/08/23 @ 12.38pm
OS grid reference	- 385217.72E, 398276.22N
Viewpoint height (AOD)	- +45.82m AOD
Distance from site	- 1.56km
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 39.6°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP14 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



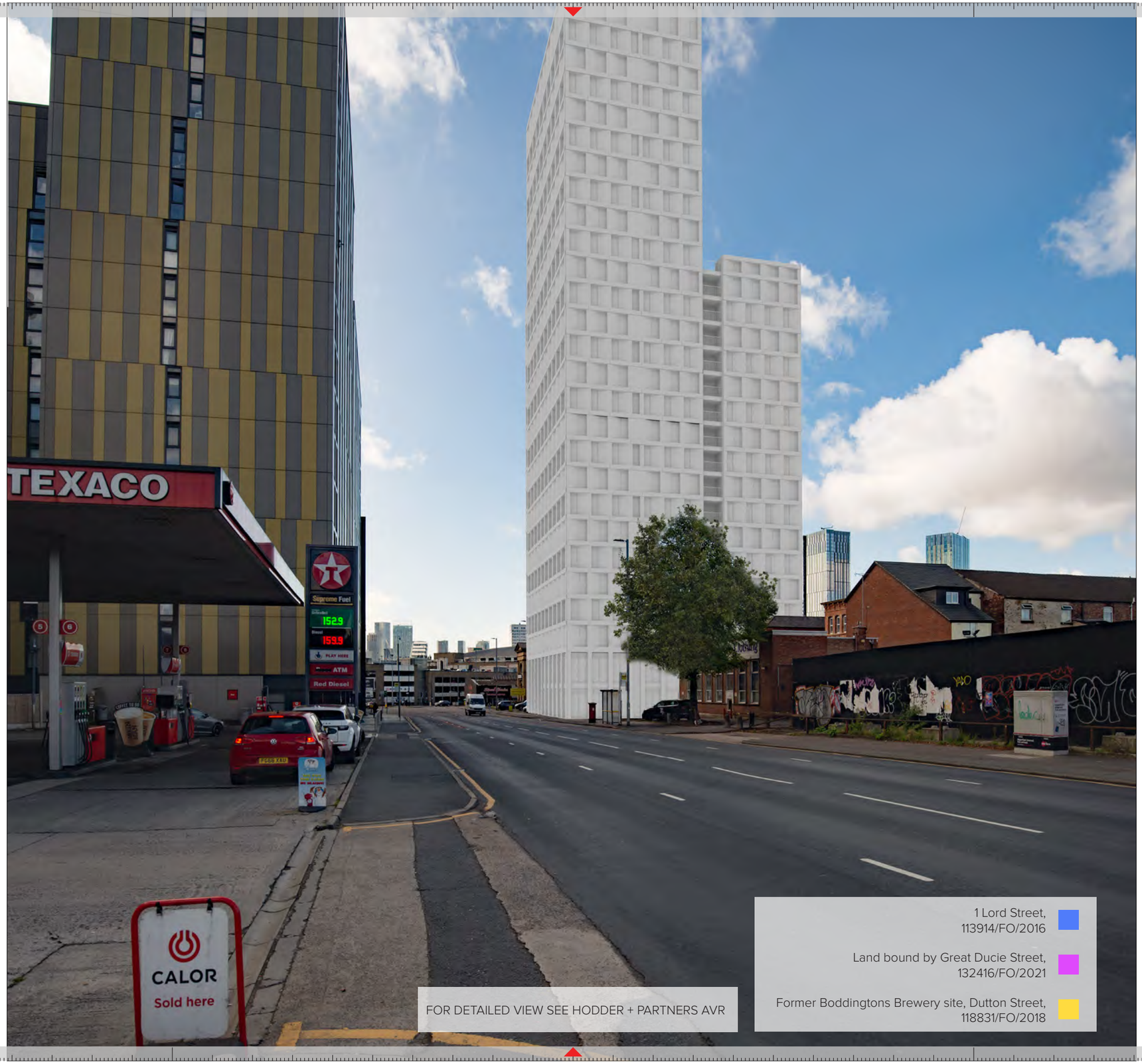
rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +44.76m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 24mm f/1.8 [Tilt-Shift]	**Distance from site**	- 90m	**Horizontal Field of View**	- 73.7°
Date & time of photograph	- 21/09/23 @ 11:15am	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384113.16E, 399407.11N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP15 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 24mm f/1.8 [Tilt-Shift]
Date & time of photograph	- 21/09/23 @ 11:15am
OS grid reference	- 384113.16E, 399407.11N
Viewpoint height (AOD)	- +44.76m AOD
Distance from site	- 90m
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 73.7°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP15 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

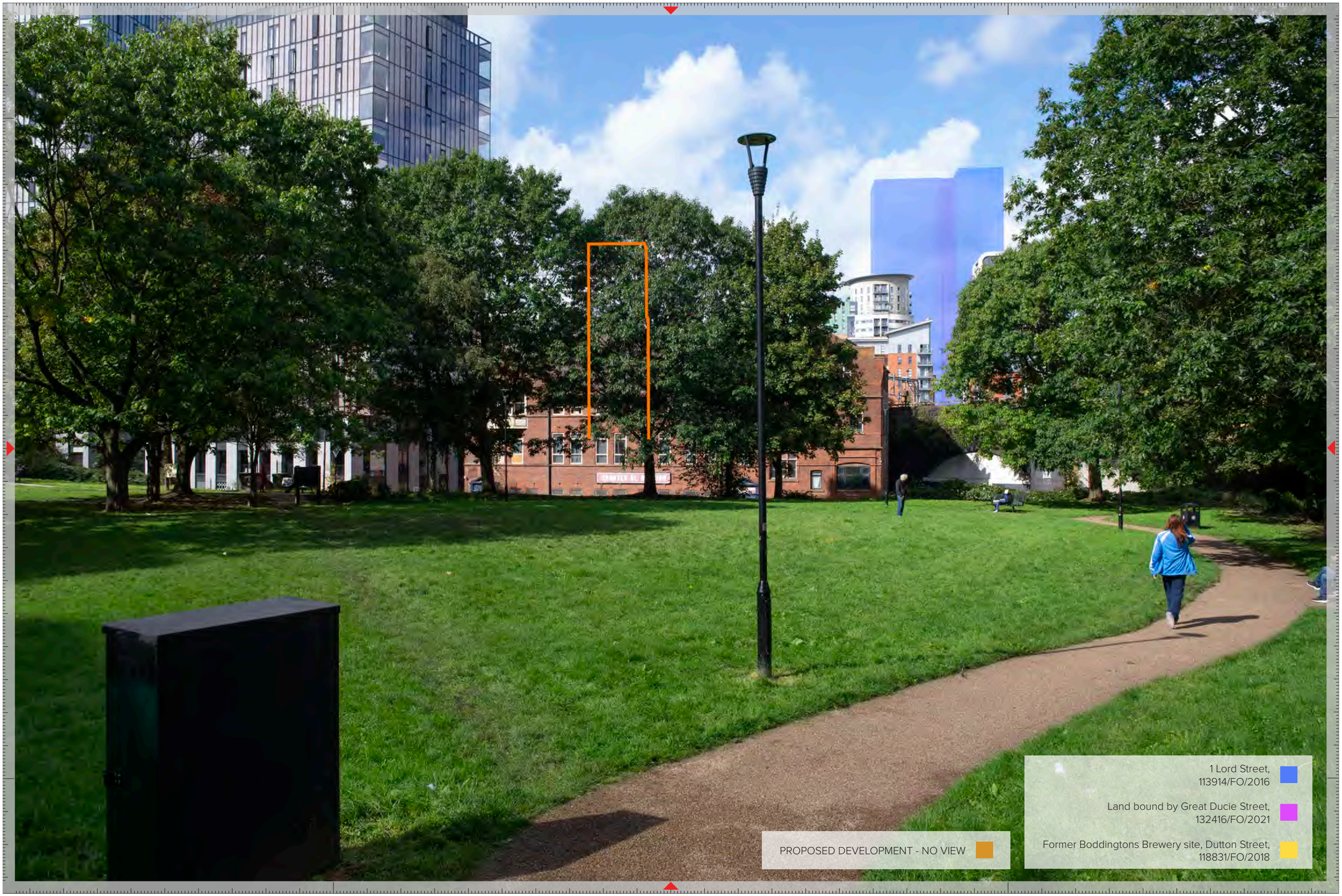
rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +35.94m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 460m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 27/09/23 @ 12.03pm	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 384507.73E, 399211.51N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP16 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



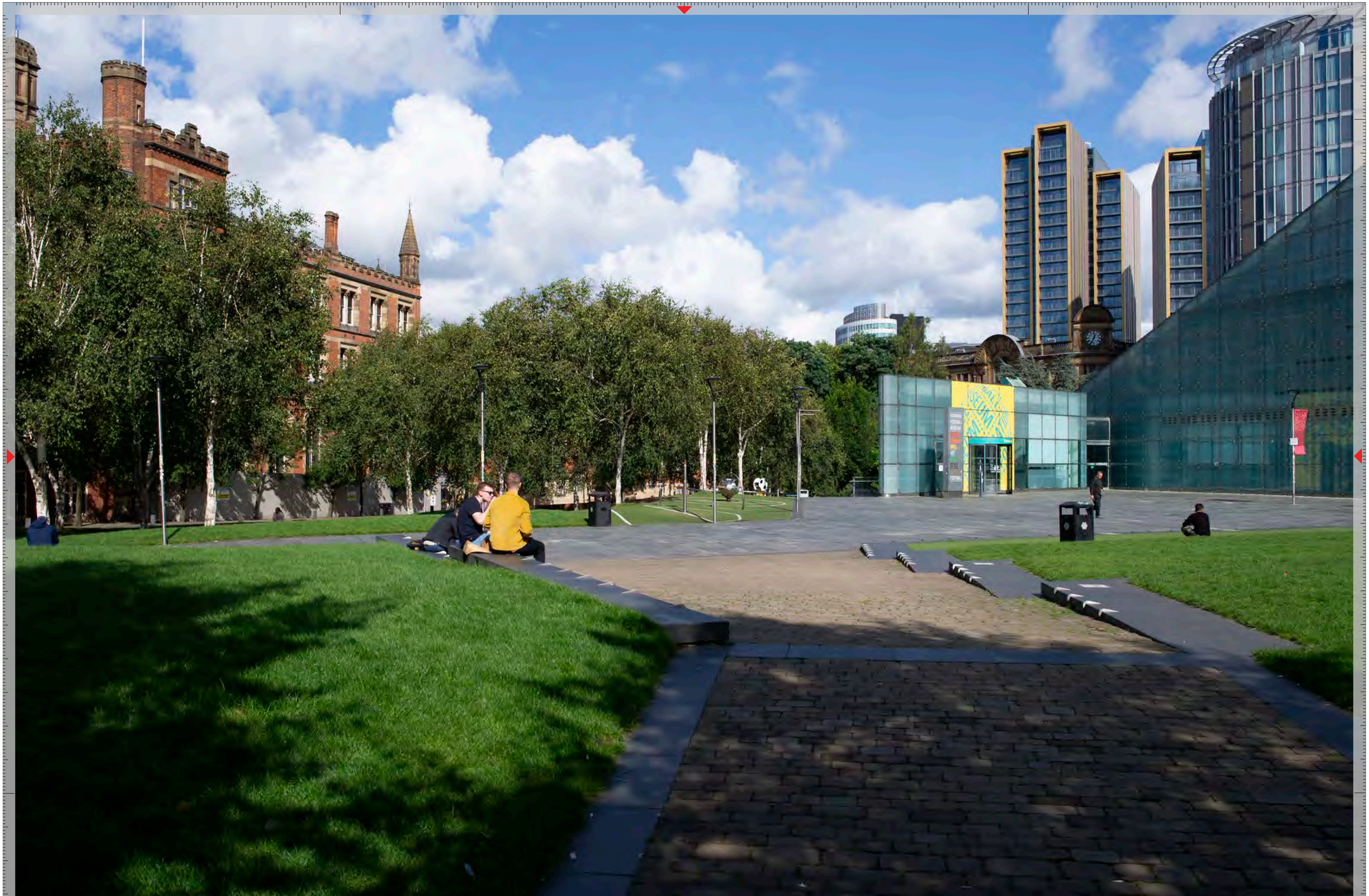
rbmp

Camera make & model	- Nikon D600 (full frame sensor)
Lens make & focal length	- Nikon 28mm f/1.8
Date & time of photograph	- 27/09/23 @ 12.03pm
OS grid reference	- 384507.73E, 399211.51N
Viewpoint height (AOD)	- +35.94m AOD
Distance from site	- 460m
Projection	- Planar
Enlargement / Sheet Size	- 100% @ A3
Visualisation Type	- Type 4
Horizontal Field of View	- 65.5°
Height of camera (AGL)	- 1.6m
Page size / Image size (mm)	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP16 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +35.91m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 540m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 27/09/23 @ 12.30pm	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383979.75E, 398768.68N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP17 - Baseline View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs



rbmp

Camera make & model	- Nikon D600 (full frame sensor)	**Viewpoint height (AOD)**	- +35.91m AOD	**Visualisation Type**	- Type 4
Lens make & focal length	- Nikon 28mm f/1.8	**Distance from site**	- 540m	**Horizontal Field of View**	- 65.5°
Date & time of photograph	- 27/09/23 @ 12.30pm	**Projection**	- Planar	**Height of camera (AGL)**	- 1.6m
OS grid reference	- 383979.75E, 398768.68N	**Enlargement / Sheet Size**	- 100% @ A3	**Page size / Image size (mm)**	- 420 x 297 / 390 x 260

TO BE VIEWED AT A COMFORTABLE ARM'S LENGTH

VP17 - Verified View

rbmp.2328 One Park Place, Manchester, TVIA, AVRs

rbmp.2328 One Park Place, Manchester, TVIA

Verified Views Methodology Statement

September 2023

OVERVIEW

The process of generating verified views (also referred to as Accurate Visual Representations (AVR) & Visually Verified Montages (VVM)) for the proposed new development was carried out by RBMP Ltd.

These visualisations have been prepared by RBMP Ltd. using current best practice techniques in both photography and the construction of 3D models and photomontages specified by the Landscape Institute: Guidelines for Landscape and Visual Impact Assessment 3rd edition (April 2013); Landscape Institute Technical Guidance Note 06/19 (September 2019) Visual Representation of Development Proposals; The Revised SPG London View Management Framework (March 2012.) All views have been prepared to Type 4 visualisations as set out within table 2, page 11 of TGN06/19.

High quality/resolution photographs were taken from the agreed locations with an adequate number of visible features subsequently surveyed, including the precise location of the camera.

A development model was generated to correct geographical co-ordinates. With a known camera position and orientation, photographic and surveyed existing visible features, the development model was accurately aligned to the photograph.

SITE VISIT

RBMP Ltd. visited the site on the 10th August 2023 and 21st September 2023, to obtain viewpoint photography. The view positions were documented using photography of the exact positions (marked with a survey pin) with a surveyor present to record the precise co-ordinates.

PHOTOGRAPHY

For the agreed viewpoint location, high resolution RAW photographs were taken with a Digital SLR camera with a 35mm (full frame) sensor. The camera was levelled horizontally and laterally by means of a tripod mounted levelling base and two camera mounted spirit levels.

CAMERA & EQUIPMENT

- Nikon D600 digital SLR camera (35mm)
- Nikon 50mm f/1.8
- Nikon 28mm f/1.8
- Nikon 24mm tilt-shift f/3.5
- Manfrotto 190 tripod
- Tripod indexed pan head
- Levelling base with bubble level
- Digital Level
- Laser plumb bob

LENS SELECTION

In order to capture the full extent of the proposed development and an appropriate amount of context, a 28mm & 50mm lens in landscape orientation (effective 65.5° & 39.6° horizontal field of view) was used. For internal use/ reference a 180° panoramic for each viewpoint location was also captured using a 15° rotational index allowing a series of individual frames to be stitched together into a single image.

POST PRODUCTION

Each photoviewpoint photograph was processed using Adobe Photoshop® CC 2023 Camera RAW. Standard (digital) photographic post production techniques (profiles, curves and sharpening) were used to create a corrected final .psd file to be used as the basis for the photomontage.

SURVEY

For the agreed photoviewpoint location an instructional document was released to the survey subcontractor. The surveyor was instructed on site to record a range of contextual reference points.

SURVEY EQUIPMENT

- Leica GPS
- Leica Total station
- Precise level

FIELD SURVEY METHODOLOGY

Camera Locations - To establish the position of a viewpoint, the surveyor must set up a GPS on it and record enough points to ensure a high level of accuracy.

Reference points - To survey the various reference points, the surveyor should set up three temporary stations (TBMs) within view of each reference point and establish their location using the GPS. Once these co-ordinates have been established, the surveyor will set up a Total Station on the TBMs and take 3 reflectorless survey shots to the reference point in view.

Where GPS positioning was not possible near to the required survey point – due to poor signal, for instance – the surveyor will set up his TBMs at the nearest position possible and traverse traditionally to a position where he can survey the point.

DATA PROCESSING & DELIVERY

GPS data is processed through Leica Geo-Office to acquire the OSGB36 co-ordinate system information and then processed to produce co-ordinate information for the surveyed points.

PROPOSED DEVELOPMENT

rbmp created a 3D model of the proposed development working from supplied model and plans. The model was checked for accuracy and subsequently aligned to the OSGB36 coordinate system.

VERIFICATION PROCESS

The collected survey reference point data and camera location data was imported into the 3D model environment from the delimited text file (relative to the OSGB36 co-ordinate system) by means of a proprietary script.

At each photoviewpoint location a virtual camera was set up in the 3D software using the coordinates provided by the surveyor. The 3D coordinates of the survey reference points were used to create an accurate ‘point cloud’ model of the contextual surveyed parts of the scene. The scene was verified by matching the contextual surveyed points to the photograph.

To do this, for each photoviewpoint, two renders* were made from the 3D model from the same virtual camera: one render showed only the development (in the chosen method of presentation); the other showed only the survey reference point data.

Using a photo editing package [Adobe Photoshop® CC 2023.] the photography, survey reference point render and proposed development render were aligned.

With the rendered* proposals aligned to the photography, masks were applied to the image to hide extents of the proposals occluded by intervening vegetation and built form.

USE OF PHOTOMONTAGES

For correct perspective viewing, the photomontage pages should be printed unscaled at A3 and must be viewed at an approximate viewing distance of 50cm. The photomontages should only be assessed in the field from the same viewpoint.

*Rendering is the process of generating an image from a model (or models in what collectively could be called the 3D environment), by means of computer programs - specifically, in this case Chaos Group V-Ray for Autodesk 3Ds Max 2022.

NOTES

- The model is based on the supplied Drawings files issued by Hodder + Partners. The model has been positioned and referenced to the OS Grid using the supplied topographic data contained within drawing ‘Promap-2270226-2377703-720-0.dwg’ and RBMP’s collected survey data on-site.

12. Wind Microclimate

List of Appendices

12.1 Detailed Wind Microclimate Methodology

12.1 Detailed Wind Microclimate Methodology

DETAILED WIND MICROCLIMATE METHODOLOGY

CFD METHODOLOGY

1.1 The CFD was performed using OpenFOAM.

1.2 Meshed using a hybrid mesh of hexahedral, polyhedral, tetrahedral and prismatic elements:

1.3 On site building edge length: 0.05m - 0.25m

1.4 Surrounding context edge length: 0.25m - 1m

1.5 Prismatic cells were used in the boundary layer region, with 4 layers of cells growing with an expansion ratio of 1.15 and aspect ratios between 0.1 and 0.4.

1.6 The total mesh size was between 94 and 102 million cells. Mesh detail is shown in **Figure 1.1** and **Figure 1.2**.

1.7 Buildings within 400m of the site were included.

1.8 The domain was 5000mx5000m, with a blockage ratio of 0.5%

1.9 The blockage ratio uses a "test section" of 600mx200m (within which detail is captured).

1.10 Run using the SST turbulence model with high Re wall functions to ensure mesh suitability.

1.11 The simulations were steady state and isothermal.

1.12 2nd order discretisation schemes were used.

1.13 Convergence was measured as the residuals of the continuity, x-velocity, y-velocity, z-velocity, k and omega equations all falling by at least 2 orders of magnitude, and by measured static pressure on the site buildings varying by less than 1% over the final 100 iterations.

1.14 The wind speed is corrected into a "gust-equivalent" mean. The gust-equivalent mean is calculated using an empirical relationship between the gust and mean ratios recorded at over 13,000 data points from wind tunnel tests. This method is found to give a significant correlation improvement over the more traditional methods based on the CFD turbulent kinetic energy field.

1.18

Figure 1.1 Mesh Detail on Proposed Development

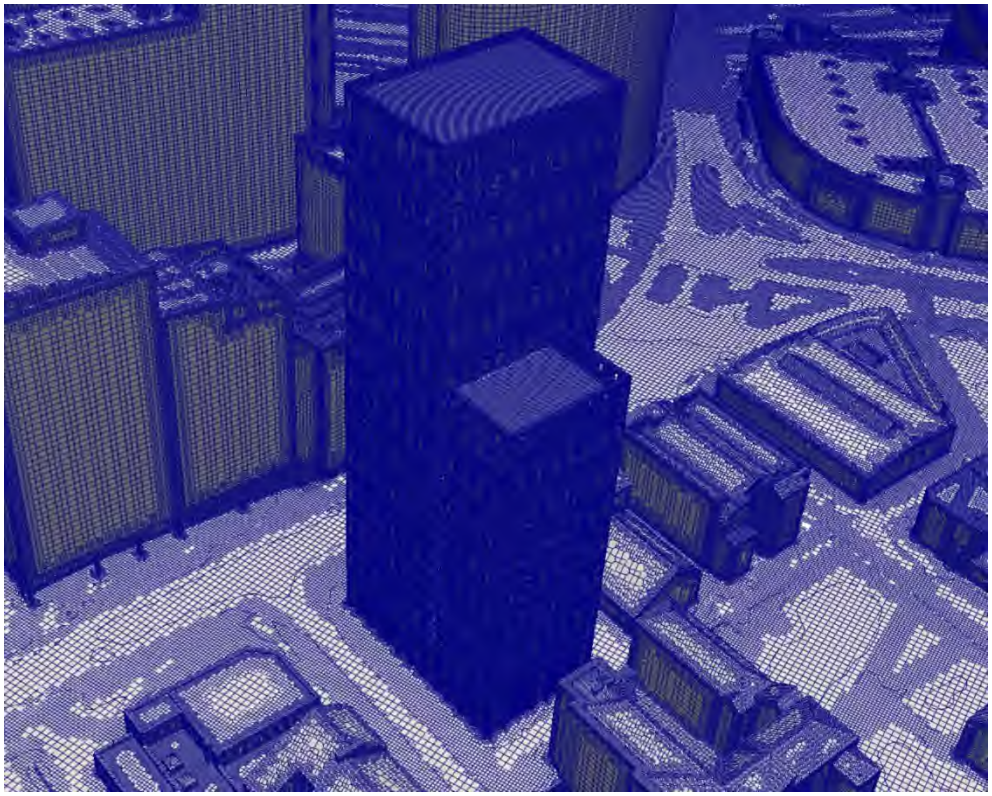


Figure 1.2 Mesh Detail on Surrounds



SURROUNDS METHODOLOGY

1.15 The model used for the existing building on site is shown in brown in **Figure 1.3**.

1.16 The model used for the proposed development is shown in green in **Figure 1.4**.

1.17 All buildings within 400m radius were included in the surrounding context model.

1.18 The following scenarios were tested as part of the assessment:

1.19 Scenario 1: Baseline for site and surrounds (shown in **Figure 1.5**);

1.20 Scenario 2: Proposed development in baseline surrounds (shown in **Figure 1.6**); and

1.21 Scenario 3: Proposed development in cumulative surrounds (shown in **Figure 1.7**).

1.22 The following scheme was considered sufficiently advanced to be included within the baseline surrounds:

- New Victoria, Residential Phase (128667/JO/2020); and
- Former Boddingtons Brewery site, Dutton Street (118831/FO/2018)

1.23 The following schemes were only included as part of the cumulative surrounds:

- 1 Lord Street (113914/FO/2016);
- New Victoria, Office (134092/FO/2022); and
- Land bound by Great Ducie Street (132416/FO/2021).

1.24 The above schemes are shown in gold in **Figure 1.5** to **Figure 1.7**.

Figure 1.3 Existing Building on Site

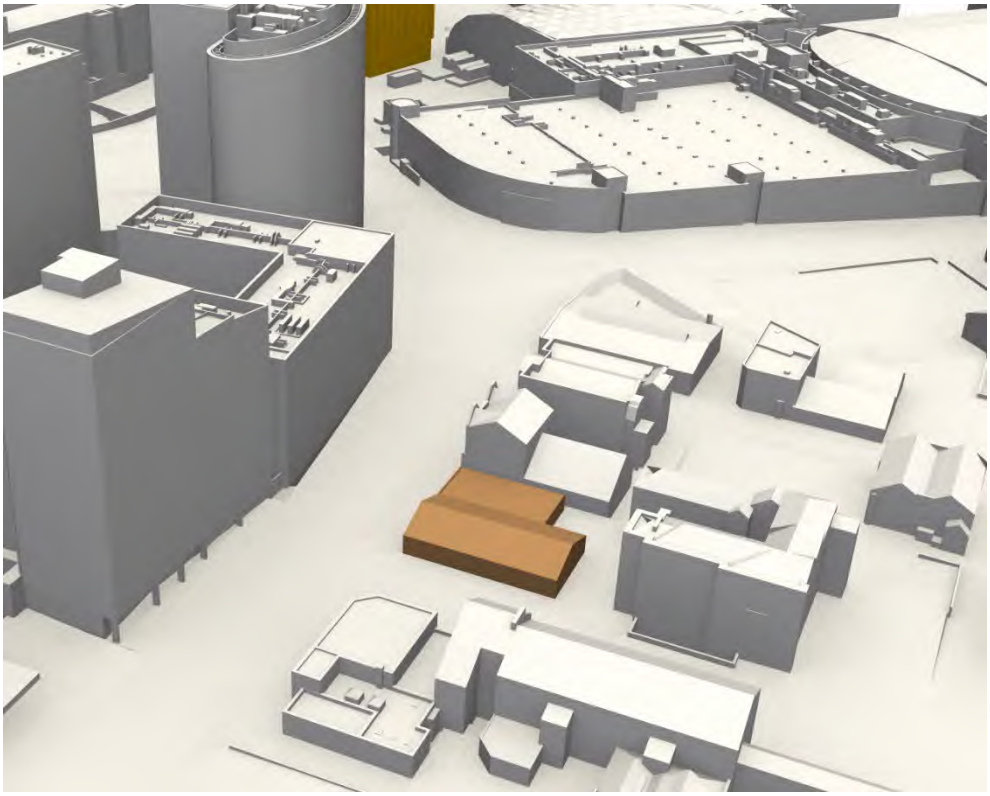


Figure 1.4 Proposed Development as Tested



Figure 1.5 Scenario 1 (Existing Site with Existing Surrounds)



Figure 1.6 Scenario 2 (Proposed Development with Existing Surrounds)



Figure 1.7 Scenario 3 (Proposed Development with Cumulative Surrounds)



WIND CLIMATE METHODOLOGY

1.25 The simulations were performed form 18 wind directions, spaced such that no single direction contributed more than 10% of the annual winds.

1.26 The directions simulated were 0°,30°,60°,90°,120°,150°,170°,180°,190°,200°,210°,220°, 240°, 260°, 270°, 280°, 300°, 330°.

1.27 Seasonal wind roses for Manchester International Airport are shown in **Figure 1.8**.

1.28 Target wind profiles for the site, from each wind direction, were generated using sectoral analysis of the terrain surrounding the site and the local weather stations with ESDU 2010 Item01008 'Computer program for wind speeds and turbulent properties: flat or hilly sites in terrain with roughness changes'. The target wind profiles, compared to the wind speeds measured from the CFD model are shown in **Figure 1.9**.

Figure 1.8 Seasonal Wind Roses for Manchester International Airport (1990-2020)

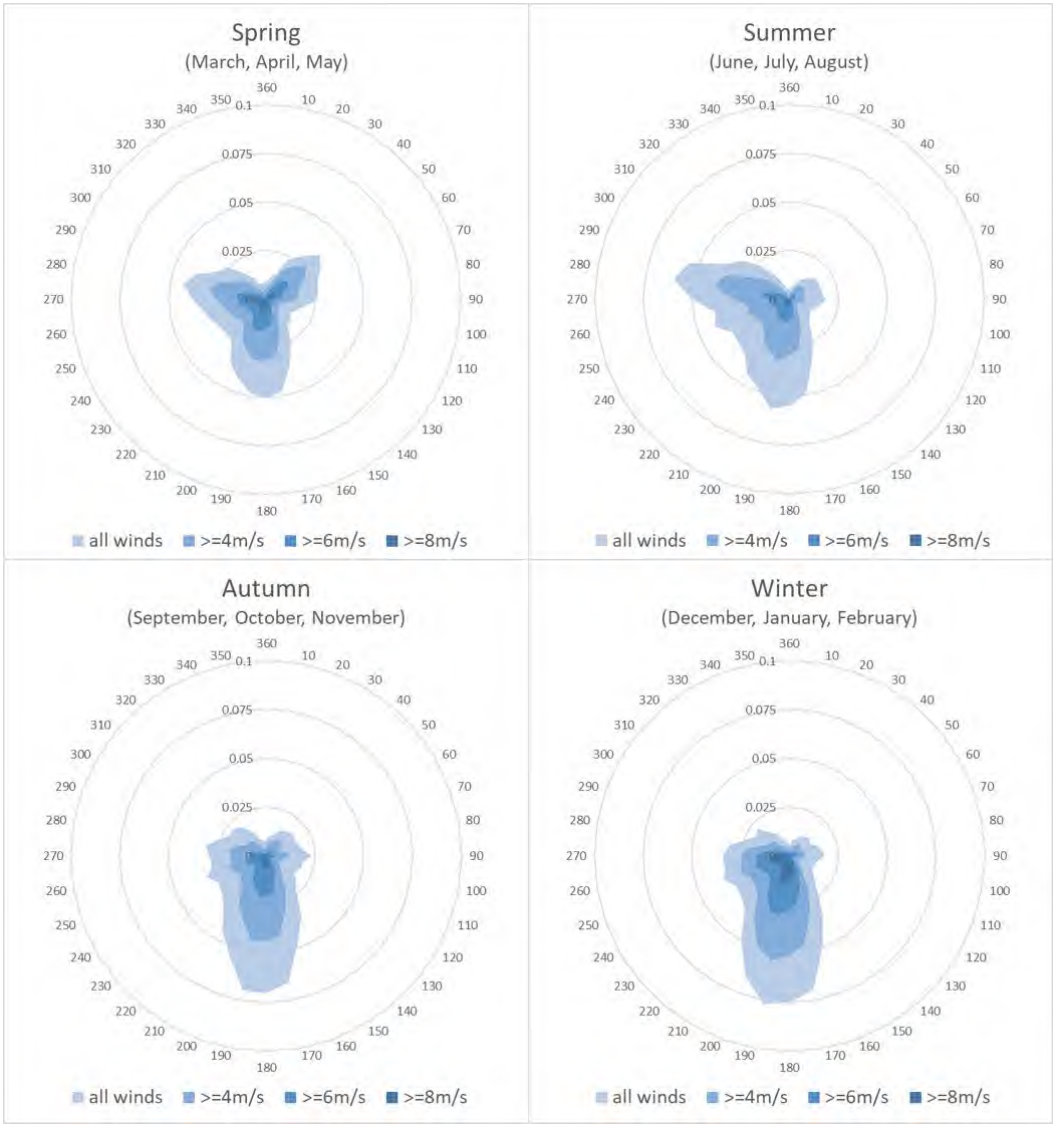


Figure 1.9 Wind Profile for Park Place

