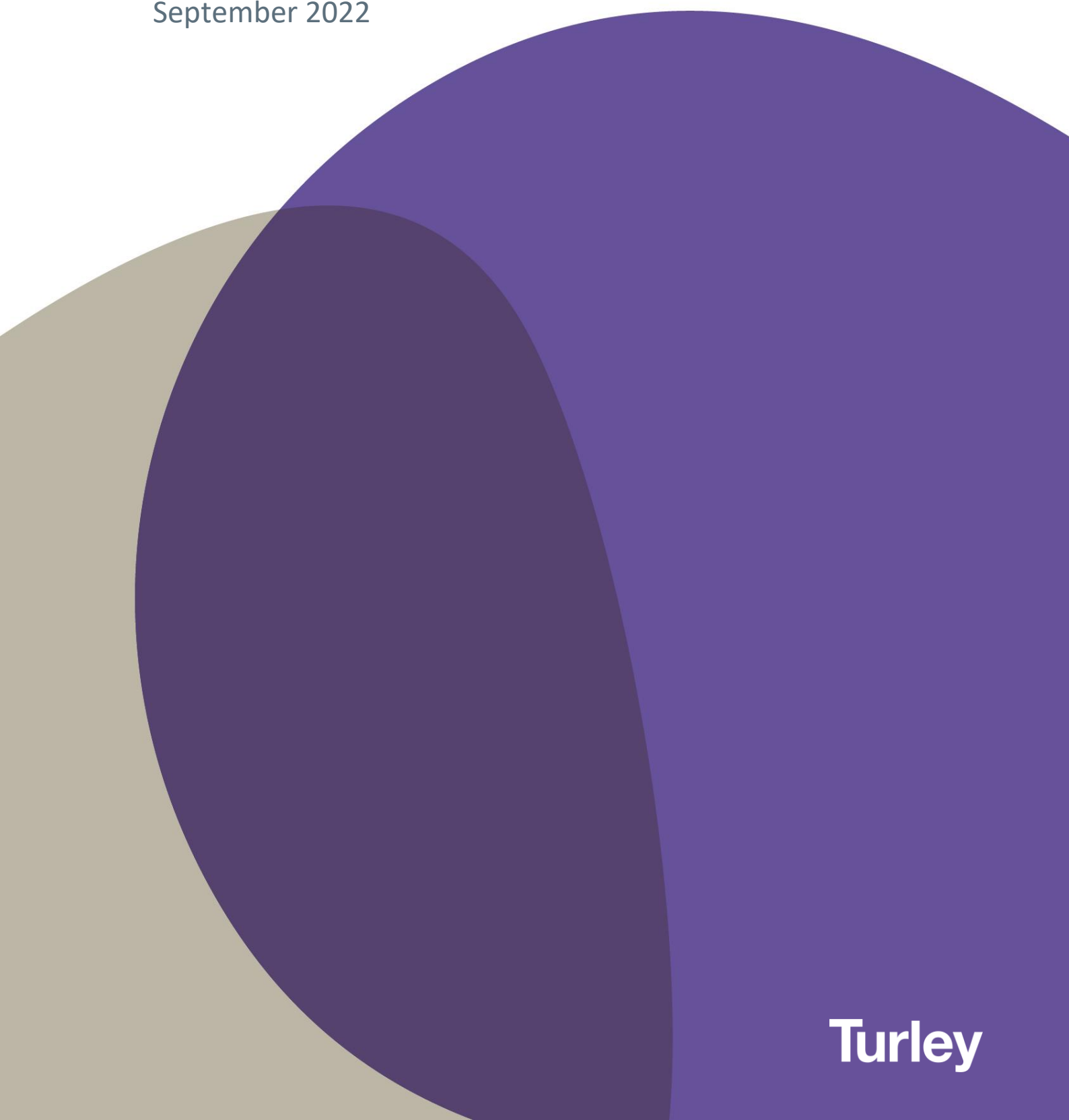


Environmental Impact Assessment (EIA) Scoping Report

Albert Bridge House, Manchester

September 2022



Turley

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Kyle Welburn
kyle.welburn@turley.co.uk

Client
Oval Real Estate Ltd

Our reference
OVAZ3000

27 September 2022

1. Introduction

Request for EIA Scoping Opinion

- 1.1 Oval Real Estate Limited (the 'Applicant') are working with a project team to design a mixed-use development (the 'Proposed Scheme') on land which currently accommodates Albert Bridge House and two car parks in Manchester City Centre.
- 1.2 The applicant is working towards the submission of a full planning application (the 'Application') to Manchester City Council (MCC), as the Local Planning Authority.
- 1.3 The land for the Proposed Scheme covers approximately 1.4 hectares (ha) within MCC administrative area. The maximum EIA study area boundary for the purposes of this Environmental Impact Assessment (EIA) Scoping Report is shown in **Figure 1.1** and is referred to as the 'Site'. At this stage, the Site is considered to comprise the maximum extent of all temporary and permanent works required as part of the Proposed Scheme. However, the eventual planning application boundary may be smaller than this area. This will be confirmed in the planning submission.
- 1.4 The Applicant has instructed Turley to lead, manage and control the EIA process. The project team have developed a description of the Proposed Scheme, which is provided in **Chapter 4**. Whilst the Proposed Scheme continues to be refined and the development principles agreed, this description provides factual and sufficient information to inform the EIA Scoping process and the preparation of this EIA Scoping Report.
- 1.5 In accordance with Regulation 15 of The Town and Country Planning (EIA) Regulations 2017¹ (as amended) (the 'EIA Regulations'), Turley request a Scoping Opinion from MCC, informed by this EIA Scoping Report.

Next Steps: Receipt of MCC Scoping Opinion

- 1.6 Based on your receipt of the EIA Scoping Report and in accordance with Regulation 15, we are anticipating that the statutory timescales will be met and that Turley will be in receipt of a Scoping Opinion no later than five weeks from the date of receipt of this request.

Structure of EIA Scoping Report

- 1.7 The structure of this EIA Scoping Report is outlined in **Table 1.1**.

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 No. 571 (online). Available at: <http://www.legislation.gov.uk/ukxi/2017/571/contents/made> [Accessed 06/09/22].

Table 1.1: Structure of EIA Scoping Report

Chapter no.	Title	Description
1	Introduction	Outlines the context in which Turley request a Scoping Opinion; provides an overview of the structure of the EIA Scoping Report; outlines our understanding of the requirements for EIA; and stakeholder engagement proposed.
2	Approach to EIA	Outlines the objectives and strategy for the EIA to ensure consistency and clarity across the process. Also provides an indication of the methodology and skills adopted within the EIA, the anticipated format of the Environmental Statement (ES) as well as the interaction with other documentation to be submitted in support of the Application.
3	Site Context	Provides an overview of the Site and surrounding area.
4	High Level Description of the Proposed Scheme	Outlines the Proposed Scheme as currently understood by the project team. It is this description upon which this EIA Scoping Report is based.
5	Environmental Topics which are Not Significant	Outlines the environmental topics for which there are unlikely to be significant effects and therefore will not be considered further as part of the EIA or be reported within the ES.
6 - 11	Likely Significant Environmental Topics	A separate Chapter is provided for each topic, which presents the likely significant effects and associated assessment methodology. The effects within each topic, which are not considered to be significant and will not be considered further as part of the EIA or be reported in the ES, are also provided.
12	Methodology for the Assessment of Cumulative Effects	Outlines the proposed methodology for the assessment of cumulative effects, comprising both effect interactions and in-combination effects.
13	Summary	Provides a tabular summary of the effects which are not significant and likely significant effects identified at this stage of the EIA process.

Definition of EIA

1.8 The term 'EIA' has the meaning given by Regulation 4 of the EIA Regulations, as '*a process consisting of -*

(a) the preparation of an environmental statement;

(b) any consultation, public and notification required by, or by virtue of, these Regulations or any other enactment in respect of EIA development; and

(c) the steps required under regulation 26².

- 1.9 Under Regulation 4, Paragraph 2 an EIA must *'identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors –*

(a) population and human health;

(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(1) and Directive 2009/147/EC(2);

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape; and

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d)'.

- 1.10 EIA describes a procedure that must be followed for certain types of projects before they can be given 'consent'. The procedure is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects and the scope for reducing or mitigating them are properly understood by the public and the relevant local planning authority (in this case, MCC) before it makes its decision.

- 1.11 The aim of EIA, as defined by national Planning Practice Guidance (PPG)³, is to *'protect the environment by ensuring that a local planning authority when deciding to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process.... The aim... is also to ensure that the public are given early and effective opportunities to participate in the decision-making procedures'.*

Requirement for EIA

- 1.12 The Proposed Scheme falls within the remit of the EIA Regulations as it exceeds the threshold set out under Schedule 2 in respect to Paragraph 10 (b) *Infrastructure projects – Urban development projects*, in that over 150 residential dwellings are proposed.

² Regulation 26 sets out the provisions related to the consideration of whether planning permission or subsequent consent should be granted.

³ Ministry of Housing, Communities and Local Government (MHCLG) (2020) PPG Environmental Impact Assessment (online) Available at: <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed: 13/05/2022].

- 1.13 Whilst an applicable threshold is exceeded, this does not determine the requirement for EIA, but requires a subsequent stage to determine likely significant effects on the environment by virtue of factors such as its nature, size or location.
- 1.14 At this stage, a number of likely significant effects have been identified. Therefore, the Application will be accompanied by an EIA, the outputs of which will be reported in an ES. The EIA is being used as a tool to identify and manage the environmental impacts and where possible avoid, reduce or offset them as part of the design process (see further details in **Chapter 2**).

Stakeholder Engagement

- 1.15 Consultation is an important part of the EIA process. It is the responsibility of MCC to undertake the appropriate level of consultation, including the identification of relevant statutory and non-statutory consultees, required to inform their Scoping Opinion.
- 1.16 It is anticipated that the following key stakeholders (not an exhaustive list) will be consulted as part of the EIA Scoping process:
- MCC (including relevant officers);
 - Salford City Council;
 - Historic England;
 - Environment Agency;
 - Natural England;
 - Transport for Greater Manchester (TfGM);
 - Greater Manchester Archaeological Advisory Service (GMAAS);
 - Greater Manchester Ecology Unit; and
 - United Utilities.
- 1.17 Consultation with a number of the above consultees has already been undertaken / is being undertaken, to inform specifics of the design of the Proposed Scheme and to ensure early engagement to ascertain their views on likely significant effects, baseline data collection and appropriate assessment methodologies. Full details of consultation will be provided within the ES.

2. Approach to EIA

Overview

2.1 This Chapter outlines the following:

- Objectives and regulatory compliance;
- Consideration of alternatives;
- Iterative approach to scoping;
- Study boundary for data collection;
- Baseline scenario for use in the EIA;
- Identification of sensitive receptors;
- Defining mitigation and how this will be controlled;
- Information to inform the final assessments within the ES;
- Assessment scenarios;
- Level of effect and consideration of significance;
- Format of the ES;
- Competent expertise; and
- Interaction of the ES with other Application documents

2.2 Cumulative effects will be considered as a single co-ordinated assessment as outlined in **Chapter 12**.

Objectives and Regulatory Compliance

2.3 This EIA Scoping Report supports a formal request for a Scoping Opinion from MCC as to the scope and methodology for assessment to be adopted in the EIA and reported in the ES. It aims to ensure that there is a clear and agreed scope for the EIA, including the relevant baseline studies that will be required to ensure a robust assessment of likely significant environmental effects arising from the Proposed Scheme.

2.4 The Scoping Opinion is sought on the technical breadth of the environmental topics to be subject to detailed further assessment within the EIA and also the specific effects within each of the environmental topics (**Chapters 6 – 11**).

2.5 The Institute of Environmental Management and Assessment (IEMA) has issued guidance on the interaction of design and EIA as part of 'Shaping Quality

Development'⁴ and 'Delivering Quality Development'⁵. The principles of these documents have been adopted for the EIA.

- 2.6 The EIA process will demonstrate how technical surveys, desk studies and design advice have influenced the design and the description of the Proposed Scheme upon which the EIA will be based. By following this process, and where possible, the EIA will demonstrate the resolution and minimisation of environmental effects during design. This should ensure that the ES focuses only on likely significant environmental effects and complies with the need to provide '*a description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment*'⁶.
- 2.7 In accordance with Regulation 15, Paragraph 2 of the EIA Regulations, this EIA Scoping Report contains the following:
- A plan sufficient to identify the land (see **Figure 1.1**);
 - A description of the Proposed Scheme, including its nature, purpose, location and technical capacity (see **Chapter 4**). This includes an overview of site preparation, demolition, earthworks and construction works (collectively referred to as 'construction'), development principles and timescales;
 - An explanation of the likely significant effects of the Proposed Scheme on the environment (see **Chapters 6 – 11**); and
 - Such other information or representations as the person making the request may wish to provide or make.

Consideration of Alternatives

- 2.8 Schedule 4, Paragraph 2 of the EIA Regulations states that an ES should include:
- 'a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects'.*
- 2.9 PPG⁷ states that where '*...alternative approaches to development have been considered, the Environmental Statement should include a description of the reasonable alternatives studied which are relevant to the proposed development and its specific*

⁴ IEMA (2015) EIA Guide to: Shaping Quality Development.

⁵ IEMA (2016) EIA Guide to: Delivering Quality Development.

⁶ As required under Regulation 18 Paragraph 3 (c) and Schedule 4, Paragraph 7 of the EIA Regulations.

⁷ MHCLG (2020) Guidance Environmental Impact Assessment Paragraph: 041 Reference ID: 4-041-20170728. (online) Available at: <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed 06/09/2022].

characteristics and provide an indication of the main reasons for the choice made, including a comparison of the environmental effects'.

- 2.10 The EIA Regulations and the PPG do not identify a specific methodology for the assessment of alternatives, or the criteria to be used to inform the assessment of reasonable alternatives. Therefore, the methodology to be adopted for the purposes of the EIA is based on professional experience of similar projects and an understanding of the Proposed Scheme and its characteristics, as well as focus on delivery of a proportionate assessment, in line with PPG.
- 2.11 The consideration of alternatives will follow a two-step approach:
- Step 1: Consideration of 'factors'⁸ that constitute alternatives and justification / discussion of their inclusion / exclusion from further assessment; and
 - Step 2: Qualitative appraisal of the 'factors' brought forward from Step 1 and, where applicable, a comparison of environmental effects.

Iterative Approach to Scoping

- 2.12 Whilst this EIA Scoping Report seeks to establish the overall framework for the EIA in relation to the environmental topics and associated likely significant effects that will be subject to detailed assessment, iterative re-scoping will continue as the design and strategy is refined, plans and principles are developed and additional technical survey work informs the Proposed Scheme.
- 2.13 This iterative 're-scoping' process will continue up until the point when the assessments within the ES are in their first draft, in advance of Application submission.
- 2.14 Any deviation between the scope of effects considered within this EIA Scoping Report and the ES will be clearly communicated in the ES. This is in accordance with the PPG⁹, which states that '*...where it becomes evident during the assessment process...that a particular environmental factor is absent or unlikely to be significantly affected by a proposed development, there should be no need for further assessment of that factor even though it was identified in the scoping process...'*'.

Study Boundary for Data Collection

- 2.15 The Site boundary upon which baseline data has been and will continue to be collected is defined in **Figure 1.1**. As noted in **Chapter 1**, the Site boundary represents the maximum extent of all temporary and permanent works (including primary mitigation) for the Proposed Scheme identified at this stage. As such, it is not necessarily the boundary upon which the technical assessments presented in the ES and the

⁸ These are likely to consider alternative designs and a 'do nothing' scenario. This will be set out within the ES. Alternative sites are not considered to be a factor requiring assessment as other sites lie outside of the Applicant's control.

⁹ MHCLG (2020) PPG - EIA Online Tool, Para 038 Reference ID: 4-038-20170728, accessed via <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed 25/05/2022].

Application will be based. Where required, technical specific study areas (informed by relevant best practice and guidance) will also be used. The study area for data collection for each environmental topic / effect will be fully defined within the ES.

- 2.16 Off-site improvements and mitigation requirements (i.e. utility reinforcement works) are unknown at this stage as is the party responsible for the implementation of such measures. These types of improvements / mitigation, if required, would be considered as secondary mitigation (refer to Defining Mitigation and how this will be Controlled) and appropriately considered within the residual effects assessments within the EIA. It is considered appropriate that secondary mitigation does not need to be within the Application boundary because any impact will be assessed and controlled as part of a separate approval process for such works, which will be subject to its own protocols to understand any environmental issues. However, where appropriate, such works may be considered as part of the cumulative assessment in the EIA. Further details are provided in **Chapter 12**.

Baseline Scenario for Use in the EIA

- 2.17 Likely significant environmental effects as a result of the Proposed Scheme will be described in the ES in relation to the deviation from the baseline environment within the Site and / or relevant technical study areas. The current baseline environment will comprise the existing environmental characteristics and conditions, based upon surveys undertaken and information / data available at the time of the technical assessments.
- 2.18 The data used to inform the baseline conditions for the purpose of the EIA will vary depending upon the timing of surveys or the date when data sources will have been accessed. It is anticipated that the baseline conditions will largely be based upon surveys / studies completed or data accessed between 2021 and 2022.
- 2.19 No works have been undertaken within the Site which are considered to have altered the prevailing environmental conditions in the Site between 2021 and 2022. Where construction activities have been ongoing during this period in the area surrounding the Site, these are reflected in the baseline information gathered to date. The timing of baseline data collection activities will be provided within the ES.
- 2.20 Some data obtained from third parties may have been collected prior to 2021, though may still be relevant to the baseline scenario if there have been no significant changes. The origin of all third party data, dates of surveys and the dates when data sources have been accessed will be clearly outlined within the ES alongside any limitations and assumptions.
- 2.21 In line with the EIA Regulations¹⁰, a description of the future baseline (i.e. the future conditions accounting for natural changes to the existing conditions) will be provided in the ES. However, the technical assessments in the EIA will only be based on the deviation from the existing / current baseline conditions.

¹⁰As required under Schedule 4, Paragraph 3 of the EIA Regulations.

Identification of Sensitive Receptors

- 2.22 Based on baseline information and data, a series of receptors or receptor groups are identified which are subject to likely significant environmental effects arising from a project. These receptors are then subject to detailed assessment within the EIA.
- 2.23 Details of the receptors identified at this stage are set out in **Chapters 6 – 11**.
- 2.24 A planning application for the redevelopment of Alberton House, which is situated adjacent to the Site, was validated in July 2022 (MCC Planning reference: 134287/FO/2022). Further details are provided in **Chapter 12**. Given the sensitivity associated with the proposed uses within this development, its users will be considered as sensitive receptors within the relevant technical assessments in the EIA. The receptor locations will be based on a worst-case positions where their exact location is unknown.

Defining Mitigation and how this will be Controlled

- 2.25 Schedule 4, Paragraph 7 of the EIA Regulations states that an ES should include:
- ‘a description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases’¹¹.*
- 2.26 Through the EIA process there will be different types of mitigation identified and developed. These are defined as¹²:
- **Primary mitigation** – modifications to the location or design of the Proposed Scheme made during the pre-application phase that are an inherent part of the project;
 - **Secondary mitigation** – actions that will require further activity to achieve the anticipated outcome and will be secured by planning condition and / or obligation; and
 - **Tertiary mitigation** – actions that would occur with or without input from the EIA feeding into the design process. These include actions that will be undertaken to meet other existing legislative requirements or actions that are considered to be standard practices used to manage commonly occurring environmental effects.

¹¹ MHCLG (2020) PPG - EIA, Para 002 Ref ID. 4-002-20140306 (online) Available at: <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed 10/05/2022].

¹² In line with IEMA (2015) EIA Guide to: Shaping Quality Development.

- 2.27 As noted above, the design process will be informed by baseline surveys / studies so that the environmental effects arising from the Proposed Scheme are well understood and appropriate primary and tertiary mitigation can be developed.
- 2.28 The effects of the Proposed Scheme considered within the EIA and reported in the ES will be based on plans and the information contained within a 'Development Specification', which will outline the relevant primary and tertiary mitigation measures.
- 2.29 Examples of primary mitigation measures include aspects such as building heights and surface water drainage strategy. Examples of tertiary mitigation measures include the adoption of best practice measures that can be controlled via a Construction Environmental Management Plan (CEMP). Where primary and tertiary mitigation is already understood / known at this stage, these aspects are noted in **Chapter 4** and have informed the identification of likely significant effects at this stage.
- 2.30 Within the ES, following the conclusion of the likely significant environmental effects based on the Proposed Scheme, any further measures (secondary mitigation) will reduce an adverse effect or enhance a beneficial one.
- 2.31 The application of secondary or tertiary mitigation is only considered appropriate if there is a high level of confidence in the mechanism for implementation (by the Applicant or a third party).
- 2.32 An Environmental Management Plan will detail all mitigation outlined within the EIA process and will form Volume 4 of the ES (see Format of the ES). This document will define all of the environmental requirements of the Proposed Scheme to ensure that the impacts concluded through the EIA process can be relied upon and can be used by MCC for the preparation of appropriate conditions or obligations attached to any planning permission.

Information to Inform the Final Assessments within the ES

- 2.33 The ES will be based on a series of plans and design principles. The design principles will form part of a Development Specification which will provide sufficient information to meet the requirements of the EIA Regulations and to inform the technical assessments undertaken as part of the EIA and reported in the ES.
- 2.34 The Development Specification will include the necessary information required to inform a robust assessment of likely significant environmental effects. Further detail may be delivered as part of the Application. However, there may be no need to link the ES to this further detail. This will avoid the need to revisit the ES in the future when relatively minor changes are made to detailed aspects.

Assessment Scenarios

- 2.35 The EIA will assess the likely effects arising from the Proposed Scheme, taking account of the site preparation, demolition, earthworks and construction (as noted above, collectively referred to as 'construction') and operational stages.
- 2.36 The following scenarios will be assessed where relevant to the environmental topic:

- **Peak construction** – this will vary across environmental topics and will not be attributed to a specific year, rather it will be determined at what point the worst-case effect could occur. Each assessment will clearly define this within their respective technical assessment within the ES; and
- **Full operation (2026)** – this will consider effects associated with the completion of the Proposed Scheme as set out in **Chapter 4**.

2.37 All scenarios will be considered against the existing baseline conditions as defined above.

Level of Effect and Consideration of Significance

2.38 A staged approach will be adopted to define effects for the construction and / or operational stages of the Proposed Scheme as outlined below.

2.39 The method for assessing the level of effect varies between environmental topics but in principle will be based on:

- **The environmental sensitivity (or value / importance) of a receptor** – including aspects such as adaptability, tolerance or recoverability; and
- **The magnitude of change from the baseline conditions** – including aspects such as probability / likelihood of occurrence, geographical extent, complexity, duration (short – up to 1 year, medium – 1 to 10 years, or long-term – over 10 years), frequency and reversibility (i.e. temporary or permanent).

2.40 Sensitivity (or value / importance) of a receptor will be assessed on a scale of high, medium, low and negligible and magnitude of change will be assessed on a scale of large, medium, small and negligible.

2.41 Where relevant, other factors such as feedback from stakeholders, relevant legislation, international, national, regional and local standards / guidance and the inter-relationship between effects (both cumulatively and in terms of potential effect interactions) will also be considered.

2.42 The assignment of the level of effect will be based on professional judgement with the support of the matrix below (**Table 2.1**), which is seen as a tool to assist with the process. Whilst the matrix provides ranges, this is to guide the competent expert and a definitive level of effect will be provided, where possible, for each effect.

Table 2.1: Matrix to support determining level of effect

Magnitude of change	Sensitivity (or value / importance)				
		High	Medium	Low	Negligible
	Large	Major	Moderate to Major	Minor to Moderate	Negligible
		Medium	Moderate to Major	Moderate	Minor
	Small	Minor to Moderate	Minor	Negligible to Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

2.43 The following terms will be used to define the level of effects identified and these can be '*beneficial*' or '*adverse*':

- **Major effect** – where the Proposed Scheme is likely to cause a considerable change from the baseline conditions and the receptor has limited adaptability, tolerance or recoverability or is of the highest sensitivity. This effect is considered to be 'Significant';
- **Moderate effect** – where the Proposed Scheme is likely to cause either a considerable change from the baseline conditions at a receptor which has a degree of adaptability, tolerance or recoverability or a less than considerable change at a receptor that has limited adaptability, tolerance or recoverability. This effect is considered more likely to be 'Significant' but will be subject to professional judgement;
- **Minor effect** – where the Proposed Scheme is likely to cause a small, but noticeable change from the baseline conditions on a receptor which has limited adaptability, tolerance or recoverability or is of the highest sensitivity or a considerable change from the baseline conditions at a receptor which can adapt, is tolerant of the change and / or can recover from the change. This effect is considered less likely to be 'Significant' but will be subject to professional judgement; and
- **Negligible** – where the Proposed Scheme is unlikely to cause a noticeable change at a receptor, despite its level of sensitivity or there is a considerable change at a receptor which is not considered sensitive to a change. This effect is considered 'Not Significant'.

2.44 For some environmental topics, relevant guidance or the nature of the effect requires that differing criteria or scales for determining the level of effect are used. The interpretation and use of the above criteria / factors will be set out within the respective assessment methodology section for each environmental topic within the ES. For the purpose of consistency within the ES, the level of effect will be reported using the terminology and conclusions set out above. This is to ensure that the

conclusions of the different effects can be compared during the decision-making process and robustly considered cumulatively.

- 2.45 For each effect, a binary judgement will be made as to whether the level of effect is 'Significant' or 'Not Significant'. This determination will be based on professional judgement and / or relevant guidance, where applicable. Significance will only be concluded for residual effects (i.e. following the identification of secondary mitigation or enhancement).
- 2.46 Effects will also be described in line with the requirements of the EIA Regulations¹³ (e.g. direct or indirect, short, medium or long-term and temporary or permanent).
- 2.47 Summary of effect tables that summarise the likely significant effects, receptors, residual effects and whether the effects are considered to be 'Significant' or 'Not Significant' will be provided at the end of each Technical Chapter in the ES.

Format of the ES

- 2.48 The ES will comprise four volumes:
- **Volume 1: Primary Report and Supporting Graphics;**
 - **Volume 2: Technical Appendices to the Primary Report;**
 - **Volume 3: Non-Technical Summary;** and
 - **Volume 4: Environmental Management Plan.**
- 2.49 The proposed format and structure of the ES is provided in **Appendix 1**.

Competent Expertise

- 2.50 Regulation 18, Paragraph 5 (a) of the EIA Regulations requires the ES to be prepared by competent experts.
- 2.51 The EIA will be led by Turley. The IEMA has awarded Turley the EIA Quality Mark in recognition of our technical quality and commitment to improvement in practice.
- 2.52 All technical assessments in the EIA will be undertaken by a suitably qualified project team, inclusive of a thorough technical review to ensure credibility, followed by a subsequent procedural review by the EIA co-ordination team and EIA Project Director.
- 2.53 In line with the EIA Regulations, all contributors to the EIA are competent experts in EIA and this will be demonstrated in the ES with an overview of each key expert's qualifications, professional accreditations and experience.



¹³ As required under Schedule 4, Paragraph 5 of the EIA Regulations

Interaction of the ES with Other Planning Application Documents

- 2.54 The Application and ES will be accompanied by a number of documents, some of which will inform the ES and therefore should be read in conjunction with the ES, whilst others will form standalone 'Application Documents' which provide a greater level of detail how the Proposed Scheme is likely to come forward or how it complies with policy. In addition, the ES will be supported by a range of technical appendices.
- 2.55 **Table 2.2** outlines the anticipated list of supporting Application Documents.

Table 2.2: List of anticipated supporting Application Documents

Anticipated Document title ¹⁴	The Application Document is required to support the ES and will be appended	The Application Document will be standalone but should be read in conjunction with the ES ¹⁵	There are no linkages between the ES and the Application Document
Planning and Tall Building Statement			✓
Design and Access Statement and Landscaping Strategy			✓
Statement of Consultation		✓	
Environmental Standards Statement		✓	
Blue and Green Infrastructure Statement		✓	
Crime Impact Statement			✓
Local Labour Agreement			✓
TV & Radio Reception Survey			✓
Waste Management Strategy		✓	

¹⁴ The title of the Application Documents may be altered for the Application.

¹⁵ Aspects which are committed to, which are part of the Proposed Scheme, will be outlined within the Development Specification.

Anticipated Document title ¹⁴	The Application Document is required to support the ES and will be appended	The Application Document will be standalone but should be read in conjunction with the ES ¹⁵	There are no linkages between the ES and the Application Document
Ventilation Strategy			✓
Construction Management and Programme		✓	
Fire Statement			✓
Residential and Operational Management Strategy			✓
Safety Assessment (Manchester Airport)			✓
Viability Assessment and Affordable Housing Statement			✓
Broadband Connectivity Assessment			✓
Arboricultural Report			✓
Air Quality Assessment		✓	
Archaeological Assessment		✓	
Ecological Assessment		✓	
Heritage Impact Statement		✓	
Transport Assessment and Travel Plan		✓	
Phase 1 Geo-Environmental Desk Study		✓	
Flood Risk Assessment and Drainage Strategy		✓	

Anticipated Document title ¹⁴	The Application Document is required to support the ES and will be appended	The Application Document will be standalone but should be read in conjunction with the ES ¹⁵	There are no linkages between the ES and the Application Document
Street tree planting			✓

3. Site Context

Overview

- 3.1 This Chapter summarises the location and existing land uses within the Site alongside historic and future land uses.
- 3.2 Technical baseline information is provided for each environmental topic in **Chapter 5** (where there are no significant effects) or in **Chapters 6 – 11**.

Location and Existing Land Uses

- 3.3 The Site encompasses Albert Bridge House, which comprises three interconnected blocks of three, six and 18 storeys in height as well as associated plant and substation. There is also a basement level underneath each of the three blocks. The total existing Gross Internal Area (GIA) floorspace is 19,432sqm. Albert Bridge House is currently occupied by the Department of Work and Pensions (and is due to be vacated in September / October 2022).
- 3.4 There are also two car parks within the Site, with a total of 137 car parking spaces.
- 3.5 In addition to the above, the Site incorporates sections of the A34 Bridge Street, the Trinity Bridge public open space and the River Irwell.
- 3.6 The Site is bound by:
- The River Irwell to the north;
 - St. Mary's Parsonage and Trinity Bridge to the east;
 - Bridge Street and commercial premises to the south; and
 - Bridge Street and commercial premises / Manchester Civic Justice Centre to the west.
- 3.7 Existing surrounding land uses are predominantly commercial and residential, with civic uses, areas of vacant land, green space / public open space and transport infrastructure interspersed.

Historic Land Uses

- 3.8 The Site is located close to St. Mary's Parsonage, which is recorded from 1398. Extensive gardens were developed from the medieval period and by the early 17th century, Parsonage Croft / Gardens consisted of a two-acre plot on the western side of Deansgate. By the late 18th century, the Site was centred on Water Street, along which were a mixture of industrial, commercial and domestic properties and a Riding School.

- 3.9 In the early to mid-19th century, the Site was partially occupied by 'Manchester Gas Works – Reserve Station No. 1'. There are also a number of mills, works and residential buildings which abut the River Irwell. In 1844, Albert Bridge was constructed.
- 3.10 By the later 19th century, the gas works were no longer present, though a number of works continued to occupy the Site. A police station and hotels were also present on-site. Tramway routes were present within / along key roads in the vicinity of the Site.
- 3.11 Broadly, the same configuration of buildings occupied the Site until at least the mid-1930s. These buildings were progressively cleared in the 1940s and 1950s and the existing thoroughfares and surrounding roads concurrently reconfigured.
- 3.12 Albert Bridge House (originally named The New Crown Buildings) was constructed in 1958 – 1959, commissioned by the Government and designed by architect E. H. Banks of the Ministry of Works. No significant changes have subsequently occurred within the Site. Trinity Footbridge was constructed to the north of the Site in 1995.

Future Land Uses

- 3.13 There is a validated planning application for development within / adjacent to the Site at Alberton House. Further details are provided in **Chapter 12** and the location of this development is shown on **Figure 12.1**.
- 3.14 The above development does not form part of the Proposed Scheme, as outlined in **Chapter 4**. However, the above development will be considered as part of the in-combination effects assessment with the Proposed Scheme as outlined in **Chapter 12**.

4. High Level Description of the Proposed Scheme

Overview of the Construction¹⁶ Stage

- 4.1 Albert Bridge House will become vacant prior to site preparation (in September / October 2022).
- 4.2 Prior to on-site works, fencing / hoarding will be installed on the perimeter of the working areas. All public access will be restricted when construction activities are occurring.
- 4.3 Protective measures will be installed on the boundary with the River Irwell and across the working areas to ensure there are no direct or indirect impacts to surface or groundwater quality. This is likely to include specific working methods / practices and monitoring requirements to minimise the risk of detrimental effects on water quality (e.g. sediment traps, inclusion of treatment facilities etc). A temporary drainage strategy during the works will also be implemented, which will be in accordance with British Standard 8582:2013 – Code of practice for surface water management for development sites¹⁷ and Control of water pollution from construction sites. Guidance for consultants and contractors¹⁸.
- 4.4 The existing trees on Bridge Street (those subject to Tree Preservation Orders (TPOs)) will be protected and this will include their Root Protection Zones (RPZs). The other trees / vegetation across the Site will be removed to facilitate construction works.
- 4.5 Bridge Street and St. Mary's Parsonage will remain operational throughout the construction stage. There may be instances where these roads require temporary closure (i.e. for the delivery of large machinery). However, this will be managed in conjunction with MCC and TfGM to limit road closures. These roads (and associated footways) will be protected from on-Site activities so that any risks to human health are managed. Where possible, hoarding during the construction stage will not entirely cover the pedestrian footways. However, if this is necessary then alternative safe walking routes will be provided. Clear advertising will also be provided for any routes that are closed and signposting will be provided for suitable alternative routes.
- 4.6 Access during the construction programme will be from Bridge Street and St. Mary's Parsonage. Temporary secure site access gates will be provided to manage movement of vehicles, plant, equipment and personnel required, controlled by a gateman / security guard who will be on-Site 24/7. All persons accessing the working areas will be

¹⁶ As noted in **Chapter 2**, 'construction' includes site preparation, demolition, earthworks and construction works collectively.

¹⁷ British Standards Institution (2013) British Standard 8582:2013 – Code of practice for surface water management for development sites.

¹⁸ CIRIA (2001) Control of water pollution from construction sites. Guidance for consultants and contractors (C532).

required to sign in / sign out with the gateman who will direct all vehicle drivers along clearly defined, prescribed routes to the relevant area. Barrier fencing will be erected along the routes and relevant signage provided to reinforce the directions provided and establish a 5mph speed restriction.

- 4.7 Exact routing of vehicles during construction is under determination. However, it is assumed that the general routing of construction traffic, principally Heavy Duty Vehicles (HDVs), will be via St. Mary's Parsonage / Bridge Street onto Chapel Road and the A6 or the inner Ring Road (A6042).
- 4.8 The maximum number of traffic movements is assumed to be <100 vehicles a day (inclusive of <25 HGVs per day) during construction (primarily associated with demolition works across which circa 580 movements are anticipated to be generated).
- 4.9 All existing on-site utilities and services will be identified and where required disconnected and / or diverted and made safe and appropriate notices / licenses sought. The existing main substation will be decommissioned and an interim substation(s) established.
- 4.10 Initial stages of works will comprise an internal 'soft strip' exercise of Albert Bridge House. All waste arisings will be removed from the building and segregated into allocated skips for appropriate processing / recycling / disposal. Given the scale of the demolition and nature of use of the existing building, hazardous materials (including confirmed asbestos – see below) are considered possible and will be removed, handled and disposed of in line with appropriate guidance and regulations¹⁹.
- 4.11 Given the heights of the existing building, all demolition works will be undertaken using mechanical demolition techniques from the highest point downward. Where required, appropriate additional fencing / exclusion zones will be identified and implemented by the appointed contractor. As above, all waste arisings will be separated into allocated skips to maximise material recycling.
- 4.12 The total volume of the material anticipated to arise from demolition is estimated to be 5,830 m³.
- 4.13 Hard-core materials will be processed and crushed on-site within designated zones. Crushed material will be stockpiled within the Site for further processing, reuse or removal, as required. Surplus material will be exported off-site for disposal will be subject to chemical analysis, classification testing and appropriate waste removal process established and documented²⁰. A Waste Management Plan (including material management) will be prepared to maximise the re-use of materials and material handling process throughout the construction stage.

¹⁹ The Hazardous Waste (England and Wales) Regulations 2005, Control of Asbestos Regulations 2012 and CIRIA (2015) Environmental good practice on site guide (4th edition) (C741).

²⁰ Waste classification: Guidance on the classification and assessment of waste (1st edition v1.1 GB).

- 4.14 Due to historic land uses, contamination associated with heavy metals and hydrocarbons may be present and the presence of asbestos has been confirmed. There is also considered to be an elevated risk of Unexploded Ordnance (UXO) to be present. Ground investigation(s) will be undertaken to determine the presence / extent of any contamination and confirm underlying ground conditions. In preparation for these works, a detailed UXO risk assessment will be undertaken. Appropriate measures will be implemented during the works, such as supervision by a UXO specialist.
- 4.15 In conjunction with and / or following ground investigation work(s) and remedial activities, floor slabs, foundations and the top layer of hardstanding will be stripped and removed. The remaining areas (with the exception of the retained trees and their RPZs) will be subject to clearance works.
- 4.16 The existing basements under the existing buildings will be cleared out and expanded as part of the construction works. The expanded basements will be designed and constructed in accordance with relevant guidance and standards, including Groundwater control - design and practice²¹.
- 4.17 The existing levels range between 30.2m to 30.8m Above Ordnance Datum (AOD) across most of the Site, with the exception of lower levels adjacent to the River Irwell (at approximately 21m AOD). Any adjustment in levels may create excess or surplus material.
- 4.18 Welfare facilities and other temporary infrastructure required (i.e. compound, material laydown / storage etc.) will be set up at a designated location, as determined by the appointed contractor.
- 4.19 During the works, there may be a requirement for temporary platforms oversailing the River Irwell. These would be used for construction stage plant to reach upper levels of the existing / proposed buildings. This would require vegetation clearance along the banks of the River Irwell within the Site.
- 4.20 Following site clearance, information regarding the likely foundations for the proposed buildings will be subject to final design and underlying ground conditions. However, it is anticipated that piled foundations will be used due to the height and size of the proposed buildings.
- 4.21 Tower cranes will be required to facilitate the construction.
- 4.22 Working hours will be 07:30 to 18:00 Monday to Friday and 08:00 to 14:00 on Saturdays. On Sundays and Bank Holidays noisy working will generally not be planned. On some occasions there are certain operations that maybe required to proceed during these periods, for example tower crane erection and dismantling. These will be infrequent and will be agreed with key stakeholders (including MCC). The frequency of these will vary and respond to demand. Access to the Site will be permitted 30 minutes prior to working day commencing with noise being kept to a minimum for the first half hour of each day.

²¹ CIRIA (2016) Groundwater control - design and practice (C750).

Phasing and Programme

- 4.23 The Proposed Scheme will be delivered in a single phase. The enabling and demolition works may commence as early as 2023 with the completion of the Proposed Scheme in 2026, with a maximum construction programme of 3.5 years.

Development Principles

Land use and quantum

- 4.24 The Proposed Scheme will include two principal components:

- Building A, located in the western part of the Site; and
- Building B, situated in the eastern part of the Site.

- 4.25 The proposed land uses classes and quantum are set out in **Table 4.1**.

Table 4.1: Anticipated land use classes and quantum

Land use class	Component	Maximum quantum	Notes
E(a-d) Commercial, Business and Service	Building A (Non-Office) Food & Drink	175sqm (Gross External Area)	Located at ground floor level
	Building B (Office)	54,000sqm (Gross External Area)	Located at levels 2 - 16
	Building B (Non-Office) Food & Drink	2,200 sqm (Gross External Area)	Located at ground and first floor levels
C3 Dwellinghouses Residential	Building A	Circa 405 homes (1 – 3 Beds)	Entrances / lobby at ground level. Homes located in upper levels (1+)

- 4.26 A basement is proposed to provide necessary operational plant space, parking and waste storage and management areas. The basement will be spilt between the residential and commercial buildings.

- 4.27 There will also be a temporary substation.

Operational hours

- 4.28 It is assumed that the C3 uses will be operational 24hrs a day / 7 days a week.
- 4.29 Restaurant and bar uses associated with land use classes E(a-d) would be operational beyond 23:00, 7 days a week.

Maximum heights and massing

4.30 The maximum building heights and massing are defined in **Table 4.2**.

Table 4.2: Anticipated maximum heights and massing

Component	Heights
Building A (Mixed-use)	Part 34, 40 and Part 45 storeys Circa 174m AOD
Building B (Commercial)	20 storeys Circa 113m AOD

Access and parking

- 4.31 The Proposed Scheme has been designed to limit use of cars, by prioritising pedestrian and cycle access / priority.
- 4.32 Vehicle access into the basement for residents / visitors / employees, servicing and delivery / collections will be off Bridge Street. The existing lay-by on Bridge Street will be retained for drop-off and waste collection.
- 4.33 The existing 137 car parking spaces will be replaced with approximately <25 car parking spaces. There will be circa 600 cycle spaces provided.
- 4.34 Pedestrian connections into the Site will be available from Bridge Street and St. Mary's Parsonage.

Landscape, biodiversity and green space strategy

- 4.35 Although the design of the Proposed Scheme has not yet been finalised, it will likely include the following landscaping, biodiversity and green space elements:
- River Walk, along the northern boundary of the Site providing connectivity to Trinity Bridge;
 - Albert Bridge Square within the western half of the Site, wrapping around Building A; and
 - Trinity Square Connection within the eastern half of the Site wrapping around Building B.
- 4.36 The existing trees subject to TPOs will be retained.
- 4.37 Amenity spaces and winter gardens will be included on upper levels within Building A. A range of accessible amenity spaces will be provided within Building B.

Flooding and surface water drainage strategy

- 4.38 No built form will be delivered within the functional floodplain along the northern boundary of the Site. In addition, the ground levels in this area will not change to ensure that the existing flood storage volume is not reduced.

- 4.39 Surface water drainage system will comprise below-ground attenuation tanks alongside rain harvesting and green / blue roof systems, which will discharge into the existing sewer system (at a restricted rate) or into the River Irwell at an unrestricted rate (subject to further liaison with stakeholders).

Energy strategy

- 4.40 The energy strategy is anticipated to include the use of air source heat pumps and photovoltaic panels. Properties will be built in accordance with Building Regulations Part L, updated in 2022²² to require reductions in carbon emissions compared with previous regulations.

Waste strategy

- 4.41 Operational waste (for both commercial and residential) will be managed in accordance with MCC established policy and existing arrangements with 1100L Eurobins provided for the commercial and residential elements.

Utilities strategy

- 4.42 Any diversion or reinforcement of utilities will happen as part of the enabling works and any off-site works will be the responsibility of the utility provider.

Lighting strategy

- 4.43 The lighting philosophy will be to achieve a good level of maintained illuminance across the Proposed Scheme, minimising inconsistently lit areas and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas. All external lighting will be designed and installed in line with best practice guidance, such as the Guidance Notes for the Reduction of Obtrusive Light²³ and British Standard 5489-1:2020 Design of Road lighting²⁴.

²² HM Government (2022) The Building Regulations Approved Document L, Conservation of fuel and power, Volume 1: Dwellings and Volume 2: Buildings other than dwellings.

²³ Institution of Lighting Professionals (ILP) (2020) Guidance Notes for Reduction of Obtrusive Light.

²⁴ British Standard Institution (2020) British Standard 5489-1:2020 Design of Road lighting. Lighting of roads and public amenity areas. Code of practice.

5. Environmental Topics which are Not Significant

Overview

- 5.1 As part of the EIA process and based on the information available to date, there are a number of topics for which an assessment as part of the EIA is not justified and topics will not be considered within the ES.
- 5.2 The environmental topics for which no likely significant environmental effects have been identified are:
- Air quality;
 - Archaeology;
 - Biodiversity.
 - Built heritage;
 - Ground conditions and contamination;
 - Obtrusive lighting;
 - Risk of major accidents and / or disasters;
 - Transport and accessibility;
 - Waste and resources; and
 - Water environment.
- 5.3 The topics listed above are considered in turn below in this Chapter.
- 5.4 It should be noted that where environmental topics are proposed to be 'scoped out', a standalone technical report will not necessarily be provided as part of the Application. The standalone technical reports that will be submitted as part of the Application to meet MCC's validation criteria and wider policy / guidance requirements (see **Table 2.2**) that are related to the environmental topics listed above are as follows:
- Air Quality Assessment;
 - Archaeological Assessment;
 - Ecological Assessment;
 - Flood Risk Assessment and Drainage Strategy;
 - Heritage Impact Statement;

- Phase 1 Geo-Environmental Desk Study;
- Transport Assessment and Travel Plan; and
- Waste Management Strategy.

Air Quality

Baseline

- 5.5 The Site is located in an area where the local air quality is primarily affected by road traffic emissions from the local road network within and surrounding the Site, including Bridge Street to the south and St. Mary's Parsonage to the east. The Site is located within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA) which was declared in 2016 for exceedances of the annual mean NO₂ objective. The AQMA covers the 10 districts of Greater Manchester, including arterial routes, district centre and the airport.
- 5.6 GMCA currently operates three automatic monitoring stations within MCC's administrative area. The closest automatic monitoring station to the Site is MAN3, an urban centre site located at Piccadilly Gardens approximately 820m to the east. Recent monitoring data for the MAN3 automatic monitoring station is shown in **Table 5.1**.
- 5.7 As a result of the Government implemented Covid-19 lockdowns in 2020, monitoring data from 2019 is considered to be the latest representative set of monitoring data and therefore data recorded in 2020 has been omitted from this review.

Table 5.1: Automatic monitoring results in the vicinity of the Site

Monitoring station and distance (m) from Site boundary (approximate)	Objective	2015	2016	2017	2018	2019
NO₂						
MAN3 – Manchester Piccadilly, 820m	Annual mean (µg/m ³)	39	40	36	35	36
	Number of hours with concentrations >200 µg/m ³	1	0	1	0	0
PM₁₀						
MAN3 – Manchester Piccadilly, 820m	Annual mean (µg/m ³)	20	20	20	21	20
	Number of days with concentrations	3	3	3	2	7

Monitoring station and distance (m) from Site boundary (approximate)	Objective	2015	2016	2017	2018	2019
> 50 µg/m ³						
PM_{2.5}						
MAN3 – Manchester Piccadilly, 820m	Annual mean (µg/m ³)	10	10	8	11	12

- 5.8 The automatic monitoring results indicate that there have been no exceedances of the annual mean NO₂, PM₁₀ and PM_{2.5}, the 1-hour mean NO₂ or the 24-hour mean PM₁₀ air quality objectives in the vicinity of the Site in the last five representative years.
- 5.9 In addition, both MCC and the neighbouring administrative area of SCC utilise passive diffusion tubes to monitor annual mean NO₂ concentrations in the vicinity of the Site. Recent monitoring results are presented in **Table 5.2** for the nearest passive diffusion tube locations to the Site.

Table 5.2: Passive diffusion tube results (annual mean NO₂ Concentrations (µg/m³)) in the vicinity of the Site

Diffusion tube ID / Diffusion tube name	Site type	Distance from Site (m)	2015	2016	2017	2018	2019
SA39NO Trinity Way /Chapel Street	Roadside	350	38.5	46.8	41.6	39.1	41.7
SA27NO Trinity Way	Roadside	450	35.4	39.8	36.8	34.1	37.2
MA24NO Princess Street	Kerbside	550	55.2	45.3	44.7	40.3	40.8
MAN59NO Piccadilly Gardens	Urban Background	820	34.9	40.8	35.7	31.6	33.1

Notes:

n/d = No Data

Data presented in **bold** represents exceedances of the annual mean NO₂ objective (i.e. 40 µg/m³).

- 5.10 As shown in **Table 5.2**, exceedances of the annual mean NO₂ objective (i.e. 40 µg/m³) were often recorded at passive diffusion tube monitoring locations within the vicinity of the Site between 2015 and 2019. The closest passive diffusion tube monitoring location to the Site, Trinity Way / Chapel Street (ID: SA39NO), exceeded the annual mean objective in the most recent year with representative monitoring data, 2019.
- 5.11 The 1-hour mean objective for NO₂ is 200 µg/m³ and should not be exceeded more than 18 times within a year²⁵. Research carried out on behalf of DEFRA identified that exceedance of the 1-hour mean NO₂ objective are unlikely to occur where the annual mean concentration is below 60 µg/m³. No passive diffusion tube monitoring locations in the vicinity of the Site recorded an NO₂ concentration in excess of 60 µg/m³ between 2015 and 2019.

Identification of Effects which are Not Significant

Nuisance, disturbance and adverse health effects as a result of dust and particulate matter from construction activities

- 5.12 Dust generating construction activities have the potential to result in nuisance and/or adverse health effects due to dust deposition arising from on-site construction activities, resulting in the soiling of surfaces; visible dust plumes and elevated PM₁₀ concentrations.
- 5.13 Dust and particulate matter emissions produced during construction activities would be controlled through the implementation of a CEMP. This CEMP will be informed by the Institute of Air Quality Management (IAQM) Guidance²⁶ and would include prevention measures, such as screening stockpiles of materials, deployment of windbreak netting and dampening exposed soils as appropriate as well as setting out requirements for ongoing monitoring and liaison with the local community, and MCC. These tertiary mitigation measures would be considered an integral part of the Proposed Scheme.
- 5.14 Therefore, nuisance, disturbance and adverse health effects to existing sensitive residents are unlikely to be significant and will not be considered further within the EIA or reported in the ES. Instead, the demolition and construction dust assessment will be included as part of the Air Quality Assessment (see **Table 2.2**).

Combustion emissions from Non-Road Mobile Machinery (NRMM) during construction activities

- 5.15 Exhaust emissions of NO_x and fine particulate matter (PM₁₀ and PM_{2.5}) from NRMM, associated with construction sites, may have a significant effect on local air quality. Typically, NRMM is associated with construction sites and, therefore there is a potential for NRMM emissions to adversely affect local air quality as a result of the Proposed Scheme.

²⁵ Automatic monitoring stations record pollutant concentrations at 15-minute intervals. An hourly mean concentration is the average pollutant concentration recorded over a 60-minute period. The 1-hour NO₂ objective allows for only 18 hours in a given calendar year to exceed the threshold of 200 µg/m³.

²⁶ IAQM (2016) Guidance on the assessment of dust from demolition and construction (v1.1).

- 5.16 It is anticipated that combustion emissions from NRMM during construction activities would be controlled through the implementation of a CEMP. In order to manage emissions from NRMM, the appropriate emission standards from EU Regulation 2016/1628²⁷ will be incorporated into the CEMP and therefore this mitigation is considered an integral part of the Proposed Scheme.
- 5.17 Due to the adoption of the tertiary NRMM mitigation within the Proposed Scheme, the effects of combustion emissions from NRMM on existing sensitive receptors are unlikely to be significant will not be considered further within the EIA or reported in the ES.

Exposure to elevated pollutant concentrations (emissions from vehicle exhausts) during construction

- 5.18 Road traffic emissions of NO₂, PM₁₀ and PM_{2.5} from trips generated during the construction stage of the Proposed Scheme may have a significant effect on air quality at existing sensitive receptors in the vicinity of the Site.
- 5.19 It is anticipated that road traffic emissions released during the construction stage would be controlled through the implementation of a CEMP and via a routing strategy. As set out in **Chapter 4**, the number of construction vehicle movements is anticipated to be below the indicative Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM)²⁸ threshold of a change in Annual Average Daily Traffic (AADT) or more than 100 LDVs and/or 25 HDVs.
- 5.20 Therefore, the exposure of existing sensitive receptors to elevated pollutant concentrations during construction is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Emissions released from energy combustion plant during operation

- 5.21 Combustion plant, such as gas-fired boilers and Combined Heat and Power units can release NO_x and NO₂ emissions that can have an adverse effect on local sensitive receptors.
- 5.22 The Proposed Scheme will utilise an all-electric energy strategy. The only proposed energy combustion sources on-site will be for life safety purposes (such as firefighting / emergency lighting etc.), with limited testing (less than 18 hours a year). The energy plant will be located and operated in line with best practice. These primary mitigation measures would be considered an integral part of the Proposed Scheme.
- 5.23 As no combustion sources are proposed for the primary energy supply, no local air quality effects are anticipated. Therefore, emissions released from energy combustion

²⁷ Official Journal of the EU (2016) Regulation (EU) 2016/1628 of the European Parliament and of the Council. Available: [https://eur-lex.europa.eu/legal-content/EN/TXT/? uri=CELEX: 32016R1628](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32016R1628). [Accessed: 31/03/2022].

²⁸ EPUK and IAQM (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available: <https://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> [Accessed: 20/04/2022]

plant to nearby sensitive receptors are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Exposure to elevated pollutant concentrations (emissions from vehicle exhausts) during operation

- 5.24 Road traffic emissions of NO₂, PM₁₀ and PM_{2.5} from trips generated during the operational stage of the Proposed Scheme may have a significant effect on air quality at existing sensitive receptors in the vicinity of the Site.
- 5.25 A reduction in car parking provision from approximately 137 to <25 car parking spaces is proposed at the Site and as such, the traffic flows from the project transport consultant (Curtins), show that there will be a 24-hour AADT decrease in traffic associated with the Proposed Scheme. This may provide a beneficial effect on local air quality. The net decrease is within the EPUK / IAQM thresholds of an AADT change of 100 LDVs and / or 25 HDVs.
- 5.26 Therefore, exposure to elevated pollutant concentrations on existing sensitive receptors in the vicinity of the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Odour emissions from proposed Class E uses during operation

- 5.27 Odour emissions from any proposed Class E uses within the Proposed Scheme may have a significant effect on local air quality in the vicinity of the Site.
- 5.28 Odour emissions from any proposed Class E uses within the Proposed Scheme will be mitigated through the implementation of an odour management system, which would be enforced through a planning condition, linked to the detailed design of the kitchens proposed, when this is available. The odour assessment will be completed in line with EMAQ 2018 Addendum to the 2005 Defra Guidance on the 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems'²⁹.
- 5.29 The assessment will ensure that odour from kitchen extracts does not cause a significant impact. Therefore, effects of odour emissions on nearby sensitive receptors are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Exposure to pollutant concentrations in excess of the relevant air quality objectives during operation

- 5.30 Existing concentrations of NO₂, PM₁₀ and PM_{2.5} from road traffic and background sources may have a significant adverse effect on future users and occupants of the Proposed Scheme.
- 5.31 A Site Suitability assessment will be completed as part of the Air Quality Assessment (see **Table 2.2**) to assess the suitability for the proposed uses and if there are expected to be exceedances of the relevant air quality objectives, suitable mitigation will be recommended in the form of filtration to ensure the control of pollutant

²⁹ EMAQ, Ricardo-AEA, (2018). Addendum to the 2005 Defra Guidance, Control of Odour and Noise from Commercial Kitchen Exhaust Systems.

concentrations within the building. If mitigation is required this can be enforced through a planning condition.

- 5.32 The Air Quality Assessment (see **Table 2.2**) will identify any predicted exceedances of air quality objectives and ensure that appropriate mitigation is identified to be embedded in the building design so that future users are unlikely to be exposed to poor air quality. Therefore, the exposure of future users of the Proposed Scheme with the use of mitigation is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Archaeology

Baseline

- 5.33 There are no designated heritage assets within the Site. However, several potential archaeological sites have been identified. An Archaeological Desk-Based Assessment (**Appendix 2**) has identified several possible archaeological sites, including post-medieval gardens, various late 18th and early 19th century commercial and domestic buildings, Albert Mill, a landing stage, elements of Manchester Gas Works and a police station.
- 5.34 There is little evidence for prehistoric activity within Greater Manchester due to intensive development during the industrial revolution, though Castlefield, the area surrounding Manchester Cathedral and Ardwick may have been conducive for late prehistoric settlements. Roman activity has been identified within the wider area. However, no known Roman remains have been identified within the Site. During the late medieval and post-medieval periods, the Site lay within an area that contained gardens and agricultural fields, which were used to cater for the Collegiate Church. By the late 18th century, most of the land within the Site had been developed into a mixture of commercial, industrial and domestic properties. The 'world's' first municipal gasworks was built partly across the eastern area of the Site in 1817. The site of the gasworks was redeveloped into a police station by 1861. After the Second World War, the 18th and 19th century buildings were demolished and Albert Bridge House was constructed in the late 1950s, completed by 1962.

Identification of Effects which are Not Significant

- 5.35 The results of the Archaeological Desk-Based Assessment (**Appendix 2**) have been discussed with GMAAS, who have agreed for archaeological issues to be 'scoped out' on the basis that appropriate mitigation is undertaken. The presence or absence of archaeological remains requires verification through archaeological evaluation, prior to development and, pending the extent and significance of any surviving buried remains, further archaeological excavation may be required to mitigate the loss of buried remains during the proposed construction programme. Further investigation in the form of archaeological evaluation has been agreed with GMAAS. The archaeological evaluation will be undertaken as part of a planning condition. The evaluation will inform whether further mitigation in the form of archaeological excavation will be required to preserve archaeological remains by record.

Damage to or loss of late 18th and early 19th century buildings (Albert Street, Back Bridge Street and Bridge Street)

- 5.36 Ground-breaking works have the potential to affect the remains of late 18th and early 19th century commercial, industrial and domestic buildings that have been identified within the Site (see **Appendix 2**). Buried remains of these structures are considered likely to survive within the Site due to them being cellared.
- 5.37 The remains of late 18th and early 19th century buildings are considered to be of low (local)³⁰ importance based on criteria provided within the ICOMOS guidance³¹ and are therefore not considered to be of archaeological or historical significance, though pre 19th century remains are considered to be rare.
- 5.38 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraph 203 and 205 of the National Planning Policy Framework (NPPF)³².
- 5.39 Effects on remains of late 18th and early 19th century buildings are therefore unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains to blind-back houses

- 5.40 Ground-breaking works have the potential to affect the remains of early 19th century blind-back dwellings that have been identified within the Site (see **Appendix 2**). Buried remains of these structures are unlikely to survive within the Site as they did not contain cellars.
- 5.41 The remains of early 19th century blind-back dwellings are considered to be of low (local) value and are therefore not considered to be of archaeological or historical significance. Furthermore, several examples of workers' housing have been excavated in recent years and are not considered to be rare.
- 5.42 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraph 203 and 205 of the NPPF.
- 5.43 Effects on the remains of early 19th century blind-back dwellings are therefore unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of Albert Mill

- 5.44 Ground-breaking works have the potential to affect the remains of a cotton mill that has been identified within the Site (see **Appendix 2**). The mill dates to at least the mid-

³⁰ IEMA, Institute of Historic Building Conservation (IHBC), Chartered Institute for Archaeologists (2021) Principles of Cultural Heritage Impact Assessment in the UK.

³¹ ICOMOS (2011) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties. Paris: International Council on Monuments and Sites.

³² Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework (NPPF).

19th century but could have been present in the late 18th century. Remains of the mill could contain evidence of the mills steam power or water power plant that would be of archaeological interest.

- 5.45 The remains of Albert Mill are considered to be of low (local) or moderate (borough) value and are therefore not considered to be of archaeological or historical significance. Several examples of cotton mills have been excavated in recent years and are not considered to be rare.
- 5.46 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraph 203 and 205 of the NPPF.
- 5.47 Effects on the remains of Albert Mill are therefore unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of Manchester Gas Works

- 5.48 Ground-breaking works have the potential to affect the remains of Manchester Gas Works that has been identified within the Site (see **Appendix 2**). Buried remains of associated with the gas works and its power plant have the potential to survive within the Site.
- 5.49 Manchester Gas Works was established in 1817 by the commissioners of police. The gasworks sold surplus gas to the public and is believed to be the world's first municipal gasworks. The footprint of the former gasworks partly covers the eastern area of the Site. The remains of the gasworks are considered to be of low (local) or moderate (borough) value and are therefore not considered to be of archaeological or historical significance. Furthermore, several gasholders are currently standing and would therefore not be considered rare.
- 5.50 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraph 203 and 205 of the NPPF.
- 5.51 Effects on the remains of the gasworks are therefore unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of landing stage

- 5.52 Ground-breaking works have the potential to affect the remains of a 19th century landing stage that have been identified within the Site (see **Appendix 2**). Buried remains of the landing stage have some potential to survive within the Site.
- 5.53 The remains of a 19th century landing stage are considered to be of low (local) value and are therefore not considered to be of archaeological or historical significance.
- 5.54 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraph 203 and 205 of the NPPF.

- 5.55 Effects on the remains of the landing stage are therefore unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Damage to or loss of remains of post-medieval gardens and field boundaries

- 5.56 Ground-breaking works have the potential to affect the remains of post-medieval garden soils or field boundaries that have been identified within the Site (see **Appendix 2**). Buried remains associated with the pre-industrial landscape are unlikely to survive within the Site as they are likely to have been damaged or removed by the late 18th century and mid-20th century (re)developments at the Site, though discrete patches cannot be ruled out entirely.
- 5.57 The Site was within an area that contained gardens and fields during the late medieval and post-medieval periods, which were used to cater for the Collegiate Church. Remains of ditches associated with field boundaries may contain evidence of the post-medieval landscape, such as palaeoenvironmental samples. Few archaeological remains pre-dating the 19th century survive in Manchester due to extensive development during the industrial period.
- 5.58 Remains of field boundaries containing palaeoenvironmental evidence of the former landscape would be of low (local) value or moderate (borough) value and are therefore not considered to be of archaeological or historical significance.
- 5.59 Any effect would be mitigated prior to, or during, construction through excavation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraph 203 and 205 of the NPPF.
- 5.60 The effects on remains of post-medieval garden soils and field boundaries are therefore unlikely to be significant and will not be considered further in the EIA or reported within the ES.

Biodiversity

Baseline

- 5.61 There are no ecological designated sites within or adjacent to the Site. The nearest ecological designation is River Irwell Site of Biological Importance (SBI), situated circa 950m to the north-west.
- 5.62 The Site lies within the densely urban area of Manchester City Centre, with commercial and residential buildings present in the immediate vicinity. The River Irwell is present in the north of the Site, with patches of vegetation present along the banks. Habitats identified on-site comprise: introduced shrub, scattered broadleaved trees, buildings and hardstanding. The broadleaved trees present on-site were of the highest value, whilst the River Irwell is also of value.
- 5.63 The Site was found to have negligible suitability for notable vascular plants, invertebrates, amphibians, reptiles, hazel dormouse, red squirrel, hedgehog, water vole and badger.
- 5.64 Habitats present adjacent to the River Irwell, as well as trees and shrub within the Site provides suitable habitat for notable nesting bird species.

- 5.65 Whilst the Site itself is of low value towards commuting and foraging bats due to the poor quality of on-site habitats, the River Irwell is likely to be an important commuting route and foraging area for local bat populations.
- 5.66 Otter are known to use the River Irwell and the banks of the river within the Site provide potential suitable habitat to support resting places for this species.
- 5.67 Invasive species are present within the Site, specifically Giant hogweed *Heracleum mantegazzianum*.

Identification of Effects which are Not Significant

Degradation / damage to designated ecological sites

- 5.68 There are dense urban land uses between the Site and the nearest ecological designations (i.e. the River Irwell SBI). In addition, due to the distance from the Site to ecological designations, there are unlikely to be any direct impacts (e.g. lighting, noise or dust) or indirect impacts (e.g. air quality pollutant deposition) during construction and operation.
- 5.69 Therefore, effects on designated ecological sites are unlikely to be significant and will not be considered within the EIA or reported within the ES.

Loss of suitable habitat for bird populations

- 5.70 Vegetation clearance has the potential to disturb nesting birds and can also lead to a reduction in overall nesting habitat within the Site.
- 5.71 To avoid disturbance to nesting birds within the Site, any vegetation clearance is recommended to take place between September – February, outside of the peak nesting period. Any vegetation clearance that takes place between March – August should have a check for the presence of nesting birds completed no more than 48 hours prior to the vegetation being removed. Pre-clearance checks will be specifically required during the removal of vegetation along the riverbank and implementation of temporary construction platforms oversailing the River Irwell.
- 5.72 Landscaping and public realm will include scrub and tree planting to provide a greater level of suitable nesting habitat than is to be lost to facilitate the Proposed Scheme.
- 5.73 Therefore, effects to populations of notable bird species that utilise the Site for nesting are unlikely to be significant and will not be considered within the EIA or reported within the ES.

Spread of Giant Hogweed off-site

- 5.74 Giant hogweed is an invasive non-native plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended)³³. It is therefore illegal to cause this species to spread off-site as a result of construction activities.

³³ Wildlife and Countryside Act 1981 (as amended).

- 5.75 It is anticipated that giant hogweed presence on-site will be controlled through the implementation of an Invasive Species Method Statement. This method statement will be informed by DEFRA guidance³⁴ and would include eradication on-site completely before construction starts. This should be done by a licenced contractor. An exclusion zone will be established around any stands of giant hogweed, and the giant hogweed will be treated via herbicide application to individual plants. Further monitoring for 3 – 5 years will also be required to ensure no new plants establish. These tertiary mitigation measures would be considered an integral part of the Proposed Scheme.
- 5.76 The risk of spread off-site is therefore considered unlikely to be significant and will not be considered within the EIA or reported within the ES.

Disturbance to resting places used by otter

- 5.77 Otter are a European protected species, under the Conservation of Habitats and Species Regulations 2017 (as amended)³⁵. From information obtained during the desk study, otter are known to be present on the River Irwell. The habitat on-site adjacent to the River Irwell is considered to be of limited value to otter. However, the increased disturbance caused during construction has potential to disturb this species.
- 5.78 It is anticipated that disturbance to otter will be controlled through the implementation of a CEMP, which will contain reasonable avoidance measures such as a pre-construction walkover to confirm the status of otter on and adjacent to the Site, a toolbox talk, regular inspections and provision of escape routes within any excavations. These tertiary mitigation measures would be considered an integral part of the Proposed Scheme.
- 5.79 Therefore, negative impacts to local otter populations as a result of construction related disturbance are unlikely to be significant and will not be considered within the EIA or reported within the ES.

Reduction in habitat quality

- 5.80 Construction activities have the potential to result in reductions to habitat quality of adjacent habitats, specifically the River Irwell due to increased dust deposition or pollution in surface water run-off.
- 5.81 It is anticipated that increased dust produced during construction will be controlled for through the implementation of a CEMP (see 'Air Quality' above). This CEMP will include prevention measures, such as the use of windbreak netting, and dampening exposed soils and requirements for ongoing monitoring. Pollution prevention measures will also be incorporated within the CEMP (see 'Ground Conditions and Contamination' and 'Water Environment') and to prevent sedimentation / chemical contamination entering the River Irwell, including the use of bunding and emergency spill kits as well as the implementation of drainage strategies. These tertiary mitigation measures would be considered an integral part of the Proposed Scheme.

³⁴ <https://www.gov.uk/guidance/invasive-non-native-alien-plant-species-rules-in-england-and-wales>.

³⁵ Conservation of Habitats and Species Regulations 2017 No. 1012 (as amended).

- 5.82 During operation, a permanent drainage strategy will be delivered as part of the Proposed Scheme. This will contain appropriate pollution prevention controls, such as interceptors, to avoid reductions in surface water run-off quality.
- 5.83 Therefore, effects related to a reduction in habitat quality are unlikely to be significant and will not be considered within the EIA or reported within the ES.

Disturbance to bat commuting routes and foraging areas

- 5.84 All bat species are sensitive to lighting to some degree and may be impacted by the Proposed Scheme due to increased levels of artificial lighting. This can result in bats losing access to important foraging areas which are necessary for the long-term conservation of the species.
- 5.85 The Site is currently well lit and classified as being in an 'E4 Environmental Zone' (high district brightness)³⁶. It is anticipated that the effect of artificial lighting during the operational stage on local bat populations would be controlled by the implementation of a sensitive lighting scheme, following guidance from the ILP Guidance for the Reduction of Obtrusive Lighting and guidance from the Bat Conservation Trust Bats and artificial Lighting in the UK³⁷. This will include features such as integrated fittings to contain light spill, use of hard landscaping features to block light and create lower light levels / dark corridors in retained and adjacent habitats of value to bats.
- 5.86 Therefore, effects on local bat populations as a result of increased artificial lighting are unlikely to be significant and will not be considered within the EIA or reported within the ES.

Built Heritage

Baseline

- 5.87 The Site is currently occupied by Albert Bridge House, built to designs by E H Banks of the Ministry of Work. It was assessed for listing by Historic England in 2021. They concluded that it does not meet the criteria for listing for the following principal reasons:

Degree of architectural interest

- The design of Albert Bridge House tower block is typical for office buildings of the late 1950s with an exposed concrete frame, repetitive modular elevations and extensive glazing, its modern credentials diluted by the use of traditional Portland stone for partial cladding;
- Though the use of an undulating concrete shell roof on the rear block is eye-catching, it is not innovative technology by this date;
- The mainly open plan interiors are standard with no key areas of note due to the quality of their original fixtures and fittings;

³⁶ ILP (2020) Guidance Notes for the Reduction of Obtrusive Light.

³⁷ Bat Conservation Trust (2018) Bats and artificial Lighting in the UK.

- The appearance of the complex has been altered by the replacement of the original windows in all the buildings, impinging particularly upon the tower block, whose fenestration was a prominent component of its design;
- The interiors of all the buildings have undergone a major refurbishment with replacement of original fixtures and fittings, reconfiguration of spaces with addition or removal of partition walls, and insertion of modern underdrawn ceilings with integral lights.

Degree of historic interest

- Though there is some historic interest in Albert Bridge House's role in the post-war redevelopment of Manchester this is not sufficient without also having clear architectural interest to meet the criteria for listing;
- Likewise, though it was the first post-war building constructed under the Ministry of Works new fixed-price contracts for government building projects, this is not sufficient without the clear architectural interest to meet the criteria for listing.

5.88 The full assessment for listing undertaken by Historic England is included in **Appendix 5**. Albert Bridge House is considered a non-designated heritage asset.

5.89 A full list of heritage assets within 1km is provided in **Appendix 3**. Within the ZTV (1km), the following heritage assets are demonstrated to fall within the zone of influence (i.e. potentially being subject to some level of impact):

- 11 conservation areas;
- 51 listed buildings, comprising:
 - 3 Grade I assets;
 - 45 Grade II assets;
 - 3 Grade II* assets;
- 2 non-designated heritage assets.

5.90 The full list of the above assets is provided in **Appendix 4**, along with mapping identifying their location in relation to the Site and the ZTV. **Figures 5.1** and **5.2** show the location of assets in respect to the Site and ZTV.

Identification of Effects which are Not Significant

5.91 A Heritage Impact Statement will be submitted with the Application (as noted in **Table 2.2**), in line with the following legislation, policy and guidance:

- Planning (Listed and Building Conservation Areas) Act 1990³⁸;

³⁸ Planning (Listed and Building Conservation Areas) Act 1990.

- Section 16 of the NPPF;
- MCC Core Strategy³⁹;
- Statements of Heritage Significance: Analysing Significance in Heritage Assets⁴⁰;
- Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management⁴¹;
- Historic Environment Good Practice Advice in Planning, Note 3 – The Setting of Heritage Assets⁴²;
- Historic England Advice Note 4: Tall Buildings⁴³; and
- IEMA, IHBC and ClfA, Principles of Cultural Heritage Impact Assessment in the UK⁴⁴.

Change in setting and therefore significance of heritage assets during construction

- 5.92 During the construction stage there will be a visible change to the setting of the identified heritage assets. The existing structures on-site will be demolished. There will be temporary construction structures, e.g. construction hoardings, tower cranes and site cabins. As the Proposed Scheme is constructed the Site will visibly change from week to week.
- 5.93 The construction stage will not directly impact the identified heritage assets (apart from Albert Bridge House), but it will result in a change to their setting and potentially their significance as a result.
- 5.94 Where a change to setting is perceived, for the majority of assets this will result in ‘no’ to ‘negligible’ impact on the significance of the asset. The residual assets (those immediately adjacent) may experience temporary ‘less than substantial’ harm, but this will be at the very low end. Furthermore, the construction will be taking place within a dense city context, one where construction activities are part of the existing baseline environment. Given the existing mass on-site and surrounding form, the construction of the Proposed Scheme will not change the overall setting of the heritage assets.
- 5.95 It is anticipated that the construction site will be kept tidy and presentable at street level with suitable hoardings in place (secured through the CEMP). In addition, there will be controls on working hours and management of traffic. The changing weekly visual progress of development will only temporarily indirectly impact the setting and

³⁹ MCC (2012) Core Strategy.

⁴⁰ Historic England (2019) Statements of Heritage Significance: Analysing Significance in Heritage Assets.

⁴¹ Historic England (2019) Advice Note 1: Conservation Area Designation, Appraisal and Management.

⁴² Historic Environment (2017) Good Practice Advice in Planning, Note 3 – The Setting of Heritage Assets (2nd Edition).

⁴³ Historic England (2022) Advice Note 4: Tall Buildings.

⁴⁴ IEMA, IHBC and ClfA (2021) Principles of Cultural Heritage Impact Assessment in the UK.

there will be no permanent impact on setting and therefore significance derived from the construction stage.

- 5.96 Therefore, the change in setting and impact on significance during construction is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Changes to setting and therefore significance of heritage assets during operation

- 5.97 During the operational stage there will be a change to the setting of the identified heritage assets. The existing structures on-site will be replaced with structures forming denser and taller mass.

- 5.98 The operational stage will not directly impact the identified heritage assets (apart from Albert Bridge House), but will result in a change to their setting (indirect impact) and potentially their significance as a result.

- 5.99 Utilising the ZTV and mapping of heritage assets, numerous viewpoint locations have been identified (circa 40) to fully assess the impact on the identified heritage assets. The exact locations will be refined to ensure the full impact can be adequately and fully assessed. It should be noted that not all of these viewpoints are for the purposes of assessing heritage impact. White block massing will be used initially to sense check the ZTV before initial rendering of the Proposed Scheme on Site is provided. This will then allow the potential indirect impact on the identified heritage assets to be understood and reported (within a Heritage Impact Statement).

- 5.100 Deloitte, as the heritage consultant, will then work with the architect to mitigate the impact to avoid or reduce the effect to non-significant.

- 5.101 In addition, the potential magnitude of change and therefore potential level of effect is reduced due to the fact that the Site currently has considerable mass located on it (Albert Bridge House). Albert Bridge House, in its current form, largely makes a neutral or negative contribution to the setting of surrounding heritage assets. This factor, along with the urban location of the Site, renders any potential impact as unlikely to be significant.

- 5.102 Therefore, the change in setting and impact on significance during operation is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Loss of Albert Bridge House (non-designated heritage asset)

- 5.103 During the construction stage there will be a direct impact on Albert Bridge House as it will be demolished. This will result in an erosion and then complete loss of the heritage asset.

- 5.104 Albert Bridge House is identified as a non-designated heritage asset. It is considered as such as it was assessed for listing by Historic England in 2021. However, it is not on the HER as held by GMAAS and it is not on a local list of heritage assets held by MCC. Its relative architectural and historic interest is therefore considered to be low (in accordance with the ICOMOS Guidance on Heritage Impact Assessment for Cultural World Heritage Properties).

- 5.105 Due to complete loss of the asset; the scale of change is considered 'Major' (as per the ICOMOS Guidance). However, as the asset is considered to hold low historic and architectural interest, this change is unlikely to be significant.
- 5.106 Therefore, the loss of Albert Bridge House as a non-designated heritage asset is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Ground Conditions and Contamination

Baseline

- 5.107 The British Geological Survey (BGS) map (1:50,000, Solid & Drift edition) and online records⁴⁵ indicate the Site is underlain by bedrock geology comprising Chester Formation - Sandstone. Whilst no superficial deposits are recorded at the Site, information from the locality indicates that clays may be present due to proximity to the River Irwell. In addition, Glaciofluival Sheet Deposits are recorded near to the Site. Made Ground is not indicated to be present on publicly available mapping, although considering historic and current land uses on-Site it is anticipated to be present in the Site.
- 5.108 The historical land uses at the Site include a gas works reserve station, mills, gun works, living accommodation and hotels. In the vicinity of the Site, potential contamination sources are associated with previous land uses and current activities, including waste management facilities, manufacturers, dry cleaners and photographic processors. Given this, the potential contamination sources within the Site include a range of inorganic and organic compounds (e.g. heavy metals, hydrocarbons etc.). Asbestos is also confirmed to be present within Albert Bridge House.
- 5.109 Due to the presence of Made Ground and former uses, there may be sources of ground gas present at the Site (both permanent hazardous gases and non-permanent gases).
- 5.110 There is a potential for below-ground foundations, vaults and other structures associated with buildings previously on-site to be present.
- 5.111 The Site is situated in a coal mining reporting area. However, there are no recorded mine entries, past shallow coal mine workings or probable shallow coal mine workings within the Site or in the immediate vicinity. The Site is not located within a Minerals Safeguarding Area.
- 5.112 The UK Health Security Agency website indicates that the Site lies within an area where less than 1% of homes are above the 'Action Level'.

⁴⁵ https://geologyviewer.bgs.ac.uk/?_ga=2.206709911.528996306.1663087865-1391738184.1663087865.

Identification of Effects which are Not Significant

Exposure / contact with contamination during construction and operation

- 5.113 The earthwork and excavation activities, demolition and removal of hardstanding and Made Ground during construction could potentially expose construction workers (through direct contact / ingestion and inhalation), existing residents (from dust emissions) to contaminated material.
- 5.114 Available information indicates that contaminants may be present within site soils. As noted in **Chapter 4**, ground investigations will be undertaken in advance of the commencement of the main construction activities. Such ground investigations will seek to confirm all contamination risks. Where contamination is identified, an appropriate remediation scheme will be produced which will outline the activities / measures required to achieve the relevant standards for the proposed end uses. This will be submitted for agreement with MCC. A verification report will be prepared thereafter to ensure that the proposed remedial works have been completed and this will be submitted to MCC.
- 5.115 Measures to protect construction workers from exposure to any contaminated material which is unexpectedly encountered will be required of the appointed contractor under the Construction (Design and Management) Regulations and other health and safety legislation. Appropriate strategies / protocols will be put in place in line with relevant legislation (such as The Control of Asbestos Regulations) and best practice for activities, such as demolition. Measures will be incorporated into the CEMP, including the use of Personal Protective Equipment (PPE), the preparation of method statements and provision of environmental awareness training. Relevant dust mitigation measures will be included with the CEMP informed by IAQM guidance (see 'Air Quality').
- 5.116 Once the Proposed Scheme has been completed, the areas of built development within the Site will be covered predominantly with hardstanding and building slabs, which will break the plausible contamination linkages for future site users (such as ingestion and dermal contact) in these areas. In addition, as noted above, contaminants encountered during the construction stage will be remediated in line with the requirements for the proposed end use. Clean cover layers will also be validated for chemical quality prior to re-use / use on-Site. This will preclude the release / migration of contamination during operation.
- 5.117 Therefore, effects related to exposure / contact with contamination are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Release / migration of contamination to controlled waters during construction and operation

- 5.118 The Site is located in an environmentally sensitive area with regards to controlled waters due to the presence of the River Irwell within and adjacent to the Site and underlying groundwater bodies.
- 5.119 During the construction stage, the storage of fuel, oil and materials during periods of heavy rainfall, spillages could cause the release / vertical migration of contaminants to the River Irwell and underlying groundwater. There is also a potential for

contamination to be mobilised during earthworks and the formation of foundations and to migrate vertically into the underlying groundwater.

- 5.120 As noted in **Chapter 4**, ground investigations will be undertaken in advance of the main construction activities and, if required, an appropriate remediation scheme will be produced and implemented. A verification process will also be undertaken.
- 5.121 A temporary drainage strategy will be implemented, which will reduce the risk of mobilisation of contamination into the River Irwell and underlying groundwater in the proximity of the Site via overland flow / run-off during construction.
- 5.122 All on-site construction activities will be undertaken with the Construction (Design and Management) Regulations and best practice measures (e.g. tool-box talks, PPE, and method statements, as required) led by the appointed contractor. Guidance will also be adhered to, such as CIRIA's Control of Water Pollution from Construction Sites⁴⁶ and Guidelines for Pollution Prevention (GPP) 2: above ground oil storage tanks⁴⁷ and GPP 5: Works and maintenance in or near water⁴⁸ (albeit these have been withdrawn).
- 5.123 For piled foundations, the method of construction will be carefully selected to ensure that the migration of contamination into sensitive resources is kept to a minimum. Such activities will be undertaken in line with guidance, such as the Environment Agency's Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention⁴⁹. This will be led by the appointed contractor. Where required a piling risk assessment will be completed to understand the risk of piling activities associated with impacted soils and receptors.
- 5.124 During the operational stage of the Proposed Scheme, there is a potential for localised spillages of fuel. Contaminants from fuel spillages are likely to occur on areas of hardstanding (e.g. car parking areas). These areas will be subject to a controlled drainage scheme as part of the drainage strategy, which will include necessary pollution prevention measures including oil interceptors in line with guidance, such as Pollution Prevention Guidelines 3: Use and design of oil separators in surface water drainage systems⁵⁰ (albeit this has been withdrawn). This will prevent the release / migration of contamination to controlled waters during operation.
- 5.125 Therefore, effects related to the release / migration of contamination to controlled waters are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

⁴⁶ CIRIA (2001) Control of Water Pollution from Construction Sites. Guidance for consultants and contractors (C532).

⁴⁷ <https://www.netregs.org.uk/media/1475/gpp-2-pdf-jan-2018.pdf>.

⁴⁸ <https://www.netregs.org.uk/media/1303/gpp-5-works-and-maintenance-in-or-near-water.pdf>.

⁴⁹ Environment Agency (2001) Piling and penetrative ground improvement methods on land affected by contamination: Guidance on pollution prevention.

⁵⁰ <https://www.netregs.org.uk/media/1671/ppg-3.pdf>.

Potential risk of ground gases during construction and operation

- 5.126 The Site does not lie within a radon affected area and therefore no specific measures are required to address this risk. However, there is a potential risk associated with ground gas due to the potential presence of generating sources within the underlying Made Ground (and any contamination within it).
- 5.127 During construction, the potential risks from ground gases are to be dealt with by the appointed contractor in accordance with health and safety legislation, including the Confined Space Regulations⁵¹. In addition, the CEMP will contain appropriate measures, such as the use of appropriate PPE, monitoring equipment, safe-entry procedures and use of Respiratory Protective Equipment (RPE) where required, to mitigate the potential risk of exposure to hazardous gas and vapours and / or depleted oxygen levels.
- 5.128 Any potential risks associated with ground gas will be appropriately mitigated prior to the completion of the construction stage. All new buildings will be designed in line with CIRIA's Assessing risks posed by hazardous ground gases to buildings⁵².
- 5.129 Furthermore, it is expected that the basement will bear directly on the natural Sandstone bedrock formation, so that the Made Ground will be excavated in its entirety within its footprint. Being a basement for the two proposed buildings, it occupies most of the Site.
- 5.130 Therefore, effects related to ground gases are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Potential risks associated with the presence of unstable and compressible ground during construction and operation

- 5.131 The presence of unstable and compressible ground (e.g. Made Ground) will be identified during the enabling works prior to the commencement of the main construction activities.
- 5.132 The results of the ground investigations will be used to design appropriate remedial measures to address issues with unstable and compressible ground during the construction stage. This will include temporary works and / or ground improvement (shoring of excavations; the design of haul roads, piling mats and crane platforms etc.) to protect human health during the construction stage, as well as general earthworks and foundation design to remove potential risks during the operational stage.
- 5.133 All earthworks will be designed in accordance with guidance in CIRIA's Treated ground – engineering properties and performance⁵³, Building Research Establishment (BRE)'s Building on Fill - Geotechnical Aspects⁵⁴ and British Standard 6031:2009: Code of

⁵¹ Confined Space Regulations (1997) No. 1713.

⁵² CIRIA (2007) Assessing risks posed by hazardous ground gases to buildings (C665).

⁵³ CIRIA (2002) Treated ground - engineering properties and performance (C752).

⁵⁴ BRE (2015) FB75: Building on Fill - Geotechnical Aspects.

Practice for Earthworks⁵⁵. As such, ground remediation techniques will be implemented to negate any likely significant effects.

- 5.134 Therefore, effects related to the presence of unstable and compressible ground are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Obtrusive Lighting

Baseline

- 5.135 There are no designated Dark Sky parks or Areas of Outstanding Natural Beauty (AONB) in proximity to the Site.
- 5.136 The Site is located within the western area of Manchester City Centre, a well-lit urban location with various artificial lighting sources. The Site itself currently contains Albert Bridge House as well as two car parks with street lighting, security lighting, and amenity lighting. Given this, it is considered that the Site is located within an E4 Environmental Zone ('high district brightness') as set out within the ILP Guidance Notes for the Reduction of Obtrusive Light.

Identification of Effects which are Not Significant

Disturbance of existing residents due to light spill and glare during construction

- 5.137 Light pollution (or obtrusive light) comprises any adverse effects of artificial lighting including light trespass / spill and glare occurring as a result of temporary construction activities of the Proposed Scheme.
- 5.138 During the construction stage, temporary lighting may be required to support on-site activities. As noted above, the existing lighting conditions within the Site are considered to be elevated due to the presence of street lighting and other fixtures. Therefore, there is unlikely to be a significant deviation from the baseline lighting environment.
- 5.139 In addition, it is anticipated that obtrusive light during construction activities will be controlled through the implementation of best practice measures, informed by the ILP Guidance Notes for the Reduction of Obtrusive Light, and will include the following prevention measures:
- Any security lighting required at the perimeter of the Site would be set at lighting levels that are designed to the correct standard for their purpose;
 - The use of sufficient lighting units for the task in hand to avoid the need for tall, wide beam lighting units;
 - The reduction of fixed lighting outside working hours, unless beneficial to provide consistent lighting for security / health and safety;

⁵⁵ British Standard 6031:2009: Code of Practice for Earthworks.

- The use of infrared CCTV systems for security; and
- Any requirements for ongoing monitoring and liaison with stakeholders.

5.140 These tertiary mitigation measures will be identified within the CEMP which will be considered to be an integral part of the Proposed Scheme.

5.141 Therefore, overall the effects of light pollution during construction are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Disturbance of existing residents due to light spill and glare during operation

5.142 Obtrusive lighting is most likely to have adverse effects on sensitive receptors (principally residential) located in close proximity to the Site and relate to light intrusion and glare from external lighting required for the Proposed Scheme.

5.143 During the operational stage, permanent lighting will be provided within the Proposed Scheme, including at ground and upper levels. As noted above, the existing lighting conditions within the Site are considered to be elevated due to the presence of street lighting and other fixtures. Therefore, there is unlikely to be a significant deviation from the baseline lighting environment.

5.144 In addition, lighting will be designed and installed in line with relevant standards and guidance, including British Standard 5489-1:2020 Design of road lighting - Lighting of roads and public amenity areas. Code of practice⁵⁶, CIBSE LG6: The exterior environment⁵⁷ and ILP Guidance Notes for the Reduction of Obtrusive Light.

5.145 Therefore, the effects of light pollution during operation are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Increases in sky glow

5.146 The Proposed Scheme is not anticipated to contribute significantly to sky glow as it is assumed that all temporary / permanent lighting installations will be designed / installed in line with best practice and relevant standards (e.g. Commission Internationale l'Eclairage (CIE) 126: Guidelines for Minimising Sky Glow⁵⁸), which includes the requirements to minimise upward light emitted and contributions toward sky glow.

5.147 Therefore, effects related to sky glow are unlikely to be significant and will not be considered within the EIA or reported in the ES.

⁵⁶ British Standard 5489-1:2020 Design of road lighting - Lighting of roads and public amenity areas. Code of practice.

⁵⁷ CIBSE (2016) Lighting Guide (LG) 6: The exterior environment.

⁵⁸ CIE (1997) 126: Guidelines for Minimising Sky Glow.

Risk of Major Accidents and / or Disasters

Baseline

- 5.148 The Site does not fall within any Inner, Middle or Outer Health and Safety Executive (HSE) Consultation Zones⁵⁹.
- 5.149 There are no Control of Major Accident Hazard (COMAH) sites within or adjacent to the Site. However, there are eight sites within 3 miles of the Site, the closest of these being Calor Gas Ltd, a lower tier establishment for fuel storage and distribution, located 3.5km to the west of the Site.
- 5.150 There is 'no hazard' to 'low hazard' of natural ground instability issues being present at the Site.
- 5.151 The Site lies in an area classified as at moderate / high risk of uncovering Unexploded Ordnance (UXO).

Identification of Effects which are Not Significant

- 5.152 A qualitative appraisal of major accidents and / or disasters considered relevant to the Proposed Scheme is presented in **Table 5.3**.

Table 5.3: Appraisal of the risk of major accidents and / or disasters

Effect	Appraisal
Major accidents associated with nearby COMAH sites	Due to the existing stringent controls and management regimes in place at the nearby COMAH sites noted above, the risk of any major accidents from these sites is considered to be very low.
Major accidents associated with underground utilities	During the construction stage, working areas will be secured with restricted access so only suitably qualified personnel are present. As part of the CEMP, good practice working measures, such as ensuring construction workers are briefed on the appropriate methods of working and the easements, will be put in place in accordance with the Construction (Design and Management) Regulations. With such measures, the risk is considered to be very low.
Major accidents caused by ground subsidence and associated structural / building collapse	As part of the CEMP, good practice working measures and emergency measures will be put in place in accordance with the Construction (Design and Management) Regulations. All earthworks and foundation design will be in accordance with relevant industry guidance, including but not limited to CIRIA Report C572: Treated ground engineering properties and performance, British Research Establishment document FB75: Building on Fill - Geotechnical Aspects and British Standard 6031:2009: Code of Practice for Earthworks, thereby negating

⁵⁹ <https://www.hse.gov.uk/landuseplanning/planning-advice-web-app.htm>.

Effect	Appraisal
	the probability and likelihood of any significant effect.
Major flood event caused by an extreme weather event	As described under 'Water Environment', effects associated with flood risk are not considered to be significant (primarily due to the controlled drainage strategy to be implemented as part of the Proposed Scheme). The Proposed Scheme has been designed and will be constructed in line with relevant standards and guidance. Adherence to such guidance, which accounts for possible extreme events, is considered sufficient to negate the probability and likelihood of any significant effect.
Major accidents associated with fire	The Proposed Scheme will be subject to Building Regulations and standards in order to be classified as safe for use, inclusive of fire safety standards. With such measures, the risk is considered to be very low.
Major accidents on the local road network	The potential for major transport accidents during construction stage will be mitigated for within a construction logistics / traffic management plan as part of the CEMP, which will include measures such as a planned route for construction traffic to reduce the risk to road users, restricting deliveries to certain periods and ensuring the vehicles are well maintained. With the implementation of these measures, the risk is considered to be very low. Highways works, including the new access and vehicle circulation, will all be designed in accordance with relevant guidance / standards. These measures are anticipated to reduce the potential frequency and likelihood of accidents to a very low level.
Major accidents associated with aviation	The Site is located circa 13km north of Manchester Airport. It is anticipated that high-intensity obstruction lights will be included at roof level of the Proposed Scheme, where considered appropriate, in line with relevant legislation and guidance ⁶⁰ .
Major accidents associated with risk of UXO on-site	The Site is considered to have a moderate to high potential for previously undiscovered UXO to be present. It is considered that through the implementation of mitigation measures, such as the attendance of UXO supervisors during the groundworks (if appropriate), the potential risks will be very low.
Major accidents arising from vandalism, arson or terrorism	The risks associated with technological failures and accidents will be reduced through appropriate design of the Proposed Scheme, including the use of fire alarms. Target acts of vandalism, arson or terrorism cannot be fully mitigated, but the

⁶⁰ e.g. Air Navigation Order 2016 No. 765.

Effect	Appraisal
	adoption of appropriate security measures at the construction and operational stages, such as security lighting, will help to minimise the likelihood of such events occurring. It is also assumed that appropriate emergency planning has been undertaken by MCC and local emergency services. Given this, the potential risks will be very low.

- 5.153 Based on the evidence provided in **Table 5.3**, although there is the potential for a wide range of major accidents and disasters that could occur, the probability, likelihood and frequency is very low, often due to the management of a risk under established legislative requirements.
- 5.154 Therefore, effects related to the risk of major accidents and / or disasters are unlikely to be significant and will not be considered further in the EIA or reported in the ES.
- 5.155 The EIA Regulations do not specify the need for the consideration of natural disasters. However, for completeness, this has been considered. The probability, frequency and likelihood of natural disasters arising from climatic occurrences (i.e. hurricanes) are considered to be very low due to the natural climatic condition of the UK within the global climate system. Specific geological events (i.e. earthquakes, tsunamis, volcanic incidents etc.) are also considered to be very low due to the general absence of required geological conditions (i.e. area of tectonic plate interaction) within or in proximity to the UK. Although earthquakes have occurred within the UK, the magnitude of such events has generally been low.
- 5.156 Therefore, effects related to the risk of natural disasters are unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Transport and Accessibility

Baseline

- 5.157 The Site is currently occupied by Albert Bridge House and two car parks, including circa 137 spaces. The MCC operated car park off Bridge Street contains circa 65 spaces while the private car park off St. Mary's Parsonage contains circa 72 spaces, including circa 7 accessible spaces. The Site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone.
- 5.158 To the east lies St. Mary's Parsonage and to the south lies Bridge Street. St. Mary's Parsonage connects from Bridge Street to Blackfriars Street to the north. As part of the proposed permanent scheme to partially pedestrianise the A56 Deansgate corridor, the northern end of St. Mary's Parsonage near Blackfriars Street has been blocked with Rhino blocks to prevent traffic from Deansgate diverting along the road. Bridge Street (as New Bailey Street) connects from Chapel Street to the west to Manchester City Centre further to the south-east, connecting with Cross Street at Albert Square. The A6042 Ring Road can be accessed within circa 450m of the Site along Bridge Street, New Bailey Street and Chapel Street.

- 5.159 There are Traffic Regulation Orders in the form of double yellow lines (no waiting at any time) on both sides of St. Mary's Parsonage between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two car club bays and a number of pay-and-display parking bays. The double yellow lines continue along the entirety of the northern side of St. Mary's Parsonage and recommence on the southern side north of the junction with Parsonage Lane. Double yellow lines are also in place on both sides of Bridge Street in the vicinity of the Site.
- 5.160 There are no National Trails, National Cycle Routes or Public Rights of Way within or in the immediate vicinity of the Site. Along St Mary's Parsonage, between Alberton House and Albert Bridge House, is a narrow and poorly signed footpath to Trinity Bridge, which provides a pedestrian link between Manchester and Salford City Centres. There are also footways along the roads and crossing points in the vicinity of the Site.
- 5.161 There is a TfGM Cycle route adjacent to the north-eastern boundary of the Site, which runs along Trinity Bridge and St. Mary's Parsonage. There is existing cycle infrastructure, including toucan crossings, in the vicinity of the Site.
- 5.162 Bridge Street is a core bus corridor with 11 bus routes stopping close to the Site, six of which have a frequency of at least every 12 minutes on weekdays. Furthermore, Routes 1 and 2 of the Free Bus stop on Bridge Street and Route 3 of the Free Bus stops on John Dalton Street. The Free Bus is a service providing direct access across key city centre locations, including the five rail stations, Chinatown, and the Northern Quarter.
- 5.163 The Salford Central rail station is located at a circa 300m walk from the Site. Salford Central is served by the Manchester Victoria - Clitheroe, Manchester - Southport and Kirkby, and Manchester Victoria - Preston lines. There are typically three to six trains stopping at the station each hour on weekdays and Saturdays.
- 5.164 Within a 700m walk of the Site are the Exchange Square and St. Peters Square Metrolink stations. These provide access to almost the entire Metrolink network - the Trafford Centre line is accessed by changing at Cornbrook.
- 5.165 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The Site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure.

Identification of Effects which are Not Significant

Congestion and safety issues arising from construction vehicles

- 5.166 Heavily trafficked roads can lead to severance (i.e. perceived division of communities when it is difficult to cross a road), driver delay, pedestrian delay, changes to pedestrian amenity (i.e. the pleasantness of a journey by foot), and accidents and safety issues. The placement of hoarding on footways can also narrow the width available to pedestrians and can reduce pedestrian amenity.

- 5.167 HGVs pose a risk to the safety of car occupants, pedestrians and cyclists. The Reported road casualties Great Britain: road users risk, 2020 data⁶¹ datasheet demonstrates that cars and HGVs cause the most fatalities on roads, with pedestrians and cyclists being the most vulnerable road users. The fatalities per passenger mile travelled are broadly similar for pedestrians and cyclists, which are more likely to be fatally injured than car and HGV occupants in a collision. When assessed per passenger mile travelled, a large proportion of fatal accidents can be attributed to HGVs in comparison to regular cars.
- 5.168 As well as making pedestrians, cyclists, and car drivers feel unsafe, and posing a greater risk for more severe accidents than cars, HGVs can lead to severance and a decline in pedestrian amenity. Pedestrians, cyclists and car drivers who feel compelled to take an alternative route may also experience a delay relative to if they felt able to travel along Bridge Street and / or St. Mary's Parsonage.
- 5.169 The existing operational car parks within the Site have capacity for circa 137 vehicles. The level of construction traffic is likely to be significantly lower than the current movements associated with the car parks (<25). The number of vehicle trips associated with construction is also anticipated to represent less than 10% of the existing flows on the local road network.
- 5.170 It is also anticipated that HGV flows on the public highways would be controlled through the implementation of a CEMP. HGV drivers will be encouraged in the urban environment to be cognisant of their surroundings and vulnerable road users at all times, and of their speed - as MCC's website notes a 1mph reduction in speed broadly results in a 5% reduction in collision frequency. HGVs, and all other vehicles, will not be allowed to park off-Site. These tertiary mitigation measures to address severance and risk of accidents would be considered an integral part of the Proposed Scheme.
- 5.171 As part of the CEMP, the Site entrance(s) will be controlled by a gateman/ security guard who will be on Site 24/7 while the Proposed Scheme is under construction. All persons accessing the Site will be required to sign in and sign out with the gateman who will direct all vehicle drivers along clearly defined, prescribed routes to the relevant area. Barrier fencing will be erected along the routes and relevant signage provided to reinforce the directions provided and establish a 5mph speed restriction.
- 5.172 The CEMP will also include measures such as agreed traffic management measures to restrict construction vehicles in certain locations and routes at certain times of the day, appropriate signage of the entrances / exits of the construction working areas and management of construction parking, including use of designated construction parking areas.
- 5.173 Where possible hoarding will not entirely cover the pedestrian footways to maintain pedestrian amenity and prevent severance. However, if this is necessary then alternative safe walking routes would be provided. Clear advertising will also be provided for any routes that are closed and signposting will be provided for suitable alternative routes. Any such works are anticipated to be short-term and temporary.

⁶¹ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-road-user-risk/reported-road-casualties-great-britain-road-user-risk-2020-data>.

- 5.174 Congestion and safety issues to other road users are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Congestion and safety issues arising from operational vehicles

- 5.175 Heavily trafficked roads can lead to severance (i.e. division of communities when it is difficult to cross a road), driver delay, pedestrian delay, changes to pedestrian amenity (i.e. the pleasantness of a journey by foot), and accidents and safety issues.
- 5.176 The Reported road casualties Great Britain: road users risk, 2020 data datasheet demonstrates that cars contribute to a large proportion of fatalities on roads, with pedestrians and cyclists being the most vulnerable road users. The fatalities per passenger mile travelled are broadly similar for pedestrians and cyclists, which are more likely to be fatally injured than car occupants in a collision. In 2020, over half of pedestrian and cyclist casualties were fatally injured in collisions with cars, partially due to cars accounting for the majority of traffic. Of the 98 slight, severe and fatal accidents on 20mph roads in Manchester in 2019, 46 of the casualties were car occupants, 28 were pedestrians, and 16 were pedal cyclists.
- 5.177 As well as making pedestrians and cyclists feel unsafe, high flows of cars can lead to severance and a decline in pedestrian amenity. Pedestrians and cyclists who feel compelled to take an alternative route may also experience a delay relative to if they felt able to travel along Bridge Street and / or St. Mary's Parsonage.
- 5.178 As outlined above, at present, the car parks within the Site amount to a total of 137 car parking spaces. The completed Proposed Scheme will have circa <25 car parking spaces in the basement, accessed off Bridge Street, for residents and commercial users.
- 5.179 It can be assumed that majority of cars for both the existing and proposed uses will arrive and depart in the network AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00, respectively). Therefore, there is likely to be an approximately 74% overall reduction in vehicular traffic at the Site in the peak hours. Furthermore, the location of the ramp into the basement will be in a broadly similar location to the existing ingress to the existing car park. There is likely to be an approximately 45% reduction in vehicles making this specific movement from Bridge Street into the Site. This can be expected to reduce pedestrian and driver delay, accidents, and severance, and improve pedestrian amenity.
- 5.180 The large areas of public realm will increase the permeability of the Site and unlock new attractive, traffic-free routes for pedestrians and cyclists (especially along the River Irwell between Trinity Bridge and Bridge Street), greatly widen the existing footways along Bridge Street and St Mary's Parsonage, and improve the poor existing access to Trinity Bridge from St Mary's Parsonage.
- 5.181 Cycle parking provision along with lockers, changing rooms, and showers will be provided to encourage future site users to cycle to and from the Site, and reduce travel by private car.
- 5.182 A Framework Travel Plan will also be implemented, with measures to encourage the use of active travel and public transport, and discourage car travel, particularly single-occupancy trips. Following occupation of the Proposed Scheme, an initial survey will be

undertaken to understand travel choices and patterns to and from the Site, after which modal shift targets will be established. Subsequent follow-up surveys will assess progress towards the targets, and whether new or improved measures (e.g. increased cycle parking if there is high demand) can be implemented.

- 5.183 Therefore, congestion and safety issues arising from vehicle movements are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Changes in demand for public transport

- 5.184 The Proposed Scheme would not result in a change to / or loss of existing public transport provision that currently services the area. There is anticipated to be an indirect increase in the demand on services due to construction workers and future site users (residents, visitors and employees) although there is an extensive number of public transport options and services in the area.
- 5.185 Therefore, changes in demand for public transport are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Waste and Resources

Baseline

- 5.186 Due to the existing land uses within the Site, it is anticipated that there are existing commercial waste arisings. The anticipated volumes of waste are set out in **Table 5.4**.

Table 5.4: Estimated weekly waste arisings

Planning class use	Building design	Equation for weekly waste arisings (litres (L))	Litres
E (c / g)	Office	Volume arising per employee (50 L) ⁶² x number of employees)	87,444

Identification of Effects which are Not Significant

Generation of waste during construction

- 5.187 As part of the Proposed Scheme, Albert Bridge House will be demolished. Likely types of demolition waste arisings associated with Albert Bridge House are as follows:

- Mixture of concrete, brick and tiles (including ACM);
- Timber;
- Mixed soft strip;
- Fluorescent tubes / mercury containing waste;

⁶² On the assumption of 1,749 jobs are present based on Net Internal Area calculated as GIA x.09 and 10m per 1 FTE.

- Metals; and
- Gypsum.

5.188 The total volume of the material anticipated with the demolition is estimated to be 5,830 m³.

5.189 A proportion of the demolition waste arisings will be able to be re-used either in their current form or through reprocessing on-site (i.e. crushed hard-core as fill within designated areas). All demolition waste will be sorted and segregated on-site in line with the waste hierarchy. Where contaminated material is identified this will be subject to handling and disposal in line with appropriate guidance and legislation as noted in **Chapter 4**.

5.190 Waste generated by the Proposed Scheme during construction is assumed to include bricks, glass, gypsum, aggregate, concrete, wood and plastic. An estimate of construction waste arisings is presented in **Table 5.5**.

Table 5.5: Construction waste calculations

Use	BRE benchmark use	Proposed GIA sqm	Tonnes / 100sqm GFA	Tonnes
E (a, b, c and g))	Commercial	48,187	13	6,264
C3	Residential	39,423	10	3,924
Total				10,188

5.191 In addition, earthworks and reprofiling will be required to expand the existing basement and create proposed landscaping and drainage features and development plateau levels. As noted in **Chapter 4**, at this stage, it is assumed that levels may vary from between + / - 1m when compared to existing ground levels. It is anticipated that there will be an overall surplus of material exported off-site.

5.192 The volume of overall material generated during the construction stage of the Proposed Scheme from demolition, construction and excavation activities noted above anticipated to be limited in the context of circa 2.71 million tonnes of inert / construction and demolition material received within Greater Manchester (as of 2020)⁶³.

5.193 It is anticipated that waste produced during construction would be controlled through the implementation of a CEMP. The CEMP will be informed by the waste provisions of the Environmental Protection Act 1990⁶⁴ and the Environmental Protection (Duty of

⁶³ Environment Agency (2020) Waste Data Interrogator Version 4.

⁶⁴ Environmental Protection Act 1990.

Care) Regulations 1991⁶⁵ and will set out the principles and legal requirements relating to waste (including hazardous waste). The CEMP will also describe how materials will be managed efficiently and disposed of legally during all sub-phases of construction. It will also outline the aims, objectives and ongoing management responsibilities as well as containing targets for the reduction / diversion from landfill and reuse of waste. These mitigation measures are considered an integral part of the Proposed Scheme.

- 5.194 Therefore, effects related to waste generated during construction are unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Generation of waste during operation

- 5.195 Once operational, residential, commercial and green waste will be generated by the Proposed Scheme. The anticipated volumes of weekly waste are circa 200,000 litres.
- 5.196 The Proposed Scheme will not include for any land uses or activities that will give rise to particularly contaminative or hazardous waste materials.
- 5.197 The Proposed Scheme will include areas for the collection, storage and disposal of waste, which will include facilities for the separation of waste for recycling purposes. This will be in accordance with MCC policy. A waste strategy will be developed for the Proposed Scheme, which will set out the principles and strategy for the management of waste and recycling. These mitigation measures would be considered an integral part of the Proposed Scheme.
- 5.198 Therefore, effects related to waste generated during operation are unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Use of material resources during construction

- 5.199 During the construction stage, the Proposed Scheme will require a quantity of steel, aggregate, cement, concrete, bitumen, wood and plastic. This could deplete the availability of non-renewable resources and affect the national demand for materials. However, measures to reduce material resource use will be implemented throughout the design process including a reduction in the material requirements in the design itself and an increase in the use of recycled materials and materials with a high proportion of recycled content.
- 5.200 In addition, the CEMP will detail measures to reduce resource use. This reduces potential effects associated with material resource use during the construction stage of the Proposed Scheme.
- 5.201 Therefore, effects related to the use of material resources during construction are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Use of material resources during operation

- 5.202 During the operational stage, it is anticipated that maintenance work (i.e. building maintenance) would be infrequent and the required material volumes will be small.

⁶⁵ Environmental Protection (Duty of Care) Regulations 1991.

Additional volumes of material resources used during the day-to-day activities of the Proposed Scheme are unlikely to be significantly more than is currently used.

- 5.203 Therefore, effects related to the use of material resources during operation are unlikely to be significant and will not be considered further within the ES or reported in the ES.

Water Environment

Baseline

- 5.204 The Site is located adjacent to a main river, the River Irwell, which is designated as having a 'moderate' ecological status and 'fail' chemical status under the Water Framework Directive⁶⁶.
- 5.205 Based on the Environment Agency long-term flood risk map⁶⁷, the Site is predominantly categorised as at very low risk of flooding from fluvial sources (i.e. <0.1% chance of flooding each year). However, the northern areas of the Site (closest to the River Irwell) are classified at a higher risk of flooding (e.g. 1% - >3.3% chance of flooding each year respectively).
- 5.206 The Environment Agency long term flood risk map notes that majority of the Site is considered to be at a very low risk of surface water flooding (<0.1% chance of flooding each year), with areas in the centre and eastern parts of the Site at low (i.e. 0.1% - 1.0% chance of flooding) or medium (i.e. 1.0% - 3.3% chance of flooding) risk of flooding. The Site lies within the Conurbation Core Critical Drainage Area⁶⁸.
- 5.207 The flood extents in the event of catastrophic reservoir failure on-Site are similar to that of the potential fluvial flood extents and are focussed on the northern parts of the Site. Whilst the consequence of a full breach of the reservoirs could be significant, the probability of such an extreme event occurring is low given the safety protocols, inspection and maintenance regimes that are in place on such impounded features.
- 5.208 The Site is categorised to be at a risk for groundwater flooding to occur (albeit this is considered to be limited across much of the Site). The Site is not classified as at potential risk of flooding from canals. The Site is not at risk from tidal flooding (due to its inland location). Flood risk from sewer and highway drainage sources is also considered to be low.
- 5.209 The Site sits on the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers Water Body, which is designated as 'poor' quantitative and chemical status under the WFD. The underlying bedrock geology is classified as a Secondary A aquifer and is a 'Major Aquifer with High Vulnerability'⁶⁹. In addition to the underlying groundwater

⁶⁶ <https://environment.data.gov.uk/catchment-planning/>.

⁶⁷ <https://check-long-term-flood-risk.service.gov.uk/postcode>.

⁶⁸ https://www.manchester.gov.uk/downloads/download/6981/strategic_flood_risk_assessment_sfra_maps.

⁶⁹ <https://magic.defra.gov.uk/>.

body, there is a potential for perched groundwater. There is also potential hydraulic connectivity with the River Irwell, given its proximity.

- 5.210 The Site is not located within or adjacent to a Groundwater Source Protection Zone. There are a number of licensed water abstractions within a 1km radius, the closest being two boreholes located 50m south-west of the Site.
- 5.211 Existing drainage infrastructure within the Site comprises surface water and foul systems, which discharge into the combined sewer network. There are two overflow outfall sewers which cross the western part of the Site (i.e. the existing car park) and outfall into the River Irwell.
- 5.212 Due to the current land uses within the Site (i.e. Albert Bridge House), there are existing potable and foul flows to / from the Site. The Site lies within United Utilities 'Strategic Resource Zone' for potable water supply⁷⁰.

Identification of Effects which are Not Significant

Changes to flood risk during construction and operation

- 5.213 Flooding events, if significant enough, have the potential to harm construction workers on-Site, particularly if they are working in excavations which have the potential to fill with water, causing temporary or permanent health and safety risks (e.g. injuries).
- 5.214 Construction activities also have the potential to result in increased localised flood risk due to earthworks and excavation activities changing overland run-off routes. In addition, any increases in surface water flows from the Site will lead to changes run-off volumes and rates discharged to public sewer. Where surface water rates exceed the capacity of the drainage infrastructure, overland flows onto the surrounding road network will be generated, potentially increasing flood risk to surrounding receptors.
- 5.215 Changes to flood risk during the construction stage will be managed through the CEMP and appropriate construction stage drainage strategies, using either existing, temporary or permanent drainage infrastructure and take account of industry best practice and guidance (e.g. British Standard 8582:2013 – Code of practice for surface water management for development sites⁷¹). Any construction platforms oversailing the River Irwell are anticipated to only be in place temporarily and for a short duration and therefore will not affect long-term flood risk.
- 5.216 Due to the current land uses, the Site is largely impermeable and therefore the Proposed Scheme once completed will not increase the area of impermeable surfaces. The Proposed Scheme will provide for attenuation to modern standards (the 1 in 100-year storm including a 40% allowance for future climate change) through the inclusion of below-ground attenuation tanks, reducing the risk of exceedance overland flows affecting neighbouring developments, and the future Site users. Alternatively, the surface water drainage strategy will discharge at an unrestricted rate into the River

⁷⁰ United Utilities (2019) Water Resources Management Plan Main Report.

⁷¹ British Standard Institution (2013) British Standard 8582:2013 – Code of practice for surface water management for development sites.

Irwell subject to consultation with relevant stakeholders. In either scenario, there is not considered to be an increase in flood risk to off-site receptors.

- 5.217 In conjunction with the above, resilience measures, such as the setting of suitable building levels to avoid water ingress and directing overland flows away from buildings to designated areas where some ponding may occur, will be incorporated within the Proposed Scheme.
- 5.218 Therefore, changes in flood risk are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes to surface and ground water quality during construction and operation

- 5.219 Construction activities have the potential to result in cement and concrete dusts being mobilised in surface water run-off and silt laden run-off arising from on-Site construction activities, resulting in the sedimentation and pollution of watercourses.

- 5.220 It is anticipated that such effects will be controlled through the implementation of a CEMP. The CEMP will contain measures set out within the Pollution Prevention Guidance and CIRIA's Control of water pollution from construction sites and include specific working methods / practices and monitoring requirements to minimise the risk of detrimental effects on water quality including:

- Washing down or equipment cleaning associated with concrete or cementing processes and provision of facilities to remove sediment prior to disposal;
- Use of sediment traps on surface water drains;
- The safe storage of materials and fuels and oils;
- Wheel washing facilities;
- Screening stockpiles and materials;
- Use of impermeable materials to prevent ingress into the ground;
- Provision of treatment facilities for runoff from construction areas;
- Provision of treatment facilities to runoff from construction areas; and
- Regular sweeping to remove loose sediments.

- 5.221 In addition, appropriate dust management / control measures will be implemented during construction (see 'Air Quality').
- 5.222 Once completed, the Proposed Scheme will include new contained surface water drainage infrastructure. Provisions will be made for the system to discharge into the combined sewer network or into the River Irwell. The Proposed Scheme will include required treatment trains and Sustainable Drainage Systems (SuDS) will be assessed through the design process and in accordance with the hierarchy of drainage. Appropriate water treatment will be inherent in the drainage design through the

incorporation of SuDS features and pollution prevention measures (e.g. interceptors). Such measures will avoid reduction in the quality of surface and ground water bodies.

- 5.223 Therefore, changes to surface and ground water quality as a result of the Proposed Scheme are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes to groundwater recharge and water balance during construction and operation

- 5.224 The drainage strategy for the Proposed Scheme does not include for infiltration.

- 5.225 Changes to impermeable areas within the Site may arise from the Proposed Scheme, although the Site is currently largely impermeable. As such, the potential for a change to groundwater recharge to be affected by the Proposed Scheme is considered to be low.

- 5.226 In addition, the Site comprises a small extent of the wider underlying groundwater body of the Manchester and East Cheshire Permo-Triassic Sandstone Aquifers Water Body, which has a total area of 36,734.6ha⁷⁹.

- 5.227 There is the potential for the Proposed Scheme to alter the flow of local groundwater through the expansion of existing basements and associated temporary de-watering measures. However, abstraction and discharge licences will be sought from the Environment Agency under the terms of The Water Abstraction and Impounding (Exemptions) Regulations⁸¹. Appropriate controls / management measures will be also implemented during construction and as part of the design, such as adherence to CIRIA's Groundwater control - design and practice⁷². Any piling works would be undertaken in line with Environment Agency's Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention.

- 5.228 Therefore, changes to groundwater recharge and water balance are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Changes to foul water quantity during construction and operation

- 5.229 Wastewater generation on construction sites includes effluent from sanitary facilities provided on-Site and sediment laden water from washing down and wheel wash facilities. Compared to the current land uses within the Site, the construction stage is expected to have a limited impact on the public foul water sewers associated with foul flows arising from such construction works.

- 5.230 Once completed, the future site users will potentially increase the load on the local public foul water sewer network and treatment facilities. Consultation will be undertaken with United Utilities to identify the local foul water infrastructure capacity. However, it is assumed that the environmental effects of any increase in foul water will be controlled through the discharge consents or permits associated with / available to United Utilities, where consents or permits are only issued where environmental effects are suitably controlled. Should any upgrades to the existing public foul water

⁷² CIRIA (2016) Groundwater control - design and practice (C750).

network be required, these will be undertaken by United Utilities in accordance with the standards and specifications set out in Design and Construction Guidance, part of the Sewerage Sector Guidance⁷³.

- 5.231 Whilst new and upgraded infrastructure near to the Site may be required to deal with the additional demand from the operational Proposed Scheme, the assessment of environmental effects associated with the implementation of the new infrastructure does not form part of the Proposed Scheme (unless it is within the EIA boundary, whereby it will be assessed as part of the Proposed Scheme).
- 5.232 Therefore, changes in foul water quantity are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes in potable water demand and supplies during construction and operation

- 5.233 Processes during the construction stage of the Proposed Scheme, which may require water supply, include sanitary facilities for construction workers and water supply for wheel washing and washing down of construction areas. This will naturally increase the demand on potable water supplies.
- 5.234 United Utilities will be consulted prior to construction to assess the impact of this increase on the water supply surrounding the Site and ensure that the supplies can be met without creating a noticeable effect at local residents or at source.
- 5.235 In terms of the environmental effects at source, the increased demand from new homes has been considered at the regional level. According to United Utilities Water Resources Management Plan⁷⁴, the baseline forecast of the amount of potable water available to meet the projected demand in this area (within the Strategic Resource Zone) show a surplus once leakage reductions and water efficiency activities have been implemented.
- 5.236 The environmental effects of any increase in demand for potable water will be controlled through the consents or permits associated with / available to United Utilities, where consents or permits are only issued where environmental effects are suitably controlled. Should any upgrades to the existing public potable network be required, these will be undertaken by United Utilities.
- 5.237 Whilst new and upgraded infrastructure near to the Site may be required to deal with the additional demand from the operational Proposed Scheme, the assessment of environmental effects associated with the implementation of the new infrastructure does not form part of the Proposed Scheme (unless it is within the Application boundary, whereby it will be assessed as part of the Proposed Scheme).
- 5.238 Therefore, changes in potable water demand are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

⁷³ Water UK (2021) Design and Construction Guidance for foul and surface water sewers offered for adoption under the Code for adoption agreements for water and sewerage companies operating wholly or mainly in England ("the Code") (Version 2.1).

⁷⁴ United Utilities (2019) Water Resources Management Plan.

6. Noise and Vibration

Baseline

- 6.1 The immediate area surrounding the Site is primarily influenced by road traffic noise sources (including Bridge Street and St. Mary's Parsonage). The noise survey measurements indicate daytime Site boundary noise levels in the order of 68 decibels (dB) LAeq,T along Bridge Street and 64 dB LAeq,T along St Mary's Parsonage. With increased height above ground, noise levels drop off slightly, with daytime noise levels of 62 dB LAeq,T being measured on top of the existing Albert Bridge House. At night, ambient noise levels typically drop by the order of 5 dB.
- 6.2 There are many existing residential properties in the local area generally located across the River Irwell to the north and further to the west of the Site, with the main conglomerations including properties on Left Bank, Stanley Street, New Bailey Street and Browncross Street. There are also residential properties to the east along St. Mary's Parsonage and The Lowry hotel is north west across the River Irwell. The nearest residential properties are similarly influenced by road traffic noise from Bridge Street (or the extension into New Bailey Street, north of the River Irwell). Directly to the east are commercial premises and the local area to the south and west is primarily retail and commercial premises.
- 6.3 There are many bars and restaurants dispersed in the local area, the main conglomeration being centred along Bridge Street to the south and south-east of the Site. These have various operating times, with typical closing times at weekends between 22:00 and 05:00 hours. Amplified music entertainment is not a key feature of most (only background music). However, it is a central feature of Mojo Bar and Liars Club on Bridge Street. The Oast House Bar & Restaurant on Dolefield also hosts occasional licensed late-night events.
- 6.4 Subjectively, groundborne vibration around the Site is not perceptible.

Identification of effects which are Not Significant

Disturbance due to construction road traffic noise

- 6.5 Construction road traffic has the potential to generate audible noise.
- 6.6 Available predicted AADT road traffic flow data received from the project transport consultants (Curtins) for Bridge Street has been reviewed for the year 2019 which has been assumed to be representative of the existing baseline as a worst-case. The 2019 AADT is 6,753 vehicles without construction road traffic and 6,853 with development-generated traffic. There are expected to be up to 100 additional vehicles per day during the peak construction period. The increase in road traffic at the peak time is calculated as a 1.5% increase. For there to be a 1dB increase in noise from road traffic, there would need to be at least a 25.0% increase in road traffic flow. Therefore, considerably less than 1dB increase in noise is predicted for the construction period.

- 6.7 By reference to Table 3.17 of the Design Manual for Roads and Bridges (DMRB) LA111⁷⁵, a less than 1dB increase in construction road traffic noise is a negligible magnitude of impact.
- 6.8 Bridge Street will be the primary route used by the construction road traffic and that access from St. Mary's Parsonage is not assumed to occur eastwards of the Site.
- 6.9 Therefore, construction road traffic noise from the Proposed Scheme on the local transport network to existing residents is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Disturbance due to operational road traffic noise

- 6.10 Operational road traffic has the potential to generate audible noise.
- 6.11 Predicted AADT road traffic flow data for Bridge Street has been reviewed for the Proposed Scheme for the year of opening 2026. Without the Proposed Scheme (do minimum opening year) the AADT is 7,306 vehicles and with the Proposed Scheme (do something opening year) the AADT is 7,194 vehicles. Therefore, the Proposed Scheme would result in a reduction to the road traffic flows on the local transport network. It has been assumed that the AADT is a reasonable representation of AAWT data normally used for noise assessment purposes in the absence of such flow data being available.
- 6.12 By reference to the scoping assessment as defined in DMRB LA111, questions 1 and 2⁷⁶ therein are not triggered by a reduction in road traffic flow as there would be no increase in the basic noise level of Bridge Street. There are no new road links being introduced by the Proposed Scheme and considering a reduction in road traffic, it is not considered that there would be an effect.
- 6.13 It is expected that Bridge Street would be the primary route used by the operational road traffic and that other local roads would not result in an increase to vehicular flow.
- 6.14 Therefore, operational road traffic noise from the Proposed Scheme on the local transport network to existing residents is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Building services plant noise

- 6.15 Operation of the Proposed Scheme building services plant from commercial, landlord or domestic systems have the potential to generate audible noise.
- 6.16 The detailed design of all building services plant will be in accordance with applicable noise level guidance³⁴ and will adhere to intended development specific design limits

⁷⁵ National Highways (formerly Highways England) (2020) DMRB Sustainability & Environmental Appraisal: LA 111 Noise and vibration, Revision 2.

⁷⁶ i.e. 1) is the project likely to cause a change in the BNL of 1dB LA10,18hr in the do-minimum opening year (DMOY) compared to the do-something opening year (DSOY) and 2) is the project likely to cause a change in the BNL of 3dB LA10,18hr in the do-something future year (DSFY) compared to the DMOY.

for noise of an overall noise Rating Level 5dB below the prevailing background sound level. These primary mitigation measures are considered an integral part of the design process and a standard planning condition is expected to be applied to define external noise emission limits for compliance.

- 6.17 Therefore, building services plant noise as experienced by existing and future residents is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Commercial noise breakout

- 6.18 Tenant operational activities in the commercial areas of the Proposed Scheme have the potential to generate audible noise.
- 6.19 The detailed sound insulation design of the building envelope and internal separating structures will be in accordance with applicable guidance (as above), Building Regulations and will adhere to development specific design limits under development, which will include consideration of the 63Hz and 125Hz octave bands as required by MCC. The landlord intention is to use lease agreements to control tenant generated noise levels and review of fit-out arrangements for sound insulation. These primary and tertiary mitigation measures are considered an integral part of the design process.
- 6.20 A supporting acoustics design assessment report will be submitted with the Application as requested by MCC, which will include the proposed building façade sound insulation performance and assessment of commercial noise breakout control.
- 6.21 Therefore, the effects of commercial noise breakout from tenant operational activities to existing and future residents are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Commercial delivery and collection noise

- 6.22 Deliveries and collections to and from commercial parts of the Proposed Scheme have the potential to generate audible noise.
- 6.23 The design of waste collection points and commercial delivery areas have included consideration of maximising the distance to residential receptors and the intention is to locate residential waste stores at first floor level in Building A and commercial waste bins in the basement and at ground floor level internally within Building B. Deliveries and collections will be restricted to the period of 07:00 and 23:00 hours. It is the intention that tenant lease agreements will include a clause forbidding charging of bins between 23:00 and 07:00 hours. These primary and tertiary mitigation measures are considered an integral part of the Proposed Scheme.
- 6.24 Therefore, the effects of commercial delivery and collection noise to existing and future residents are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Vibration from operational building services plant and tenant activities

- 6.25 Operation of building services plant and commercial tenant activities have the potential to generate perceptible vibration.

- 6.26 The detailed design of all building services plant will be in accordance with applicable vibration guidance of British Standard 6472-1:2008⁷⁷ and will adhere to development specific design limits for vibration derived from the aforementioned guidance. The landlord shell build design will minimise vibration transfer to adjacent parts of the Proposed Scheme and tenant lease agreements are intended to govern acceptable transfer limits for fit-out design to achieve based on compliance with the overall guidance of British Standard 6472-1:2008. These primary and tertiary mitigation measures are considered an integral part of the Proposed Scheme. A standard planning condition is expected to be applied to define external and / or internal vibration transfer limits for compliance in accordance with British Standard 6472-1:2008.
- 6.27 Therefore, the vibration from operational building services plant and operational commercial tenant activities to existing and future residents are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Existing aircraft noise

- 6.28 Aircraft travelling to / from Manchester Airport have the potential to generate audible noise.
- 6.29 Observation of the Manchester Airport⁷⁸ published noise contours indicates that the Site is located sufficiently distant from the 51 dB LAeq,16hour daytime noise contour, considered to be the onset of potential significant community annoyance, that aircraft noise is unlikely to be significant for the future site users in the Proposed Scheme.
- 6.30 Therefore, the effects of existing aircraft noise to future site users are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Existing environmental vibration from the local transport network

- 6.31 The local transport network has the potential to generate perceptible vibration.
- 6.32 Subjective observation around the Site in March 2022 has indicated no perceptible vibration sources from the local transport network. The nearest railway track is elevated above ground greater than 175m distant indicating that adverse vibration transfer is unlikely.
- 6.33 Therefore, existing environmental vibration from the local transport network to future site users are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Identification of Effects which are Likely to be Significant

- 6.34 **Table 6.1** outlines the likely significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

⁷⁷ British Standard Institution (2008) British Standard 6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.

⁷⁸ www.manchesterairport.co.uk/community/environmental-management/.

Table 6.1: Likely significant effects and sensitive receptors

Effect	Receptor	Applicable development stage
Noise emissions from general construction activity	Nearest existing off-site residents and the nearest existing commercial receptors	Construction
Vibration transfer from general construction activity	Nearest existing off-site residents and the nearest existing commercial receptors	Construction
Introduction of new residents on operational noise practices of existing late night entertainment premises (including music venues)	Existing late night entertainment premises (including music venues)	Operation
Existing road and commercial premises noise on the Proposed Scheme	Future on-site residents	Operation

Completed Background Studies / Available Baseline Information

6.35 **Table 6.2** outlines the studies, surveys or technical analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 6.2: Completed background studies / available baseline information

Study / survey / analysis / evaluation	Overview	Date of completion
Noise measurement survey	A noise measurement survey including attended and unattended positions, quantifying ambient, background and maximum noise event levels.	March 2022
Vibration perception survey	Perception observations of prevailing vibration around the Site boundary.	March 2022
Review of Manchester Airport Noise Contours 2019 and 2020	The published noise contours for Manchester Airport have been reviewed.	April 2022
Review of MCC's	Requirements for noise and vibration	July 2022

Study / survey / analysis / evaluation	Overview	Date of completion
Planning & Noise Technical Guidance 2022	surveys and assessments have been reviewed.	

Assessment Methodology for Likely Significant Effects

6.36 The following assessment methodology is proposed:

Baseline

6.37 An environmental noise baseline survey comprising attended and unattended measurements has been conducted on and around the Site during March 2022. The results will be used to form the baseline conditions at receptors for the construction and operational assessments. Noise has been measured following the procedures of British Standard 4142⁷⁹ and British Standard 7445-2⁸⁰. If additional measurements to extend the coverage of the noise survey are necessary, they will be undertaken in a consistent manner.

Noise emissions from general construction activity

6.38 Construction noise from general construction activity will be treated as a temporary activity. The assessment will give due regard to the Proposed Scheme and minimum working distances as a worst case. The predictive calculation methods of British Standard 5228-1⁸¹ will be implemented. The assessment will consider the peak period of construction noise.

Vibration transfer from general construction activity

6.39 Construction vibration transfer from general construction activity will be treated as a temporary activity. Methods of working which have a potential to generate vibration and induce it into the ground or adjacent building structures will be identified and assessed against British Standard 5228-2⁸² and British Standard 6472-1. The assessment will consider the peak period of construction vibration.

Introduction of new residential receptors on operational noise practices of existing late night entertainment premises (including music venues)

6.40 The Proposed Scheme will introduce future residential receptors to an area with established late night entertainment premises. The 'Agent of Change' principle will be considered and assessed in a simple manner (as lengthy detailed assessments based on

⁷⁹ British Standards Institution (2019) British Standard 4142:2014 + A1:2019 - Methods for Rating and Assessing Industrial and Commercial Sound.

⁸⁰ British Standards Institution (1991) British Standard 7445-2:1991 Description and measurement of environmental noise. Guide to the acquisition of data pertinent to land use.

⁸¹ British Standard Institution (2014) British Standard 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise.

⁸² British Standard Institution (2014) British Standard 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.

assumptions are likely to become redundant over the course of the Proposed Scheme). Existing late night entertainment premises will be identified and will be treated as receptors sensitive to the presence of the newly introduced future residential receptors. The Institute of Acoustics (IOA)⁸³ comparative criteria will be adopted for the assessment to supplement the MCC guidance⁸⁴.

Existing road and commercial premises noise on the Proposed Scheme

- 6.41 Existing environmental noise levels acquired from the baseline survey will be assessed at the Proposed Scheme future introduced residential façade locations, taking into account the future increase or decrease (as appropriate) from the operation of the Proposed Scheme. ProPG⁸⁵, British Standard 8233⁸⁶ and the AVO Guide⁸⁷ will be used for the assessment of Site suitability. Minimum parameters for the sound insulation properties of the Proposed Scheme facades will be proposed along with consideration of the worst-case windows open scenario (if applicable to the design).

Level of effect and significance

- 6.42 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgement.

Limitations and Assumptions

- 6.43 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:
- The construction stage noise and vibration assessments rely on assumed outline plant details which may be subject to change when a contractor is appointed for the works. Best endeavours will be made to ensure that similar plant from the standard noise and vibration databases of construction plant are adopted for the assessments. A worst-case closest working position will be used in the assessment, which in practice is unlikely to occur for extended periods of time.

⁸³ Institute of Acoustics (2003) Good Practice Guide on the Control of Noise from Pubs and Clubs.

⁸⁴ MCC (2022) Planning & Noise Technical Guidance.

⁸⁵ Association of Noise Consultants, Institute of Acoustics, Chartered Institute of Environmental Health (2017) ProPG: Planning & Noise - Professional Practice Guidance on Planning & Noise – New Residential Development.

⁸⁶ British Standard Institution (2014) British Standard 8233-2014 Guidance on sound insulation and noise reduction for buildings.

⁸⁷ Association of Noise Consultants, Institute of Acoustics (2020) Acoustics Ventilation and Overheating Residential Design Guide, Version 1.1.

7. Townscape and Visual

Baseline

- 7.1 The Site currently comprises Albert Bridge House, a complex of 18, 6 and 3 storey blocks and two surface car parks. The maximum existing building height within the Site is approximately 60m. The location of the Site is shown in **Figure 7.1**.
- 7.2 Existing public or communal areas within the Site are limited to an area of public realm fronting on to Bridge Street and a small area that is in a state of disrepair with evidence of anti-social behaviour accessed near Albert Bridge and fronting on to the Irwell. The nearest areas of public open space are Trinity Square immediately to the east of St. Mary's Parsonage, Clermont-Ferrand Square approximately 40m north of the Site across the River Irwell and Parsonage Gardens, approximately 100m to the north east. The Site falls uniformly from the south east boundary towards the northern west boundary with the River Irwell with a steeper section forming a portion of the river channel. The high point within the Site is approximately 32.9m AOD adjacent to the junction of Bridge Street and St Mary's Parsonage, falling to a low point of approximately 21.6m AOD in the area adjacent to the River Irwell.
- 7.3 Vegetation within the Site is limited to the mature trees along Bridge Street and the River Irwell. A tree survey of the Site has been carried out in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction' by Urban Green⁸⁸. The report revealed the Site contains a total of 15 individual trees and 6 groups. Of these there were:
- Individual trees:
 - 10 category 'B' trees;
 - 3 category 'C' trees; and
 - 2 category 'U' trees.
 - Tree groups:
 - 5 category 'B' groups; and
 - 1 category 'C' groups.
- 7.4 Three of the existing trees on-site are covered by TPOs.
- 7.5 The townscape character at the Site level is formed by the built form of Albert Bridge House, the surface car parks and the mature trees fronting Bridge Street and the River Irwell. The Site's townscape is considered of Ordinary value at a local level. This conclusion is reached on the basis that although the Site itself is not designated, there

⁸⁸ This will be provided as part of the Application.

are a number of recognisable townscape features present such as the mature vegetation and the existing built form. However, there are some detracting elements including the condition of the some of the built form, Site boundaries and vegetation within the Site which would benefit from improved management.

- 7.6 There are a number of heritage buildings and assets in close proximity to the Site including Albert Bridge, 31 and 33 King Street West, St. Mary's Parsonage, Arkwright House, Masonic Temple and Parsonage Square Conservation Area which contribute to the Site's immediate townscape setting. Further details of the historical context of the Site and surrounding area are provided within **Chapter 5** (under 'Built Heritage'). The locations of assets are shown on **Figure 7.2**.
- 7.7 There are a total of 28 Manchester Neighbourhoods and Salford City Centre Areas within the 2km study area (refer to **Figure 7.6**). The Site primarily falls within the Retail Core and partially in the Spinningfields neighbourhood according to the Manchester Residential Quality Guidance document⁸⁹ published by MCC. The Spinningfields neighbourhood lies further to the south, and the Chapel Wharf and New Bailey City Centre areas within Salford to the north west of the River Irwell. The Retail Core area is characterised by the presence of a range of retail properties, largely pedestrianised streets and significant City Centre squares and open spaces including St. Ann's Square and Parsonage Gardens. There are a numerous heritage assets present including Parsonage Square Conservation Area, which extends in close proximity to the east of the Site.
- 7.8 The Spinningfields area extends between the River Irwell and Deansgate to the south of the Site. The area has seen significant regeneration since the early 21st century and incorporates a range of new retail, commercial, civic and residential development. Significant buildings within the area include the Grade I listed John Rylands Library, People's History Museum and Manchester's Civil Justice Centre. The area is predominately pedestrianised and incorporates external spaces, including Hardman Square.
- 7.9 Chapel Wharf Salford City Centre Area occupies the area to the north of the Site across the River Irwell and is bound by Trinity Way to the north. The area is characterised by a range of commercial, residential properties and the prominent raised viaduct serving Salford Central Railway Station. Trinity Bridge, Clermont-Ferrand Square, the Lowry Hotel and surrounding buildings form a prominent frontage to the River Irwell to the north of the Site. The area has seen recent regeneration including new residential and commercial development.
- 7.10 New Bailey Salford City Centre Area lies across the River Irwell to the north west of the has seen significant regeneration in the last five years including new and ongoing residential and commercial development. Buildings that predate the recent development are limited but include Salford Central Railway Station, Riverside House and Ralli Quays, which front on to the River Irwell.

⁸⁹ MCC (2017) Manchester Residential Quality Guidance.

7.11 In addition to townscape receptors, there are a number of key views towards the Site. These include the following:

- Views from Bridge Street;
- Views from St. Mary's Parsonage;
- Views from King Street and King Street West;
- Views from Deansgate;
- Views from Dolefield / Wood Street;
- Views from Left Bank;
- Views from John Dalton Street;
- Views from New Bailey Street;
- Views from Gartside Street;
- Views from local public open spaces; and
- Views from Blackfriars Street.

7.12 The locations of the viewpoints identified are provided in **Figures 7.2 and 7.3**.

Identification of Effects which are Not Significant

Impact on townscape character areas (Manchester City Centre Neighbourhoods) outside of the Zone of Theoretical Visibility (ZTV)

7.13 Following the completion of the field survey, areas outside of the ZTV (**Figure 7.5**) are considered to be visually and perceptually divorced from the Site and no effects are anticipated on these receptors as a result of the Proposed Scheme. The following MCC townscape character areas are omitted from the assessment: Northern Quarter, China Town, The Village, First Street, Piccadilly, Kampus, Ancoats, Mayfield and North Campus.

7.14 Therefore, the impact on townscape character areas (Manchester City Centre Neighbourhoods and Salford City Centre Areas) outside of the ZTV is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on townscape character areas (Manchester City Centre Neighbourhoods and Salford City Centre Areas) within the ZTV during construction

7.15 During the construction stage of the Proposed Scheme gradual and temporary changes to the townscape will occur due to demolition activities, enclosure of the Site with hoardings / fencing; presence of material stockpiles; movement of plant and other construction vehicles; the presence and use of tower cranes; and the progressive construction of elements present within the Proposed Scheme.

- 7.16 The Site is in a city centre location and the immediate townscape setting of the Site is currently subject to a number of construction activities and associated features (such as cranes) and emerging new built form. The construction effects of the Proposed Scheme would be no greater in size or scale or geographical extent than that expected at the operational stage but would be of temporary duration.
- 7.17 As set out in **Chapter 4**, security hoarding will be erected along the perimeter of the Site. In addition, a CEMP will be agreed with MCC and implemented, which will contain measures such as tidy site working practices, controls on working hours and management of traffic.
- 7.18 Effects on visual receptors during the construction stage are anticipated to be negligible or none. Therefore, the impact on townscape character areas (Manchester City Centre Neighbourhoods and Salford City Centre Areas) during the construction stage is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on townscape character areas within the ZTV outside of the Site

- 7.19 Following the field survey and assessment of the townscape baseline it was considered that the Site is located in the city centre in an area that is already heavily influenced by surrounding urban elements.
- 7.20 Changes within the Site are not anticipated to adversely affect the townscape character of areas that are not in the immediate vicinity as they are already subject to a number of urbanising influences due to the city centre location. The following areas are omitted from the assessment Central Business District, Civic Quarter, Petersfield, St. Johns, Castlefield, New Bailey West, Chapel Street & Islington, Middlewood, Adelphi, Crescent, Meadow, Greengate, Medieval Quarter, Great Jackson Street, Wilburn Basin, Water Street, Former Boddington's Brewery, Green Quarter, NOMA, Corridor Manchester, New Islington, New Cross, Collyhurst, Lower Irk Valley, University of Salford, Peel Park and David Lewis.
- 7.21 As set out in **Chapter 4**, the Proposed Scheme will retain existing trees and include the implementation of landscaping and public realm.
- 7.22 Therefore, the impact on townscape character within the ZTV, outside of the immediate vicinity of the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on visual receptors outside of the ZTV

- 7.23 Following the completion of the field survey, receptors outside of the ZTV (**Figure 7.5**) are considered to be visually and perceptually divorced from the Site and no effects are anticipated on these receptors as a result of the Proposed Scheme.
- 7.24 Therefore, the impact on residents of dwellings, users of the local road network, users of local areas of open space and employees at their place of work outside of the ZTV is unlikely to be significant and will not be considered within the ES.

Impact on the night-time character

- 7.25 The Site is located within the western area of Manchester City Centre, a well-lit urban location with various artificial lighting sources present throughout the Site and in proximity to it. The Site currently contains commercial premises as well as two car parks, as such, the baseline lighting within the Site predominantly relates to street lighting, security lighting, and amenity lighting. There are also a range of taller buildings close to the Site, including Manchester Crown Court, Riverview, Trinity Bridge House and Chapel Wharf, which include external and internal lighting installations.
- 7.26 As noted in **Chapter 5** (under 'Obtrusive Lighting'), it is considered that the majority of the Site is located within Environmental Zone E4 Urban ('high district brightness') as set out within the ILP Guidance Notes for the Reduction of Obtrusive Light.
- 7.27 As presented in **Chapter 4**, the lighting philosophy will be to achieve a good level of maintained illuminance across the Site, minimising inconsistently lit areas and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas. All external lighting will be designed and installed in line with relevant standards and guidance
- 7.28 Effects on the of the Proposed Scheme on the night-time character and visual experience are anticipated to be negligible given the existing urban, lit context. Therefore, the impact on the night-time character within and in close proximity to the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on visual receptors during construction stage

- 7.29 During the construction stage of the Proposed Scheme gradual and temporary changes to the visual environment will occur due to demolition activities, further enclosure of the Site with hoardings / fencing; presence of material stockpiles; movement of plant and other construction vehicles; the presence and use of tower cranes; and the progressive construction of elements present within the Proposed Scheme.
- 7.30 The Site is in a city centre location and the immediate visual context of the Site is currently subject to a number of construction activities and associated features (such as cranes) and emerging new built form. The construction effects of the Proposed Scheme would be no greater in size or scale or geographical extent than that expected at the operational stage but would be of temporary duration.
- 7.31 During construction, Site security hoarding will be erected around the perimeter of Site. In addition, a CEMP will be prepared and agreed with MCC, which will contain measures such as tidy site working practices, controls on working hours and management of traffic.
- 7.32 Effects on visual receptors during the construction stage are anticipated to be negligible or none. Therefore, the impact on visual receptors during the construction stage is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Change of land use within the Site

- 7.33 There will be a change from office buildings, hardstanding and mature vegetation to high density commercial and residential development, including new built form and recreational open space land uses, similar to adjacent and nearby land uses. The arrangement of taller elements in the Site presents an opportunity to form a cluster of towers at this location and the creation of a key gateway in the City Centre.
- 7.34 As part of the Proposed Scheme, a number of the existing trees will be retained and a landscape and public realm scheme will be implemented.
- 7.35 Therefore, the impact on land use within the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Removal of existing vegetation

- 7.36 As part of the Proposed Scheme, existing trees and vegetation will be removed to enable development. However, mature trees, including those subject to TPOs, will be protected during construction and retained.
- 7.37 New tree, shrub planting is proposed throughout the ground level public realm and upper level amenity spaces, supplementing and complementing the existing tree resource and creating a new structure of vegetation to open and built elements.
- 7.38 The principal arboricultural features within the Site including associated root protection areas are to be retained and protected in accordance with British Standards⁹⁰. New tree planting proposed will compensate for the loss of existing vegetation.
- 7.39 Therefore, the impact on existing vegetation within the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on existing urban grain

- 7.40 The existing office buildings will be demolished and will be replaced with the new built form continuing the existing urban grain's relationship with the surrounding area and improved connectivity to the local area will be provided due to the increased public realm within the Site. The urban grain within the wider study area will remain unchanged.
- 7.41 Therefore, the impact on the existing urban grain within the Site is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on the existing Site topography

- 7.42 The Proposed Scheme will result in a series of minor topographic change to selected areas of the Site (including the expansion of the basement). However, the overall profile will largely remain as existing.

⁹⁰ British Standards Institution (2012) British Standard 5837:2012 Trees in Relation to Design, Demolition and Construction to Construction – Recommendations.

- 7.43 Therefore, the impact on the existing Site topography is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on receptors using the local road network within the ZTV

- 7.44 The Site is located in the city centre in an area that is already heavily influenced by urban elements surrounding the Site. Any potential views from the local road network within the immediate and wider setting of the Site will be transient and are experienced in the context of the existing urban setting and that the change to the character and amenity of these views will be minimal.
- 7.45 For closer views, as part of the Proposed Scheme, some existing trees will be retained and the landscape and public realm scheme will be implemented.
- 7.46 Therefore, the impact on receptors using the local road network is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Impact on receptors at their place of work within the ZTV

- 7.47 Following the field survey and assessment of the visual baseline it was considered that the Site is located in the city centre in an area that is already heavily influenced by urban elements surrounding the Site. Employees at their place of work are considered to be less sensitive to changes in views as described in Guidelines for Landscape and Visual Impact Assessment (3rd edition) (GLVIA 3)⁹¹. Any potential views from workers at their place of work within the immediate and wider setting of the Site are experienced in the context of the existing urban setting and that the change to the character and amenity of these views will be minimal.
- 7.48 For closer views, as part of the Proposed Scheme, some existing trees will be retained and the landscape and public realm scheme will be implemented.
- 7.49 Therefore, the impact on receptors at their place of work is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Identification of Effects which are Likely to be Significant

- 7.50 **Table 7.1** outlines the likely significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 7.1: Likely significant effects and sensitive receptors

Effect	Receptor	Applicable development stage
Impact on open space within the Site	Existing open space within the Site	Operation
Impact on	Existing townscape character within and in	Operation

⁹¹ IEMA and the Landscape Institute (2013) Guidelines for Landscape and Visual Impact Assessment (3rd edition).

Effect	Receptor	Applicable development stage
townscape character within the ZTV and in close proximity to the Site	close proximity to the Site. Areas to include: Retail Core (refer to viewpoints 2, 11, 12, 13, 14, 16 and 32), Spinningfields (refer to viewpoints 3, 4, 5, 6, 19, 20 and 22), Chapel Wharf (refer to viewpoints 1, 7, 8, 9, 10, 11, 26 and 39) and New Bailey (refer to viewpoints 8, 23, 39 ⁹²).	
Impact on existing building height within the Site	Existing building height within the Site (contributing to the townscape character).	Operation
Impact on the residential visual receptors within the ZTV in close proximity to the Site	Residents of dwellings including those on Bridge Street (refer to viewpoints 3), St. Mary's Parsonage (refer to viewpoints 2, 12 and 13), King Street and King Street West (refer to viewpoints 14, 16, 28, 35, 36, 37 and 38), Deansgate (refer to viewpoints 15, 34 and 35) ⁹³ .	Operation
Impact on receptors using public open space within the ZTV in close proximity to the Site	Users of local areas of open space including those using Trinity Square, Clermont-Ferrand Square (refer to viewpoints 1 and 13) ⁹⁴ .	Operation

Completed Background Studies / Available Baseline Information

7.51 **Table 7.2** outlines the studies, surveys or technical analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 7.2: Completed background studies / available baseline information

Study / survey / analysis / evaluation	Overview	Date of completion
Desk based study	Key townscape and visual receptors which have the potential to be affected by the Proposed Scheme have been identified using Geographical	August 2022

⁹² Refer to TVIA Figure 3 - Viewpoints, Close Range and Figure 4 – Viewpoints.

⁹³ Refer to TVIA Figure 3 - Viewpoints, Close Range and Figure 4 – Viewpoints.

⁹⁴ Refer to Refer to Figure 3 - Viewpoints, Close Range and Figure 4 – Viewpoints.

Study / survey / analysis / evaluation	Overview	Date of completion
	Information Systems (GIS) in combination with published Natural England (NE) and MCC data, identifying and mapping relevant local and national planning designations and constraints.	
Site survey	Documentation of the existing Site and immediate context condition with photographic record.	May 2022
Field survey	Representative viewpoint photography taken at identified viewpoint locations in accordance with Landscape Institute Technical Guidance Note 06/19.	May – August 2022

Assessment Methodology for Likely Significant Effects

- 7.52 The assessment will be undertaken in accordance with GLVIA3 and will cover the operational stage of the Proposed Scheme.
- 7.53 The extent of the study area is broadly defined by the ZTV Influence as determined by the desktop study, GIS visibility analysis and verified during field studies, up to 2km from the centre of the Site. This may change as a result of discussions with MCC, or in response to any changes / evolution of the scheme design. This is in line with GLVIA3 (paragraphs 5.2 and 6.2). Beyond this the townscape is considered to be visually and perceptually divorced from the Site by the intervening topography, vegetation and built form. The current baseline for the study area comprises largely dense built form, including a mixture of commercial, civic, industrial, leisure and residential uses (**Figure 7.1**).
- 7.54 The visual baseline establishes the area in which the Site and the Proposed Scheme may be visible, the different groups of people who may experience the views, the places where they will be affected and the nature, character and amenity of those views. The area of study for the Visual Assessment was determined through identifying the area from which the existing Site and proposal may be visible (the ZTV). The baseline ZTV of the Site was determined through digital mapping based on LIDAR data, constructing a map showing the area where the proposal may theoretically be visible. The actual extent of visibility was checked in the field to record the screening effect of buildings, walls, fences, trees, and landform to provide an accurate baseline assessment of visibility. Viewpoints within the ZTV were identified during the desk assessment, and the viewpoints used for photographs selected to demonstrate the relative visibility of the Site (and its relationship with the surrounding townscape and built forms).
- 7.55 The Site survey includes a photographic record of the viewpoints. At each of the viewpoints the following details were recorded; the grid reference (of the viewpoint); the viewer height (measured to the lens of the camera); the date (of survey); the distance to the development (from the viewpoint). The photographs have been taken

using a digital SLR camera with a 50mm fixed focal length lens, giving a focal length equivalent to 75mm on a 35mm film camera. The photographs were taken in accordance with guidance outlined in the document 'Visual Representation of Development Proposals - Technical Guidance Note 06/19' (Landscape Institute; 2019). **Figures 7.3** and **7.4**, illustrate a total of 40 representative viewpoints for consideration for inclusion within the assessment.

- 7.56 The proposed viewpoints for assessment of the likely effects of the Proposed Scheme on townscape character and quality and the composition of views are set out in **Table 7.2**.

Table 7.3: Viewpoints

Viewpoint	Location
1	Trinity Bridge
2	St. Mary's Parsonage
3	Bridge Street
4	Dolefield / Wood Street
5	Gartside Street
6	Left Bank
7	Albert Bridge / New Bailey Street
8	New Bailey Street
9	Quay Street
10	Chapel Street / Church of the Sacred Trinity
11	Black Friar's Bridge
12	St. Mary's Parsonage near St Mary's Gate
13	St. Mary's Parsonage
14	King Street West
15	John Dalton Street
16	King Street
17	Princess Street / Albert Square
18	Great Northern Square
19	Quay Street and Byrom Street
20	Gartside Street
21	Lower Byrom Street
22	New Quay Street and Water Street
23	Irwell Street Bridge

Viewpoint	Location
24	Junction of Liverpool Road and Old Medlock Street
25	Trinity Way near Frederick Street
26	Black Friar's Road
27	Pedestrian footway north of Victoria Bridge
28	Junction of Spring Gardens and King Street
29	Peter Street / St. Peter's Square
30	Junction of Chapel Street and Great George's Street
31	Victoria Street
32	St. Ann's Street
33	Junction of Liverpool Road and Lower Byrom Street
34	Junction of Deansgate and Brazennose Street
35	Junction of King Street and Deansgate
36	Junction of King Street and Cross Street
37	Junction of King Street and Cheapside
38	Junction of King Street and Brown Street
39	Junction of New Bailey Street and Chapel Street
40	Adelphi Street near Adelphi Wharf

- 7.57 Relevant guidance for the production of the Accurate Visual Representations (AVRs) will be followed, as contained in GLVIA3 and Visual Representation of Development Proposals⁹⁵. Camera points and photo control points have been surveyed and will be tied to the 3D model provided by the project architects in due course. The visualisations provided will accord with the requirements LI TGN 06/19. It is proposed that all AVRs will be produced as wirelines. Three images will be provided for each viewpoint: Baseline; Proposed Scheme (shown in wireline); and Proposed Scheme (shown in wireline) with Approved Projects (shown in wireline) (see further details in **Chapter 12**).
- 7.58 Consultation will be required with MCC to identify any perceived key views or sensitive townscape areas which must be accounted for in the assessment. Communication will also be necessary with Built Heritage consultant in order to gain a greater understanding of the Built Heritage baseline.

⁹⁵ Landscape Institute (2019) Visual Representation of Development Proposals (Technical Guidance Note 06/19).

- 7.59 As defined in GLVIA3, townscape effects are those effects on the townscape as a resource in its own right, and visual effects are those effects on specific views and on the general amenity as experienced by people. The judgement made in respect of both townscape and visual effects is a combination of an assessment of the sensitivity of the receptor against the magnitude of the townscape or visual effect.
- 7.60 The judgement to be made in respect of sensitivity is a combination of the susceptibility of those receptors to the specific change due to the Proposed Scheme (for both townscape and visual receptors) along with the value attached to that receptor (again for both townscape and visual receptors). Similarly, the judgement to be made in respect of the magnitude of townscape and / or visual impacts is derived from a combination of the size or scale of the impact(s); the duration of the impact(s); and whether such impact(s) is / are reversible (or not).
- 7.61 The separate assessments in respect of townscape and visual sensitivities and magnitude are drawn together in tabular form. An overall conclusion in respect of townscape changes or the likely significant visual effects is set out in the assessment text. That overall conclusion is expressed, showing the interrelationship between sensitivity of the townscape or visual receptor and the magnitude of townscape or visual effect. The principal conclusions deriving from the tabular presentation will then summarised in the assessment in the ES.
- 7.62 An assessment of all effects (including not significant effects) will be provided within a Townscape and Visual Impact Assessment (TVIA) appended to the ES.
- 7.63 The assessment of likely significant effects to sensitive receptors will, in line with GLVIA3 consider the sensitivity of the receptor (on a scale of high, medium and low) and the magnitude of change (on a scale of large, medium, small and negligible, adverse or beneficial) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment.
- 7.64 For those assessments, effects of major-moderate or major significance will be considered 'significant' in that they are the principal townscape or visual effects of the Proposed Scheme. Effects assessed as being lower than major-moderate are not considered to be significant.

Limitations and Assumptions

- 7.65 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:
- The assessment will assume that the landscape proposals of the Proposed Scheme would be implemented between the construction and operational stages (i.e. will not be accounted for at construction) and therefore the assessment will be taken as a worst-case scenario; and

- The field survey for the photographic viewpoints was conducted during May through to August 2022, capturing summer views when trees are in leaf, and therefore not the worst-case scenario.

8. Daylight, Sunlight, Overshadowing and Solar Glare

Baseline

- 8.1 With Albert Bridge House present on-site, there is currently obstruction to existing daylight and sunlight levels for surrounding receptors.

Identification of Effects which are Not Significant

Reduction in availability of daylight and sunlight to surrounding commercial properties

- 8.2 In accordance with BRE guidelines⁹⁶, the assessment will focus only on neighbouring residential properties, or non-domestic uses where the occupants may have a reasonable expectation of daylight and sunlight (e.g. schools and hospitals). Commercial or industrial properties are usually reliant on artificial lighting and are therefore less sensitive to changes.
- 8.3 Therefore, a reduction in daylight and sunlight availability to commercial receptors is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Solar glare on train drivers

- 8.4 The nearest railway line is situated approximately 180m to the north (the Preston – Manchester line). Due to the distance from the Site and intervening built form (particularly to the north-west of the Site), there are unlikely to be any increases in solar glare.
- 8.5 Therefore, changes to solar glare to train drivers is unlikely to be significant and will not be considered within the EIA or reported in the ES.

Internal daylight / sunlight amenity

- 8.6 The determination of the levels of daylight, sunlight and overshadowing within the Proposed Scheme is considered to be a design issue, given the receptors are not existing. However, initial internal daylight / sunlight analysis has been undertaken and identified that the Proposed Scheme is currently achieving 64% compliance against BRE 2022, using the new Climate Based Daylight Modelling (CBDM) method of assessment. A further assessment utilising the Average Daylight Factor method, identified 90% compliance. Whilst there will be areas of the proposed residential units where lower levels of daylight / sunlight will be achieved, electronic lighting will be included.

Identification of Effects which are Likely to be Significant

- 8.7 **Table 8.1** outlines the likely significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

⁹⁶ BRE (2022) Guidelines: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice (3rd Edition).

Table 8.1: Likely significant effects and sensitive receptors

Effect	Receptor	Applicable development stage
Alterations to daylight and sunlight levels within sensitive neighbouring properties as a result of the Proposed Scheme	Residential receptors within 2-18 Leftbank, Riverview, 32 Quay Street, The Bridge, 40 Dearmans Place, Alcock House and Bradshaw House and Century Buildings.	Operation
Alterations in sunlight to neighbouring amenity spaces due to overshadowing resulting from the Proposed Scheme	Amenity space located between 40 Dearmans Place, the Lowry Hotel and the river.	Operation
Solar glare resulting from the Proposed Scheme	Users of the junctions of Bridge Street and Kings Street with St. Marys Parsonage.	Operation

Changes to daylight and sunlight conditions during construction

- 8.8 Following demolition, there may be a period where levels of daylight and sunlight are lower or greater than the baseline levels. This will be temporary and short-term in relation to the overall construction period. During construction, effects will gradually increase in magnitude as structures are built. It is considered that the operational assessment will be a suitable 'worst-case' approximation of construction stage effects.

Completed Background Studies / Available Baseline Information

- 8.9 **Table 8.2** outlines the studies, surveys or technical analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 8.2: Completed background studies / available baseline information

Study / survey / analysis / evaluation	Overview	Date of completion
Initial daylight and sunlight façade assessments	Daylight and Sunlight façade assessments have been undertaken to provide an indication of the alterations sensitive neighbouring receptors may experience as a result of the Proposed Scheme.	April 2022

Assessment Methodology for Likely Significant Effects

Daylight, sunlight and overshadowing

Identification of sensitive receptors

- 8.10 All existing buildings on-site and all properties which are considered to be in sufficient proximity to the Site will be included in the baseline scenario. A summary of key receptors that will be considered is provided below.
- 8.11 In terms of the daylight and sunlight analysis, the assessment will focus on sensitive residential properties that are in sufficient proximity to the Site for their daylight and sunlight amenity to be potentially impacted by the Proposed Scheme. There are existing residential properties on the other side of river Irwell to the north / north-west, along St. Mary's Parsonage to the east and along Leftbank to the west of the Site.
- 8.12 Properties listed below will be included within the assessment:
- 2 – 18 Leftbank;
 - Riverview;
 - 32 Quay Street;
 - The Bridge, 40 Dearmans Place;
 - Alcock House;
 - Bradshaw House; and
 - Century Buildings.
- 8.13 Surrounding areas of public and private amenity space will be considered using the sun hours on ground and transient overshadowing methodologies. Owing to the southerly location of the sun path, outdoor amenity spaces located from north-west through to north-east require consideration in relation to overshadowing.
- 8.14 The public amenity area located between 40 Dearmans Place, the Lowry Hotel and the River Irwell be considered in terms of overshadowing.

Assessment methodology

- 8.15 The daylight, sunlight and overshadowing assessments will be carried out in accordance with the BRE's Guidelines: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice. The analysis will be calculated from a 3D computer model constructed using specialist software.
- 8.16 The baseline daylight and sunlight conditions will be defined by reference to the Vertical Sky Component (VSC), No-Sky Line (NSL) and Annual Probable Sunlight Hours (APSH) methods. The VSC, NSL, and APSH, methods will be used to quantitatively assess the impact of the Proposed Scheme upon sensitive neighbouring properties.

- 8.17 In regard to sunlight, the percentage APSH will be assessed in the winter and throughout the year as per the BRE Guidelines. Due to the southerly rotation of the sun, the assessment will consider those windows which face the Site and are located within 90 degrees of due south.
- 8.18 The Sun Hours On Ground and Transient Overshadowing methods will be used to quantitatively assess the impact of the Proposed Scheme upon sensitive neighbouring amenity areas.
- 8.19 The sun hours on ground assessment considers the proportion of a designated amenity space which receives two hours of direct sunlight on the 21st March. The BRE Guidelines provide numerical criteria for the sun hours on ground assessment and where the results show compliance, the potential effect will be considered negligible and not significant. Where the effects are beyond the BRE Guidelines, professional judgement will be used to establish the nature and scale of the potential impact and whether the likely effect is considered to be significant or not.
- 8.20 For the Transient Overshadowing assessment, the path of shadow will be mapped for each of the Scenarios on the following dates as suggested by the BRE Guidelines:
- 21st March (Spring Equinox);
 - 21st June (Summer Solstice); and
 - 21st December (Winter Solstice).
- 8.21 The BRE Guidelines do not provide any specific criteria for transient overshadowing other than to establish the time of year and day when shadow will be cast on the surrounding areas of outdoor amenity space.

Assessment scenarios for daylight, sunlight and overshadowing

- 8.22 The assessments will be based on the following scenarios:
- Assessment 1: Existing Baseline v Proposed Scheme;
 - Assessment 2: Consented Baseline v Proposed Scheme ⁹⁷; and
 - Cumulative Assessment 1: Existing Baseline v Proposed Scheme and Approved Projects.

Solar glare

- 8.23 Solar glare is generally only a potential problem to motorists or train drivers approaching traffic lights or signals surrounding the Site where there are large areas of reflective glass, particularly sloping glass, which could reflect sunlight and cause dazzle.

⁹⁷ i.e. in a scenario where the identified Approved Projects have been implemented vs the introduction of the Proposed Scheme. This scenario is to ensure that the contribution of the Proposed Scheme to the cumulative effect is understood and reported.

- 8.24 The Guidelines include the following statement in regard to the potential for reflected solar glare from a new development:

'Glare or solar dazzle can occur when sunlight is reflected from a glazed façade. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective glass or cladding on the façade, or when there are areas of glass or cladding which slope back so that high altitude sunlight can be reflected along the ground.'

- 8.25 The assessment of solar glare is undertaken at specific viewpoints around the site where solar glare may cause distraction to those travelling on the local road network around the Proposed Scheme. It is anticipated that consideration will be given to the junctions where Bridge Street and Kings Street meet St. Marys Parsonage.
- 8.26 Solar glare assessments simulate the path of the sun for the entire year around a proposed development. From this, an image through a fisheye lens per viewpoint is produced indicating the area which sees reflection at any point during the year. A diagram portraying a standardised extent of human vision is overlaid onto the fisheye image. The diagram suggests a focal point at 2.5m from the centre of the visual axis and concentric circles at 30m and 60m respectively. These provide a reference from which likely effects can be judged.

Level of effect and significance

- 8.27 The assessment of likely significant effects to sensitive receptors will use a 4 step approach: the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) will be combined to determine the level of effect on a scale of major, moderate, minor and negligible. Whether the level of effect is 'Significant' will be determined following this through professional judgment.

Limitations and Assumptions

- 8.28 None identified at this stage.

9. Wind Microclimate

Baseline

- 9.1 The dominant wind direction is west / south-west.

Identification of Effects which are Not Significant

- 9.2 None identified.

Identification of Effects which are Likely to be Significant

- 9.3 **Table 9.1** outlines the likely significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 9.1: Likely significant effects and sensitive receptors

Effect	Receptor	Applicable development stage
Potential adverse wind conditions for proposed uses	Users of thoroughfares, entrances, seating areas, amenity spaces and terraces (including future residents and site users, pedestrians and cyclists)	Operation

Temporary exceedance of wind safety and comfort criteria during construction

- 9.4 During construction, built form within the Site will be demolished and construction of the Proposed Scheme will occur. In the first instance when the demolition of the existing built form occurs, there is considered to be limited opportunity for accelerated wind due to channelling or downdraughts.
- 9.5 As the built form (specifically the massing) of the Proposed Scheme increases during construction, there is a potential for accelerated wind conditions to occur. As the massing nears completion, the level of effect is likely to be similar to that being considered / assessed for the operational stage, albeit in instances mitigation measures required for appropriate wind conditions for the operational stage may not be fully implemented and wind levels may be temporarily greater than that determined for the completed Proposed Scheme. Nonetheless, given the Site will still be under construction (and secured from general public usage), the receptors within the Site are considered to be of lower sensitivity than at operation. It is considered that the assessment of operational effects would represent an approximation of the worst-case scenario during construction.

Completed Background Studies / Available Baseline Information

- 9.6 **Table 9.2** outlines the studies, surveys or technical analysis / evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 9.2: Completed background studies / available baseline information

Study / survey / analysis / evaluation	Overview	Date of completion
Wind microclimate testing	Initial wind microclimate assessments using Computational Fluid Dynamics (CFD) for: - Existing Site with existing context surroundings; - Proposed Scheme with existing context surroundings; and - Proposed Scheme with existing context surroundings and scheme for neighbouring building (e.g. Alberton House)	April 2022 – September 2022

Assessment Methodology for Likely Significant Effects

- 9.7 CFD will be used to conduct the wind microclimate assessment for the Proposed Scheme.
- 9.8 The following scenarios will be assessed:
- Existing Site with existing context surroundings;
 - Proposed Scheme with existing context surroundings;
 - Proposed Scheme with existing context surroundings and Approved Projects within 300m (including Alberton House).
- 9.9 Using Google street-view for June 2020 and April 2021, off-site receptors of the public areas that could potentially experience adverse wind effects were identified. These include:
- Entrances of surrounding buildings and bus stops; and
 - Seating areas and amenity spaces.
- 9.10 16 wind directions (22.5deg spacing) will be considered for each scenario above. 30 years (1991 – 2021) of hourly wind data from Manchester Airport will be used to generate the wind statistics. Scaling factors to account for the surrounding terrain roughness will be derived using ESDU 01008.

- 9.11 On-site and off-site wind conditions will be assessed for:
- Summer - characterised by calm wind conditions and frequent use of amenities; and
 - Winter - the windiest season of the year.
- 9.12 Wind speed ratios (e.g., pedestrian level wind speeds as a ratio of a reference wind speed at 120m above ground) will be reported at key locations within the Site where increased windiness is expected because of the proposed buildings' geometry, and in areas of wind-sensitive activities such as public entrances, seating areas or pedestrian pathways.
- 9.13 An annual wind distress assessment will also be performed to identify any areas which may prove unsuitable for vulnerable members of the public.
- 9.14 Results from the CFD modelling will be interpreted using professional judgement. Wind conditions for the assessment scenarios will be compared to the required levels for intended use to identify the magnitude of change and areas where significant effects are likely to occur. The suitability of the expected wind conditions for various activities will be assessed based on the industry standard Lawson LDDC criteria. These include acceptable tolerable limits for activities such as 'Sitting', 'Standing', 'Strolling' and 'Business Walking'. It also describes conditions that are unsafe for the public use less than once a year. These distress criteria are divided into two categories: 'public' and 'abled-bodied'. The former describes conditions that are unsuitable for vulnerable members of the public (e.g., elderly, injured or cyclists) and the latter describes conditions that are unsafe for all members of the public and vehicles (particularly the operation of unloading goods vehicles).
- 9.15 An increase in windiness relative to the baseline will not be considered significant if the wind speed is not expected to exceed the limit for the activity being undertaken in that area.
- 9.16 In the case of windiness levels more than the tolerable limits for intended use, mitigation measures will be developed using CFD.
- 9.17 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment.

Limitations and Assumptions

- 9.18 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:
- The judgement on whether the wind conditions for a particular public area (e.g., amenity space) are acceptable for the intended use will be based on the existing surroundings.

10. Socio-Economics and Human Health

Baseline

- 10.1 The study area⁹⁸ has a population of 92,250 and is characterised by a substantially higher proportion of working age (16 – 64) residents (89%) compared to Greater Manchester, regional and national benchmarks⁹⁹. 82% of the area's residents are aged between 16 – 49. 21% of employment within the study area is within the Professional, scientific and technical sector and is overrepresented compared to the national average (location quotient of 2.3). 13% of employment is in the Information and communication sector (with a location quotient of 2.8)¹⁰⁰.
- 10.2 Whilst data is not available at the study area level, Manchester's unemployment rate (8.9%)¹⁰¹ and claimant rate (6.7%)¹⁰² are both higher than benchmark areas¹⁰³. Manchester has a high proportion of people in employment (56%) within professional, managerial and technical occupations (SOCs 1 – 3) and has a high proportion of residents qualified to NVQ 4+ level (45%) compared to benchmark areas. The proportion of residents with no formal qualifications (10%) is also higher in comparison to benchmark areas.
- 10.3 In terms of local service provision, within 1 mile of the Site there are 8 primary schools run by Manchester and Salford local authorities. According to the latest available data¹⁰⁴ there are currently approximately 5% surplus pupil places. For secondary schools there are 6 schools located within a 2-mile radius of the Site currently operating with a 20% surplus of pupil places. In terms of healthcare facilities there are 10 GP practices located within 2 miles of the Site. According to latest available data, these are currently operating at an average of c.1,650 patients to every Full Time Equivalent GP¹⁰⁵. However, the ratio for the practice closest to the Site (City Health Centre) is operating at a much higher ratio (c.2,750 patients per FTE GP).
- 10.4 There are a number of leisure facilities, including gyms / health clubs and sport centres within the vicinity of the Site. There are a number of open / amenity spaces in proximity to the Site, including Parsonage Gardens, Hardman Square, St. John's Gardens and Piccadilly Gardens and Castlefield Urban Heritage Park.

⁹⁸ Middle Layer Super Output Areas (MSOAs): Manchester 059; Manchester 060; Salford 022; and Salford 028.

⁹⁹ ONS (2020) Population estimates - small area based by single year of age - England and Wales

¹⁰⁰ ONS (2020) Business register and employment survey

¹⁰¹ ONS (2021) Annual Population Survey

¹⁰² ONS (2022) Claimant Count

¹⁰³ Greater Manchester, the North West region and England.

¹⁰⁴ Department for Education (2022) Get information about schools

¹⁰⁵ NHS Digital (2022) General Practice Workforce

Identification of Effects which are Not Significant

Additional demand for primary and secondary school places

- 10.5 There is anticipated to be additional demand for primary and secondary school places as a result of the uplift in resident population from school aged residents.
- 10.6 Headline baseline analysis has considered the capacity and pupil roll of primary and secondary schools located within a 2 mile walking distance of the Site according to the latest available Department for Education data. Within this area there are 8 primary schools and 6 secondary schools located across both Manchester and Salford local authority areas. The latest data indicate that there is surplus capacity in both primary (circa 5%) and secondary schools (circa 20%) considered. Based upon a 405-unit residential scheme of predominantly 1 and 2 bedroom homes / apartments it is unlikely that this will yield a large number of primary or secondary-aged pupils. This is reinforced by a Salford City Council analysis of the average pupil yields from housing developments where the average primary pupil yield for apartments is 0.01. If this is applied to the proposed homes then this would generate an additional demand of 4 primary aged pupils which could be easily accommodated by existing surplus capacity.
- 10.7 Therefore, effects related to additional demand for primary and secondary school places are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Crime and community safety

- 10.8 The site security arrangements for the Proposed Scheme during the construction stage will be in line with the requirements set out in the Construction (Design and Management) Regulations 2015, with this tertiary mitigation serving to mitigate potential adverse effects in respect to crime.
- 10.9 The design of the Proposed Scheme is informed by 'Secure by Design' principles and other appropriate security measures to ensure community safety, with this mitigation thereby being inherent to the design.
- 10.10 As such, effects relating to crime during the construction and operational stages are unlikely to be significant and will not be considered further within the EIA or reported within the ES.

Human health-related effects

- 10.11 Potential human health-related effects during both the construction and operational stages were identified, drawing on the NHS Healthy Urban Development Unit's (HUDU) Rapid Health Impact Assessment (HIA) Tool¹⁰⁶.
- 10.12 A number of these effects are to be dealt with as part of other topics within the EIA (e.g. noise and vibration – see **Chapter 6**) or will be considered as part of Application documents (e.g. air quality – see **Table 2.2**). Therefore, they are not repeated within the Socio-Economic and Human Health topic assessment.

¹⁰⁶ NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th edition).

- 10.13 Aspects of human-health will be assessed as part of the Socio-Economic and Human Health topic (i.e. demand for healthcare facilities and additional demand on existing leisure facilities and open space – see **Table 10.1**).
- 10.14 Other human-related effects identified below will not be considered further in the EIA and reported in the ES (in terms of the Socio-Economics and Human Health topic) as they are either unlikely to be significant:
- **Social and neighbourhood cohesion** is unlikely to be a significant effect and so will not be considered further in the EIA or reported within the ES, given that no existing residential communities will be displaced as a result of the Proposed Scheme. In addition, the on-site delivery of amenity space as part of the Proposed Scheme will create and enable opportunities for social interaction and positively promote neighbourhood cohesion. The Site's inner-city location also means that it connects with existing neighbouring residential communities and offers ease of access to existing community and social facilities in Manchester City Centre;
 - **Access to active travel and sustainable travel options** is unlikely to be a significant effect and so will not be considered further in the EIA or reported within the ES, given the Site's location within Manchester City Centre means that numerous sustainable travel options (including walking and cycling routes, the city's bus and Metrolink network and local, regional and national rail connections) are available and accessible within the immediate vicinity for workers and other users during both the construction and operational stages; and
 - **Access to healthy food** is unlikely to be a significant effect and so will not be considered further in the EIA or reported within the ES, given the Site's location in Manchester City Centre means that numerous supermarkets offering healthy food options are available and accessible within the immediate vicinity for workers and other users during both the construction and operational stages. The Proposed Scheme also includes non-residential uses including where it is likely that residents, workers and other users will be able to access healthy food options.

Identification of Effects which are Likely to be Significant

- 10.15 **Table 10.1** outlines the likely significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 10.1: Likely significant effects and sensitive receptors

Effect	Receptor	Applicable development stage (C / O)
Temporary employment uplift during the construction stage which will support uplift in GVA	Individuals seeking construction employment and the local economy	Construction

Effect	Receptor	Applicable development stage (C / O)
(through GVA)		
Net change in operational employment (and change in GVA)	Individuals seeking employment and the local economy (through GVA)	Operation
Increase in the number of homes in the assessment area and contribution towards local housing need	Individuals seeking housing	Operation
Uplift in local household spend, increasing local expenditure, including on retail, household goods, food and drink, local transport, recreation and leisure and other expenditure likely to be spent locally	Local economy (through GVA)	Operation
Additional demand for healthcare facilities (GP services and dentists) as a result of the uplift in population	Healthcare facilities and their patients	Operation
Additional demand for the use of the existing leisure facilities and open / amenity space within close proximity to the Site	Open space and recreational facilities and their users	Operation

Complete Background Studies / Available Baseline Information

10.16 **Table 10.2** outlines the studies, surveys or technical analysis/evaluations that have been undertaken prior to or as part of the EIA Scoping process to inform the baseline and scope of assessment.

Table 10.2: Completed background studies / available baseline information

Study / survey / analysis / evaluation	Overview	Date of completion
High level desk based socio-economic study	High level review of publicly accessible databases	May 2022

Assessment Methodology for Likely Significant Effects

10.17 The following assessment methodology is proposed:

- 10.18 The baseline assessment will establish a local assessment (or technical study) area defined by the identification of the Proposed Scheme's anticipated catchment. Given the nature and city centre location of the Proposed Scheme it is anticipated that for most socio-economic receptors the local assessment area will encompass small area geographies covering roughly a 2-mile radius from the Site. It is suggested that the assessment area is therefore defined as the following Middle Layer Super Output Areas (MSOAs): Manchester 059; Manchester 060; Salford 022; and Salford 028.
- 10.19 The baseline assessment will draw upon a range of published data sources to understand both the social and economic characteristics of the assessment area including (but limited to) ONS Annual Population Survey¹⁰⁷, Business Register and Employment Survey¹⁰⁸, UK Business Counts¹⁰⁹, the 2011 Census¹¹⁰, and NHS General Practice workforce data¹¹¹. It will establish a baseline position in respect of various demographic, economic and social characteristics of the local assessment area and comparator geographies (where possible) at the local (Manchester / Salford), sub-regional (Greater Manchester), regional and national level, including:
- Demographic profile and housing provision;
 - Employment levels, productivity, skills and wages; and
 - Local service provision including analysis of healthcare facilities and the provision of leisure facilities and open /amenity space.
- 10.20 Socio-economic effects will be assessed for both the construction and operational stages of the Proposed Scheme. As there are no recognised definitive criteria for the assessment of socio-economic effects, a structured approach to quantifying and assessing the scale and nature of potential effects (relative to baseline conditions) will be used based on overarching guidance and professional experience. Official guidance and robust benchmarks (for example, HCA guidance on employment density¹¹² and additionality¹¹³) will be drawn upon to assess the likely effects where possible. In cases where effects cannot be quantified, a qualitative judgement will be made, drawing on professional experience.
- 10.21 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgement.

¹⁰⁷ ONS via Nomis (2022) Annual Population Survey.

¹⁰⁸ ONS via Nomis (2022) Business Register and Employment Survey.

¹⁰⁹ ONS via NOMIS (2022) UK Business Counts.

¹¹⁰ ONS via Nomis (2011) 2011 Census.

¹¹¹ NHS Digital (2022) General Practice Workforce [Online]. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/general-and-personal-medical-services>.

¹¹² Homes and Communities Agency (2015) Employment Density Guide (3rd edition).

¹¹³ Homes and Communities Agency (2014) Additionality Guide (4th edition).

Limitations and Assumptions

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

- The proposed scope of the socio-economic assessment has been informed by secondary data from publicly available sources.

11. Climate Change

Identification of Effects which are Not Significant

Carbon emissions generated by construction and operational traffic

- 11.1 The construction and operational traffic will generate carbon emissions which could affect the atmosphere / global climate.
- 11.2 The construction traffic is anticipated to be limited (<100 vehicle movements (inclusive <25 HGV movements)). Operational traffic is also anticipated to be limited due to the small number of car parking spaces to be delivered as part of the Proposed Scheme (i.e. <25) and will result in a reduction in the number of traffic movements when compared to the existing number of spaces (137).
- 11.3 Therefore, greenhouse gas emissions from construction and operational traffic are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Increased flood risk as a result of climate change during construction and operation

- 11.4 Changes to seasonal rainfall patterns as a result of climate change may increase the risk of flooding at the Site and impact construction workers and activities during the construction stage. Changes in flood risk during construction are unlikely to be significant with the implementation of a temporary drainage strategy and measures within a CEMP (see **Chapter 5**, 'Water Environment').
- 11.5 Once completed, changes to seasonal rainfall patterns as a result of climate change may increase the risk of flooding at the Site, impacting buildings, infrastructure and future site users (e.g. residents, visitors and employees). Appropriate climate change allowances will be accounted for within the controlled surface water drainage strategy.
- 11.6 Therefore, effects related to an increase in flood risk as a result of climate change are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Increased summer temperatures as a result of climate change during construction

- 11.7 Increased summer temperatures as a result of climate change may increase the risk of heat stress on construction workers. It is anticipated that potential effects of high summer temperatures will be controlled through the implementation of a CEMP which will include measures to reduce overheating risks such as the provision of shaded areas, potable water supplies and suitable PPE. These tertiary mitigation measures will be considered an integral part of the Proposed Scheme.
- 11.8 Therefore, increased summer temperatures as a result of climate change on construction workers are unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Changes to seasonal temperatures and rainfall (as a result of climate change) on ground conditions during operation

- 11.9 Changes to seasonal temperature and rainfall patterns could affect ground conditions and potentially impact the proposed buildings foundations through for example ground movement from the drying of clay soils. All proposed buildings and their foundations will be designed in accordance with Building Regulations Approved Document A - Structure¹¹⁴ which covers building structure, their loading, potential ground movement and the possibility of disproportionate collapse. These tertiary mitigation measures will be considered an integral part of the Proposed Scheme.
- 11.10 Therefore, changes to seasonal temperatures and rainfall (as a result of climate change) on ground conditions are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Changes to seasonal temperatures and rainfall as a result of climate change on site habitats and species

- 11.11 Changes to seasonal temperature and rainfall patterns could impact site habitats and species within both retained and new green infrastructure. The England Biodiversity Strategy¹¹⁵ and Natural England's Climate Change Adaptation Manual¹¹⁶ provide guidance on promoting resilience to climate change through the use of climate tolerant species and through enhancing site biodiversity. The use of climate tolerant species will be considered as part of the landscape strategy.
- 11.12 Therefore, changes to seasonal temperatures and rainfall as a result of climate change and associated impacts on site habitats and species are unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Increased summer temperatures as a result of climate change and risk of overheating within buildings during operation

- 11.13 Increased summer temperatures as a result of climate change may increase the risk of summertime overheating in the proposed buildings affecting the health and wellbeing of occupants.
- 11.14 The UK Government's Future Building Standard consultation¹¹⁷ commits to implementing a new national requirement for reducing overheating risk in new homes and other residential buildings such as hospital, care homes and schools as part of the Building Regulations Part L 2021 update. The UK Government considers this approach the most clear and effective means of creating a level playing field which requires all developers to meet the same overheating standard.

¹¹⁴ HM Government (2013) Approved Document A - Structure (2004 Edition incorporating 2004, 2010 and 2013 amendments).

¹¹⁵ DEFRA (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services.

¹¹⁶ Natural England (2020) Climate Change Adaptation Manual (NE751).

¹¹⁷ MHCLG (2021) The Future Buildings Standard - Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for non-domestic buildings and dwellings; and overheating in new residential buildings.

- 11.15 Given the new national overheating requirements are in force, it is assumed that summertime overheating in all dwellings and appropriate non-domestic uses will be suitably mitigated via this tertiary mitigation. Nonetheless, the Applicant also commits to carrying out an overheating assessment using recognised methodology (such as CIBSE TM52:2013¹¹⁸ and TM59:2017¹¹⁹) and implementing measures to ensure suitable internal summertime conditions for occupants (e.g. using appropriate ventilation and glazing specification).
- 11.16 Therefore, increased summer temperatures as a result of climate change and risk of overheating within buildings is unlikely to be significant and will not be considered further within the EIA or reported in the ES.

Identification of Effects which are Likely to be Significant

- 11.17 **Table 11.1** outlines the likely significant effects and associated sensitive receptors which have been identified and will be assessed within the EIA and reported in the ES.

Table 11.1: Likely significant effects and sensitive receptors

Effect	Receptor	Applicable development stage
Embodied carbon emissions of existing / new buildings	The atmosphere	Construction
Regulated / unregulated carbon emissions generated by buildings	The atmosphere	Operation

Completed Background Studies / Available Baseline Information

- 11.18 No baseline studies or surveys have been undertaken to date.

Assessment Methodology for Likely Significant Effects

- 11.19 There is no standard methodology for identifying and assessing the significance of carbon emissions within the EIA process. This assessment will follow the recommendations and best practice contained within IEMA guidance^{120,121} ('IEMA 2010' and 'IEMA 2022').
- 11.20 Energy and sustainability strategies are currently being prepared, which will consider the potential for avoiding greenhouse gas emissions. These strategies will be provided as part of the Application, cross referenced in the ES.

¹¹⁸ CIBSE (2013) TM52 The limits of thermal comfort: Avoiding overheating in European buildings.

¹¹⁹ CIBSE (2017) TM59 Design methodology for the assessment of overheating risk in homes.

¹²⁰ IEMA (2010) Principles Series: Climate Change Mitigation & EIA.

¹²¹ IEMA (2022) EIA Guide to Assessing Greenhouse Gas Emissions and Evaluating their Significance.

- 11.21 In terms of assessment of the 'Likely Significant Effects' noted in **Table 11.1**, the following aspects will be addressed in the ES.

Embodied carbon emissions of existing / new buildings

- 11.22 The Climate Change assessment will measure the embodied carbon of demolished buildings and that of new buildings on the basis of estimates of construction materials. This will align with the Whole Life Carbon note (being prepared for the Proposed Scheme and will be submitted as part of the Application), covering the same lifecycle stages.

Regulated / unregulated carbon emissions from buildings during operation

- 11.23 The focus for the Proposed Scheme is to design with climate change avoidance from the outset, thereby prioritising inherent design / primary mitigation measures where possible as this approach allows the avoidance of impacts altogether. Quantification of the carbon emissions avoided will be taken from Part L results compared to the notional building or BREEAM Passive Design study.
- 11.24 The carbon balance of the atmosphere has been identified as the key receptor sensitive to carbon emissions, which will be considered within the ES. The cumulative impact of all developments globally is having a significant global impact on the atmosphere, resulting in climate change, therefore it is the responsibility of each one to mitigate carbon emissions.
- 11.25 IEMA (2022) provides guidance to assist practitioners with addressing greenhouse gas emissions assessment and mitigation in EIA. The guidance sets out key principles including that climate change is a cumulative issue, and therefore all greenhouse gas emissions should be considered, but that impacts of GHGs are characterised by different levels of effect, ranging from beneficial through to major adverse. The criteria assume that if the project's GHG impacts are fully consistent with applicable existing and emerging policy requirements and good practice design standards, and the project is fully in line with measures necessary to achieve the UK's trajectory towards net zero, then the impact is deemed to be not significant to this trajectory.
- 11.26 Where mitigation can reasonably be applied this implies significance at the project scale, but that there is no single preferred method for evaluating effect significance. The guidance recommends a proportionate approach where boundaries to the assessment are set and effects are contextualised on a case-by-case basis.
- 11.27 The climate change assessment would also include identification of suitable secondary mitigation measures to eliminate, reduce and / or offset any adverse carbon impacts as a result of the Proposed Scheme. The ES will include mitigation measures that could be adopted at site level to effectively manage and reduce the level of carbon emissions, for example related to enabling works, demolition, construction, operation and maintenance.

Level of effect and significance

- 11.28 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine

the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgement.

Limitations and Assumptions

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

- Assumed construction plant equipment information will be based on professional judgment and experience with similar schemes. A detailed quantification of construction plant emissions will not be conducted, as the parameters of these will depend on the selected contractor but a reasonable worst-case assessment of likely significant effects will be provided.
- As stated in IEMA (2022) Greenhouse Gas guidance, activities that do not significantly change the result of the assessment can be excluded where expected emissions are less than 1% of total emissions, and where all such exclusions total a maximum of 5% of total emissions. These include:
 - Temporary construction site accommodation, plant and equipment;
 - Refuse collection from public bins;
 - Street lighting, traffic signals and security cameras; and
 - Carbon sequestration from any soft landscaping.
- The assessments will assume a design life of 60 years and cover British Standard EN 15978:2011¹²² life-cycle carbon modules A – D in principle. However, further exclusions (due to small proportions of overall GHG emission and uncertainty around estimating the emissions making them inappropriate to assess) include:
 - Repairs and maintenance;
 - Water use and treatment of stages;
 - Energy usage during construction;
 - Construction waste;
 - Operational waste; and
 - Decommissioning.

¹²² British Standards Institution (2011) British Standard EN 15978:2011 Sustainability of construction works. Assessment of environmental performance of buildings. Calculation method.

12. Approach to Assessment of Cumulative Effects

Overview

- 12.1 Cumulative effects comprise the combined effects of reasonably foreseeable human induced changes within a specific geographical area and over a certain period of time and can be both direct and indirect. An assessment of the significance of cumulative effects needs to be undertaken in the context of the characteristics of the existing environment.
- 12.2 To accord with the EIA Regulations and best practice guidance, the following types of cumulative effects will be considered within the EIA and reported in the ES:
- **Effect interactions:** Different effects within the Proposed Scheme itself affecting the same receptor, either within the Site or in the local area; and
 - **In-combination effects:** Effects with other projects planned in the wider area.

Assessment Methodology

- 12.3 At present, there is no widely accepted methodology or best practice for the assessment of cumulative effects although there are a number of guidance documents available. The following approach that will be adopted is based on previous experience at Turley, the types of receptors being assessed and the nature of the Proposed Scheme being considered.
- 12.4 The assessment will principally be a qualitative assessment based on the available information. For some environmental topics, relevant data may be available (i.e. where modelling work is undertaken) to facilitate a quantitative analysis of cumulative effects, which will be fully set out within the assessment within the ES. Where information is not available, assumptions will be made based on professional judgement and clearly stated alongside any uncertainty as part of the assessment.

Effect Interactions

- 12.5 The approach of the assessment of effect interactions considered the changes in baseline conditions at common sensitive receptors due to overlapping effects arising from the Proposed Scheme. The assessment is based upon residual effects only (i.e. following the implementation of secondary mitigation or enhancement). The common sensitive receptors considered within this assessment are those which are assessed within two or more of the technical assessments (at the effect level) within the ES.
- 12.6 A matrix of residual effect interactions will be formulated in the ES corresponding to the construction and operational stages of the Proposed Scheme.
- 12.7 An overall qualitative assessment of the cumulative effect on the common sensitive receptors identified will be made using professional judgement and informed by the technical information provided in the ES and supporting appendices.

12.8 A qualitative evaluation at the receptor level will be undertaken and will consider the following:

- Combined magnitude of change;
- Sensitivity (or value / importance) of the receptor / receiving environment to change; and / or
- Duration and reversibility of effect.

In-Combination effects

12.9 The assessment of potential in-combination effects will be undertaken using the methodology outlined below.

Step 1: Identification of projects for consideration

12.10 In order to identify potential 'Approved Projects', a review of the following databases has been undertaken:

- MCC online planning portal¹²³;
- SCC online planning portal¹²⁴;
- Planning Inspectorate online register of projects¹²⁵;
- Transport and Works Order Act online register of projects¹²⁶; and
- Parliament Hybrid Bills online register¹²⁷.

12.11 Applicable projects for consideration of in-combination effects were determined using the following criteria:

- Permitted applications submitted to the application portals noted above from September 2017 onwards. It is anticipated that applications prior to this date will already have been built out (and therefore form part of the baseline) and / or where subsequent applications have been submitted this would be captured within the search dates;
- Applications with resolution to grant planning permission and permitted applications, either under construction or not yet implemented (unless already considered as part of the baseline scenario);
- Submitted applications not yet determined but which have the potential to be determined prior to the planning determination of the Proposed Scheme;

¹²³ https://www.manchester.gov.uk/info/200074/planning/5865/planning_permission.

¹²⁴ <https://www.salford.gov.uk/planning-building-and-regeneration/planning-applications/view-or-comment-on-a-planning-application/>.

¹²⁵ <https://infrastructure.planninginspectorate.gov.uk/projects/register-of-applications/>.

¹²⁶ <https://www.gov.uk/government/collections/twa-inspector-reports-and-decision-letters>.

¹²⁷ <https://www.parliament.uk/business/bills-and-legislation/current-bills/hybrid-bills/>.

- The project being of a relevant scale: the threshold for consideration has been the Schedule 2 criteria in the EIA Regulations, at which there is a potential for 'likely significant effects'. However, it is recognised that this needs to be applied with caution; and
- Applications within a 1km radius of the Site, with consideration given to projects on the periphery of this.

12.12 This produced a shortlist of projects for evaluation in the ES, which are outlined in **Table 12.1** and shown on **Figure 12.1**.

12.13 As identified within the above criteria, the shortlist considered projects that have submitted applications, rather than any projects that are foreseeable or allocated sites. This is due to it being unlikely that there will be sufficient information to inform a robust in-combination assessment for projects where no application is yet submitted. Where there are requests for EIA Scoping Opinions or potential for allocated sites to come forward with applications, the status of these will be monitored in advance of submission of the Application, to determine if sufficient information for in-combination assessment becomes available at a point at which they could be considered in the ES.

Table 12.1: Approved Projects identified for in-combination assessment

ID	Planning Ref.	Name	Description	Distance from the Site	Status	EIA (Y/N)
1	129251/FO/2021 (MCC)	Kendals & Fraser	Change of use of upper floors and erection of three storey rooftop extension, including plant level, to Kendal Milne building to provide offices on floors 1-9 (Use Class E), together with change of use of ground, lower ground and basement levels of Kendal Milne building to flexible commercial spaces (Use Class E, F2 and /or Sui Generis (Drinking Establishments) and associated elevational alterations and works; Demolition of adjacent Fraser Building and link bridges and erection of 14 storey office building (Use Class E), including plant level, together with associated amenity space and ground and basement floor flexible commercial units (Use Class E, F2 and / or Sui Generis (Drinking Establishments)) and basement areas for cycle storage and plant; Highways landscaping and public realm works, engineering and infrastructure works and other associated works.	250m	Planning permission consented June 2021	Y
2	131314/FO/2021 (MCC)	Speakers House, 39 Deansgate	Erection of a 17 storey building comprising office use (Use Class E(g)(i)) and flexible ground floor commercial units (Use Classes E(a),(b),(c) and sui generis 'drinking establishment'), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building.	400m	Planning permission approved at Planning Committee in January 2022	N
3	20/75571/FUL (SCC) ¹	Plot B7, Salford Central	Erection of a 10-storey B1(a) office building with flexible ground floor commercial units (A1/A2/A3/A4/B1) with associated ancillary facilities, servicing, means of access,	200m	Under construction	N

ID	Planning Ref.	Name	Description	Distance from the Site	Status	EIA (Y/N)
			landscaping and public realm.			
4	130446/FO/2021 (MCC)	Treehouse Hotel	Development comprising external alterations to the existing hotel building including new building entrance, creation of a rooftop bar and outdoor terrace, modifications to the conference suite mezzanine block, creation of a rooftop kitchen garden, modifications to the building facades, public art installations and other works.	320m	Under construction	N
5	132088/FO/2021 (MCC)	Ramada, Renaissance Hotel	Erection of a part ground and 26 storey, part ground and 13 storey building to form 300 no. residential apartments (Class C3) and ground floor retail/ leisure floorspace (Class E/ Sui Generis (drinking establishments), together with private amenity space for residents (gym, cinema room and external terraces), new public realm to include riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis (drinking establishments/ drinking establishments with food provision/ hot food takeaways), new landscaping, parking (36 spaces level -1), 300 cycle parking spaces, servicing, supporting infrastructure and associated works.	320m	Approved	Y
6	21/77363/FUL (SCC)	Audacious Church Extension	Erection of a 5 storey extension to the south west and a 2-storey extension to the north east of the of the existing steel portal frame building to provide new and enhanced facilities for the Church (Use Class F.1), together with the construction of a multi-storey (7 storeys) car park with associated access and landscaping.	430m	Approved	N

ID	Planning Ref.	Name	Description	Distance from the Site	Status	EIA (Y/N)
7	19/74205/FULEIA (SCC)	Waterloo Place/One Heritage Tower	Erection of a mixed-use development comprising a single building with two blocks (14 and 55 storeys) to include: 545 residential apartments, associated residents' facilities and basement parking; and 3 no. commercial units (use classes A1, A2, A3, B1 & D1) with associated landscaping and public realm works.	660m	Under construction	Y
8	118568/FO/2017 (MCC)	Great Northern Warehouse Redevelopment	Refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development including retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (Use Class D2), casino (sui generis) and 118 no. residential apartments (Use Class C3), refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment) and 24 no. residential apartments (Use Class C3) on upper floors, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm, to include hard and soft landscaping, and formation of Dean Street parallel to Deansgate, together with associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works.	530m	Approved	N
9	126648/FO/2020 (MCC)	Union T2, St Johns	Full Planning Permission for the erection of 36 storey plus basement level mixed use building comprising co-living units, amenity space and flexible commercial space (Sui Generis), co-work (Use Class B1), landscaping,	550m	Under construction	Y

ID	Planning Ref.	Name	Description	Distance from the Site	Status	EIA (Y/N)
			access and other associated works.			
10	14/65793/OUT (SCC)	Middlewood Locks Plot N	Mixed use development including residential (C3) and commercial uses (B1, A1, A2, A3, A4, A5) together with ancillary car parking and public realm/landscaping.	740m	Approved	N
11	125804/FO/2019 (MCC)	325-327 Deansgate	Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works.	760m	Approved	Y
12	115107/FO/2017 (MCC)	Trinity Islands, Land Bounded by the River Irwell to the North and West, Water Street to the east and the A6402 & A57 to the South	Approved scheme (via Committee / no s106 signed): "Construction of a mixed-use development comprising two podiums of three storeys and five residential (Class C3) towers of 26, 26, 37, 41 and 67 storeys (including podium heights) connected by a new pedestrian bridge. Retail, commercial, leisure (gym and boat club) and community uses (community gallery and events space) (Use Classes A1, A2, A3, A4 or D2), workspace facilities (Class B1) and an educational facility (Class D1) within the lower floors and podium level together with new riverside walkway, public realm and landscaping (including podium level parks). Two levels of parking for 581 cars and 2,532 bicycles and 200 cycle spaces within the public realm areas." To note: emerging proposals due to be submitted imminently.	900m	Under Construction	Y
13	113617/FO/2016 (SCC)	Slate Wharf	Erection of a four-storey building to form 24 residential apartments (Use Class C3) with associated hard and soft	1km	Under Construction	

ID	Planning Ref.	Name	Description	Distance from the Site	Status	EIA (Y/N)
			landscaping and ancillary development thereto.			
14	134287/FO/2022 (MCC)	Alberton House	Demolition of existing building and erection of a new 20 storey building comprising 16 floors of office (Class E), 2 floors of retail (Class E) and a two-storey rooftop pavilion comprising an ancillary wellness centre to directly serve the commercial office tenants (Sui Generis) with landscaping and public realm; and other associated works."	25m	Application validated	Y
15	21/78277/FUL (SCC)	Ralli Quays	Redevelopment of Ralli Quays site once HMRC vacate the site. Hotel bedrooms: 280 Office space: 190,543 sq.ft. Number of storeys 16 12	220m	Approved	N
16	132199/FO/2021 (MCC)	Plot F, Great Jackson Street	Demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.	1km	Approved	Y
17	19/73607/FUL (SCC)	Park View, 275 – 283 Chapel Street	Construction of an eight-storey mixed use building comprising 270m2 commercial floorspace and 49 apartments.	520m	Construction started	N

Step 2: Assessment of in-combination effects

- 12.14 The shortlist outline in **Table 12.1** will be further evaluated in the ES based on the available documentation which supported the applications.
- 12.15 For there to be a potential in-combination effect, there needs to be a potential effect on the same receptor for a similar duration within the overall programme.
- 12.16 Therefore, the sensitive receptors identified for the Proposed Scheme will be cross checked against the receptors identified and considered within the submitted planning documents for the Approved Projects (**Table 12.1**). Where utilised, the documents will be referenced in the ES. In addition, consideration will be given to whether there is a concurrent construction stage or year of opening / operational stage with the Proposed Scheme. Where this is unknown, appropriate assumptions will be applied.
- 12.17 There may be effects at the project level which require due consideration and management but these effects will not be reconsidered as part of the assessment.
- 12.18 A qualitative evaluation at the receptor level will consider the following:
- Magnitude of change identified in the relevant technical assessments;
 - Sensitivity (or value / importance) of the receptor / receiving environment to change; and / or
 - Duration and reversibility of effect.
- 12.19 Through a combination of the qualitative evaluation and mitigation identified in the EIA and presented in the ES, conclusions will be drawn as to the likelihood for in-combination environmental effects and whether these are significant or not. Conclusions will also be made as to whether these differ from the Proposed Scheme in isolation. Where necessary, further mitigation or monitoring may be required, and this will also be clearly defined.

13. Summary

13.1 As part of the EIA Scoping process, a number of environmental topics have been identified for which no significant effects are anticipated to arise and therefore will not be considered further within the EIA or reported in the ES. These are outlined in **Chapter 5** and are summarised as follows:

- Air quality;
- Archaeology;
- Biodiversity;
- Built heritage;
- Ground conditions and contamination;
- Obtrusive lighting;
- Risk of major accidents and disasters;
- Travel and accessibility;
- Waste and resources; and
- Water environment.

13.2 As part of the EIA Scoping process, environmental topics for which significant effects are anticipated to arise have been identified. These are outlined in **Chapters 6 – 11** and are as follows:

- Noise and vibration;
- Townscape and visual;
- Daylight, sunlight, overshadowing and solar glare;
- Wind microclimate;
- Socio-economics and human health; and
- Climate change.

13.3 **Table 13.1** provides a summary of the scope of each of the environmental topics 'scoped out' and 'scoped in', including the environment effects considered not to be significant (which therefore are to be scoped out of the EIA and not reported in the ES) and the likely significant environmental effects identified that will be assessed further within the EIA and reported in the ES.

Table 13.1: Summary of environmental topics and effects

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
Air quality	Nuisance, disturbance and adverse health effects as a result of dust and particulate matter from construction activities	n/a
	Combustion emissions from NRRM during construction activities	
	Exposure to elevated pollutant concentrations (emissions from vehicle exhausts) during construction	
	Emissions released from energy combustion plant during operation	
	Exposure to elevated pollutant concentrations (emissions from vehicle exhausts) during operation	
	Odour emissions from any proposed Class E uses during operation	
	Exposure to pollutant concentrations in excess of the relevant air quality objectives during operation	
Archaeology	Damage to or loss of late 18 th and early 19 th century buildings (Albert Street, Back Bridge Street and Bridge Street)	n/a
	Damage to or loss of remains to blind-back houses	
	Damage to or loss of remains of Albert Mill	

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	Damage to or loss of remains of Manchester Gas Works	
	Damage to or loss of remains of landing stage	
	Damage to or loss of remains of post-medieval gardens and field boundaries	
Biodiversity	Degradation / damage to designated ecological sites	n/a
	Loss of suitable habitat for bird populations	
	Spread of Giant Hogweed off-site	
	Disturbance to resting places used by otter	
	Reduction in habitat quality	
	Disturbance to bat commuting routes and foraging areas	
Built heritage	Change in setting and therefore significance of heritage assets (construction)	n/a
	Changes to setting and therefore significance of heritage assets (operation)	
	Loss of Albert Bridge House (non-designated heritage asset)	
Ground conditions and contamination	Exposure / contact with contamination during construction and operation	n/a
	Release / migration of contamination to controlled waters	

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	during construction and operation	
	Potential risk of ground gases during construction and operation	
	Potential risks associated with the presence of unstable and compressible ground during construction and operation	
Obtrusive lighting	Disturbance of existing residents due to light spill and glare during construction	n/a
	Disturbance of existing residents due to light spill and glare during operation	
	Disturbance of existing residents due to light spill and glare during operation	
Risk of major accidents and / or disasters	Major accidents associated with nearby COMAH sites	n/a
	Major accidents associated with underground utilities	
	Major accidents caused by ground subsidence and associated structural / building collapse	
	Major flood event caused by an extreme weather event	
	Major accidents associated with fire	
	Major accidents on the local road network	
	Major accidents associated with aviation	

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	Major accidents associated with risk of UXO on-site	
	Major accidents arising from vandalism, arson or terrorism	
	Natural disasters	
Transport and accessibility	Congestion and safety issues arising from construction vehicles	n/a
	Congestion and safety issues arising from operational vehicles	
	Changes in demand for public transport	
Waste and resources	Generation of waste during construction	n/a
	Generation of waste during operation	
	Use of material resources during construction	
	Use of material resources during operation	
Water environment	Changes to flood risk during construction and operation	n/a
	Changes to surface and ground water quality during construction and operation	
	Changes to groundwater recharge and water balance during construction and operation	
	Changes to foul water quantity during construction and	

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	operation	
	Changes in potable water demand and supplies during construction and operation	
Noise and vibration	Disturbance due to construction road traffic noise	Noise emissions from general construction activity
	Disturbance due to operational road traffic noise	Vibration transfer from general construction activity
	Building services plant noise	Introduction of new residential receptors on operational noise practices of existing late night entertainment premises (including music venues)
	Commercial noise breakout	Existing road and commercial premises noise on the proposed scheme
	Commercial delivery and collection noise	
	Vibration from operational building services plant and tenant activities	
	Existing aircraft noise	
	Existing environmental vibration from local transport network	
Townscape and visual	Impact on townscape character areas (Manchester City Centre Neighbourhoods) outside of the Zone of ZTV	Impact on open space within the Site
	Impact on Townscape character areas (Manchester City	Impact on townscape character within the ZTV and in close

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	Centre Neighbourhoods and Salford City Centre Areas) within the ZTV during construction	proximity to the Site
	Impact on townscape character areas within the ZTV outside of the Site	Impact on existing building height within the Site
	Impact on visual receptors outside of the ZTV	Impact on the residential visual receptors within the ZTV in close proximity to the Site
	Impact on the night-time character	Impact on receptors using public open space within the ZTV in close proximity to the Site
	Impact on visual receptors during construction stage	
	Change of land use within the Site	
	Removal of existing vegetation	
	Impact on existing urban grain	
	Impact on the existing Site topography	
	Impact on receptors using the local road network within the ZTV	
	Impact on receptors at their place of work within the ZTV	
Daylight, sunlight, overshadowing and solar glare	Changes to daylight and sunlight conditions during construction	Alterations to daylight and sunlight levels within sensitive neighbouring properties as a result of the Proposed Scheme
	Reduction in availability of daylight and sunlight to	Alterations in sunlight to neighbouring amenity spaces due

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	surrounding commercial properties	to overshadowing resulting from the Proposed Scheme
	Solar glare on train drivers	Solar glare resulting from the Proposed Scheme
	Internal daylight / sunlight	
Wind microclimate	Temporary exceedance of wind safety and comfort criteria during construction	Potential adverse wind conditions for proposed uses
Socio-economics and human health	Additional demand for primary and secondary school places	Temporary employment uplift during the construction stage which will support an uplift in GVA
	Crime and community safety	Net change in operational employment (and a change in GVA)
	Human health-related effects	Increase in the number of homes in the assessment area and contribution towards local housing needs
		Uplift in local household spend, increasing local expenditure, including on retail, household goods, food and drink, local transport, recreation and leisure, and other expenditure likely to be spent locally
		Additional demand for healthcare facilities (GP services and dentists) as a result of the uplift in population
		Additional demand for the use of the existing leisure facilities and open / amenity space within close proximity to the Site
Climate change	Carbon emissions generated by construction and operational	Embodied carbon emissions of existing/new buildings

Environmental topic	Effects which are not significant and are proposed to be scoped out of the EIA	Likely significant environmental effects
	traffic	
	Increased flood risk as a result of climate change during construction and operation	Regulated /unregulated carbon emissions generated by buildings
	Increased summer temperatures as a result of climate change during construction	
	Changes to seasonal temperatures and rainfall (as a result of climate change) on ground conditions during operation	
	Changes to seasonal temperatures and rainfall as a result of climate change on site habitats and species	
	Increased summer temperatures as a result of climate change and risk of overheating within buildings during operation	

Figures



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 Site Boundary

CLIENT:
Oval Real Estate Ltd.

PROJECT:
Albert Bridge House

DRAWING:
Site Boundary

PROJECT NUMBER:
OVAZ3000

DRAWING NUMBER: GIS_001

CHECKED BY: ET

REVISION: 2.0

STATUS: Final

DATE: September 2022

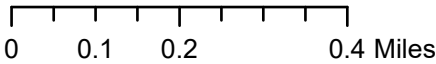
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- Proposed Scheme
- 1km
- 2km
- Built Form
- Theoretically Visible
- Conservation Areas
- Listed Buildings
- Non-Designated Heritage Assets



DSM IMAGE DATED 2020



U R B A N
G R E E N

A: Ground Floor, The Tower,
Deva City Office Park, Trinity Way,
Manchester M3 7BF

T: +44 (0) 161 312 3131

weareurbangreen.co.uk

Client:
Oval Real Estate LTD

Project:
Albert Bridge House

Title:
**Figure 5.1: Zone of Theoretical
Visibility**

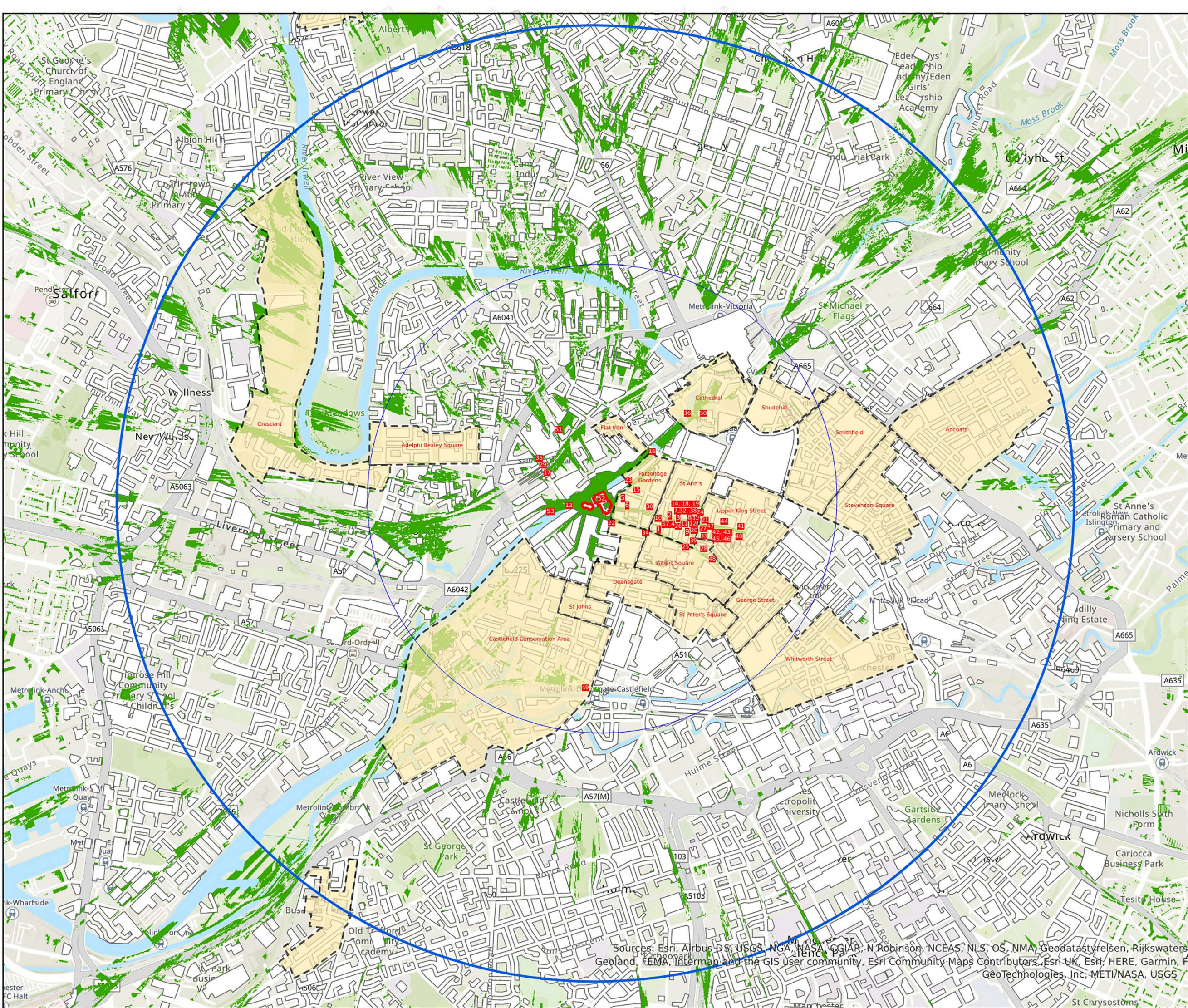
Issue:
03

Drawn: CL	Checked: ME	Approved: ME
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Project: UG1452	Scale @ A3: 1:14500	Date: 19/08/2022
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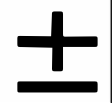
Dwg No: UG_1452_LP_ZTV_02	Revision: 03
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Sources: Esri, Airbus DS, USGS, NGA, NASA, CIA, N Robinson, NCEAS, NLS, OS, NIMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, MET/NASA, USGS

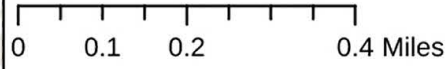


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- Proposed Scheme
- 1km
- 2km
- Built Form
- Theoretically Visible
-



DSM IMAGE DATED 2020



A: Ground Floor, The Tower,
Deva City Office Park, Trinity Way,
Manchester M3 7BF

T: +44 (0) 161 312 3131

weareurbangreen.co.uk

Client: **Oval Real Estate LTD**

Project: **Albert Bridge House**

Title: **Figure 5.2:
Zone of Theoretical Visibility**

Issue: **Information**

Drawn:	Checked:	Approved:
CL	ME	ME

Project:	Scale @ A3:	Date:
UG1452	1:14500	22/08/2022

Dwg No:	Revision:
UG_1452_LP_ZTV_04	03

Sources: Esri, Airbus DS, USGS, NGA, NASA, GGLAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GeoLand, FEMA, Internap and the GIS user community, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

KEY

- Site Boundary
- 1km
- 2km



Figure 7.1 - Site Location

Albert Bridge House, Manchester
EIA Scoping Supporting Figures - TVIA
Revision 05

**U R B A N
G R E E N**

KEY

- Site Boundary
- 1km
- 2km
- Heritage**
- Listed Buildings
- Locally Listed Heritage Assets
- Conservation Areas

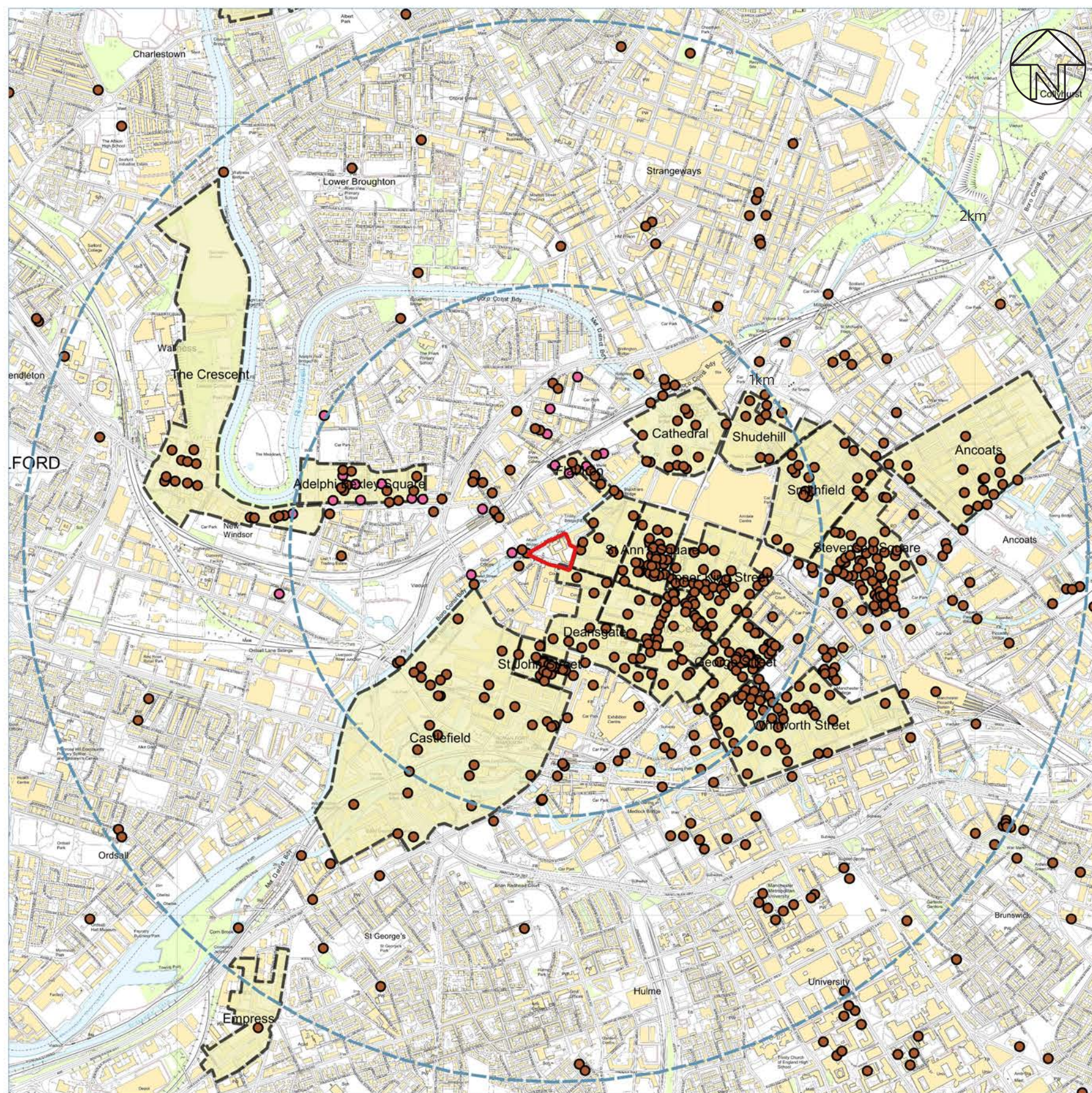


Figure 7.2 - Listed Buildings and Conservation Areas



Figure 7.3 - Viewpoints, Close Range

KEY

- Site Boundary
- 0.5km
- 1km
- Viewpoints

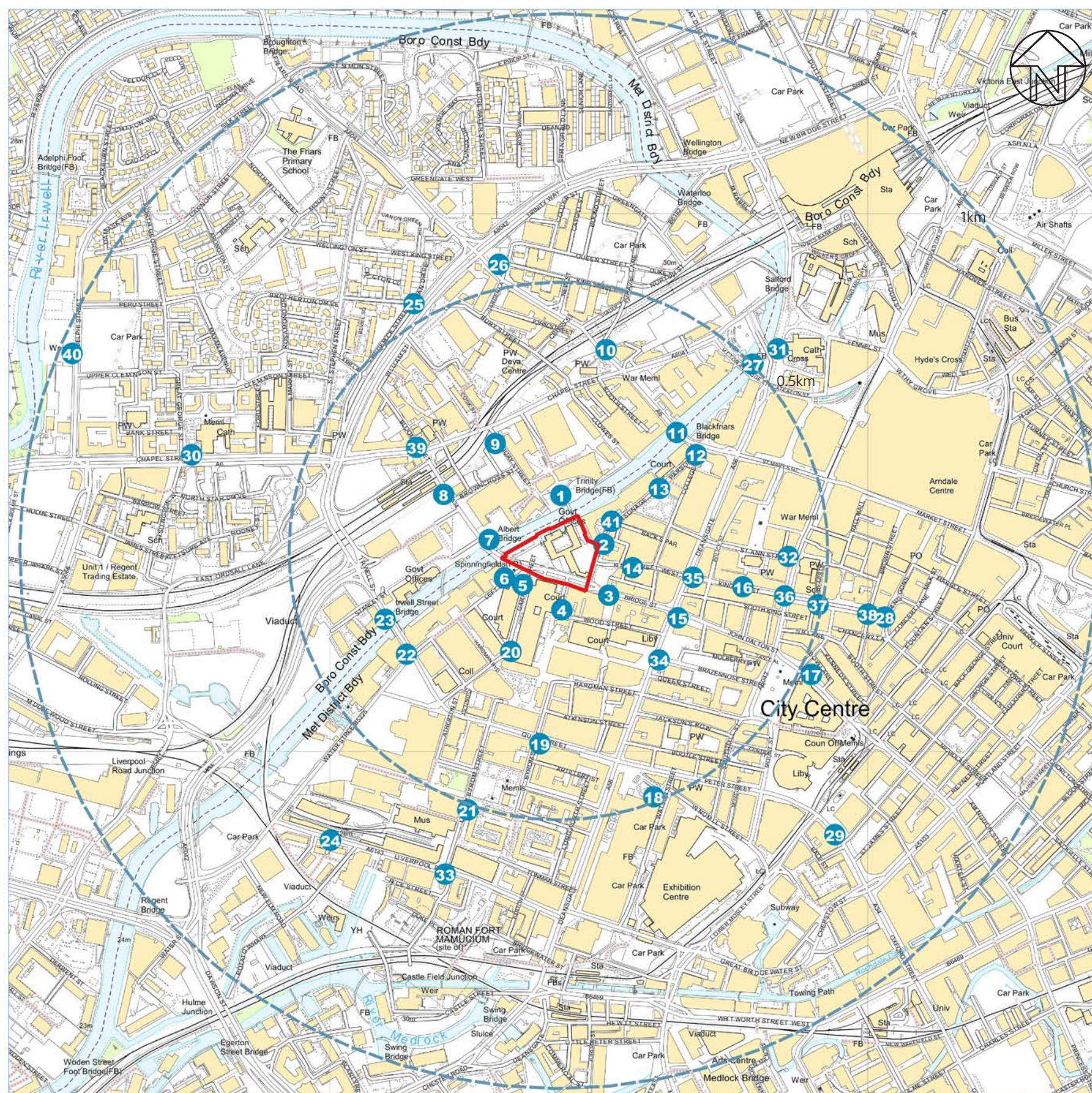


Figure 7.4 - Viewpoints

KEY

- Site Boundary
- 1km
- 2Km
- Zone of Theoretical Visibility

DSM IMAGE DATED 2020

0 0.1 0.2 0.4 Miles

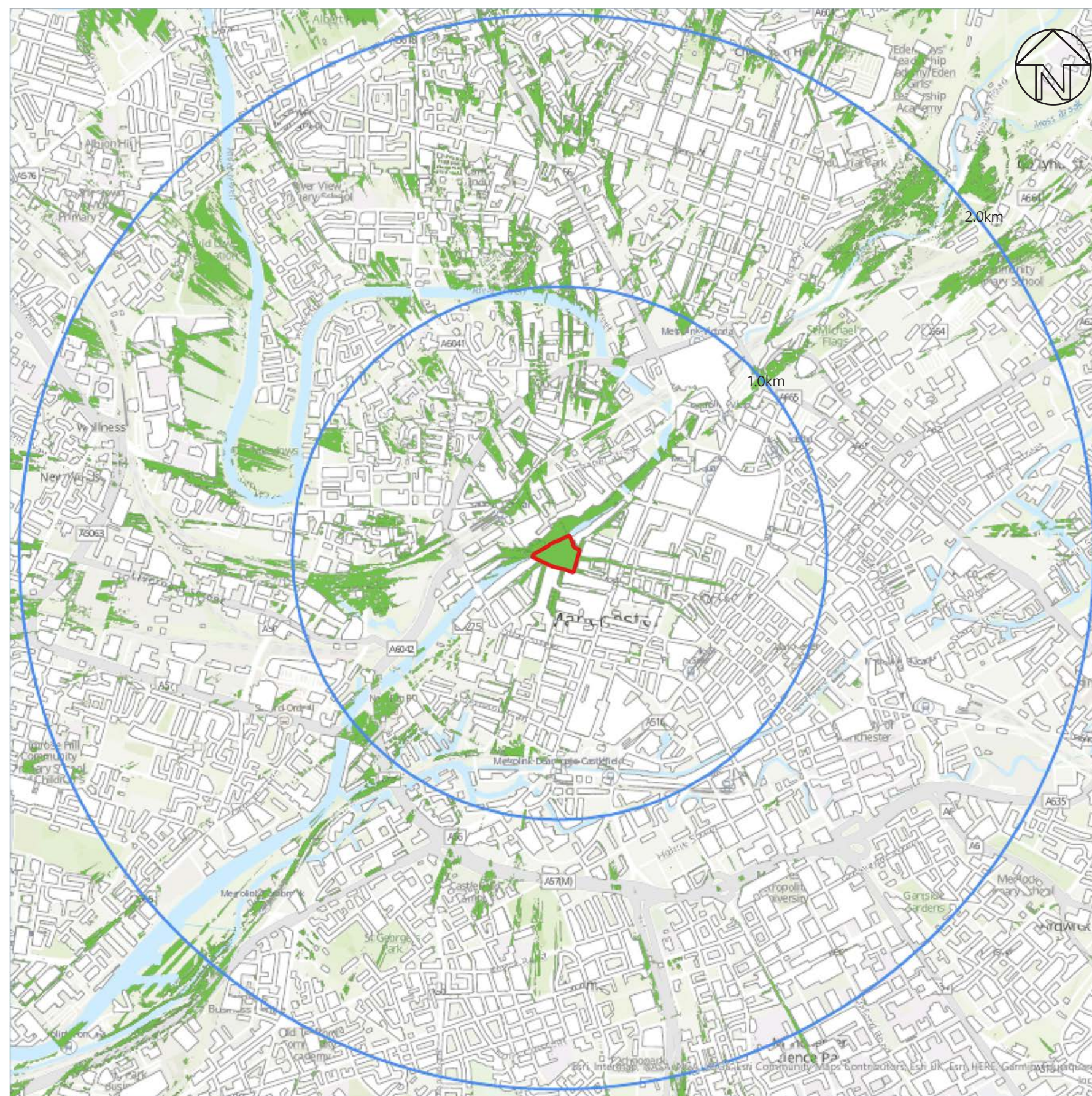


Figure 7.5 - Zone of Theoretical Visibility

KEY

- Site Boundary
- 1km
- 2km

MCC City Neighbourhoods

- Retail Core
- Spinningfields
- CBD
- Civic Quarter
- St Johns
- Medieval Quarter
- China Town
- The Village
- Petersfield
- Castlefield
- Water Street
- Former Boddingtons Brewery
- Green Quarter
- Northern Quarter
- NOMA
- Lower Irk Valley
- New Cross
- Collyhurst
- Ancoats

- New Islington
- Piccadilly
- Kampus
- Mayfield
- North Campus
- First Street
- Great Jackson Street
- Corridor Manchester

Salford City Centre Areas

- Chapel Wharf
- New Bailey
- Greengate
- New Bailey West
- Middlewood
- Chapel Street & Islington
- Crescent
- Wilburn Basin
- Adelphi
- Meadow
- David Lewis
- Peel Park
- University of Salford

0 200 400 600 800 1,000 m

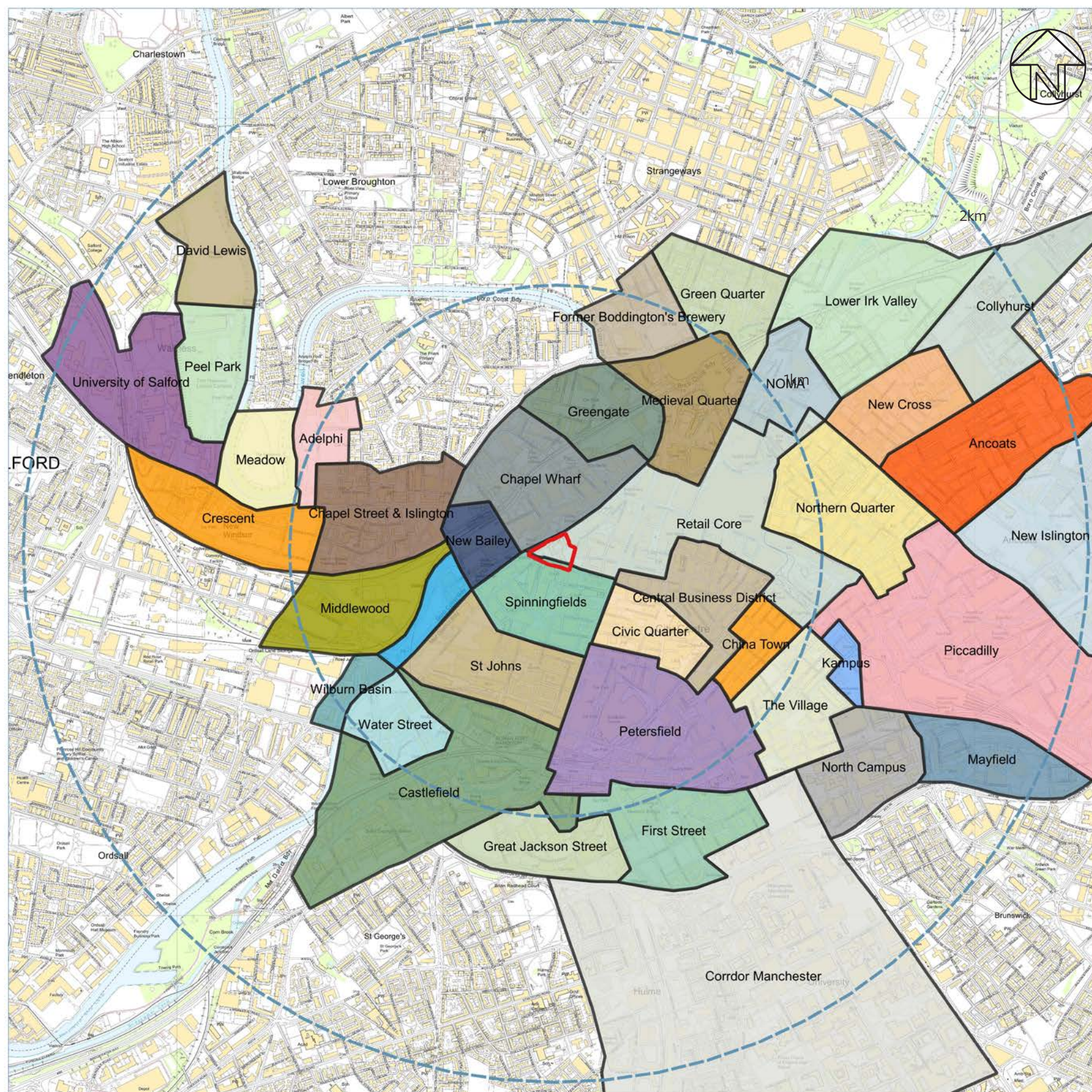


Figure 7.6 - MCC City Centre Neighbourhoods and Salford City Centre Areas

Appendix 1: Structure of the ES

Volume 1: Primary Report and Supporting Graphics

- Chapter 1: Introduction
- Chapter 2: Approach to EIA
- Chapter 3: Site Context
- Chapter 4: Development Specification
- Chapter 5: Consideration of Alternatives
- Chapter 6: Noise and Vibration
- Chapter 7: Townscape and Visual
- Chapter 8: Daylight, Sunlight, Overshadowing and Solar Glare
- Chapter 9: Wind Microclimate
- Chapter 10: Socio-economics and Human Health
- Chapter 11: Climate Change
- Chapter 12: Assessment of Cumulative Effect
- Chapter 13: Summary

Volume 2: Technical Appendices to the Primary Report

Volume 3: Non-Technical Summary

Volume 4: Environmental Management Plan

Appendix 2: Archaeological Desk-Based Assessment



University of
Salford
MANCHESTER

Salford **Archaeology**

Archaeological
Desk-Based
Assessment
Albert Bridge
House,
Manchester

Client:

Oval Real Estate

Technical Report:

Katie Fletcher

Report No:

2022/60



Site Location: The development area is located in Manchester City Centre and is bounded by the River Irwell to the north, St Mary's Parsonage to the east and Bridge Street to the south.

NGR: Centred at NGR 383432 398369

Prepared for: Oval Real Estate

Document Title: Albert Bridge House, St Mary's Parsonage

Document Type: Desk-Based Assessment

Report No: 2022/60

Version: Version 3

Author: Katie Fletcher

Position: Project Officer (Heritage Management)

Date: June 2022

Checked By: Ashley Brogan

Position: Project Officer (Heritage Management)

Date: June 2022

Signed:



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Contact: Salford Archaeology, Centre for Applied Archaeology, Peel Building, University of Salford, Salford, M5 4W

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1. Summary

Oval Real Estate is devising proposals for the construction of two buildings referred to as 'A (*Residential Tower*)' and 'B (*Commercial Building*)'. Building A is a residential building of up to 45 storeys high, with up to 405 homes. Building B is for up to circa 54,000m² of commercial space. The buildings will be set within new public realm which will retain trees, including those protected by the TPOs (centred on NGR 383432 398369). In order to support the planning application for the scheme, Oval Real Estate commissioned Salford Archaeology to carry out an archaeological desk-based assessment of the proposed development site. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource to enable informed recommendations to be made for the future treatment of any surviving remains.

The proposed development area is located in the St Mary's Parsonage area of Manchester City Centre. In 1398, Thomas La Warre became the parson of St. Mary's parish church in Manchester and was responsible for elevating it to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were required to cater for its pupils, and consequently, the area now known as Parsonage Gardens was cultivated to provide food. By the early 17th century, Parsonage Croft/Gardens consisted of a two-acre plot on the west side of Deansgate, on the fringe of the medieval town. Mid-18th-century mapping shows that land within the proposed development site lies on the southern bank of the River Irwell, in the vicinity of Parsonage Gardens and fields.

By the late 18th century, the site was centred on Water Street, aligned broadly northeast to southwest, which adjoined Parsonage Bank immediately to the north. Back Bridge Street ran through the southern part of the development site, aligned east to west, with Bridge Street marking the south site boundary. The streets were almost entirely developed, and consisted of a mixture of industrial, commercial and domestic properties. A Riding School had been established in the east of the site.

Manchester's first municipal gas works was established by the Police Commissioners in 1817. A red plaque commemorates the site of the former gasworks and states that it was the world's first public gasworks. A large building associated with the gasworks lay within the site boundary, which had been partly redeveloped into a large gasholder by the mid-19th century.

By the mid-19th century, some properties at the west end of Bridge Street and Back Bridge Street had been removed to make way for Lower King Street (King Street West). The rest of the buildings within the site remained unchanged, one of which was annotated as Albert Mill (cotton). Albert Mill consisted of a group of buildings that may have had late 18th-century origins. The map also shows that most of the buildings contained cellars.

Towards the end of the century, the 18th-century buildings on the north side of Albert Street had undergone some slight alterations, with buildings being knocked into adjoining properties to create larger premises. In addition, the gas works had been demolished and redeveloped into a Police Station. The same configuration of buildings occupied the rest of the site until at least the mid-1930s. However, these buildings were progressively cleared during the 1940s and 1950s. By 1962, Albert Bridge House had been constructed across the development site.

The potential for the site to contain buried archaeological remains is considered to be moderate. Remains may include various late 18th-century buildings, including Albert Mill, a

landing stage and elements of Manchester Gas Works, which would be of low to medium significance. There is limited potential for post-medieval garden soils and blind-back houses to survive within the Site, which would have low (local) significance. The late 19th-century Police Station may be considered negligible as there are several surviving examples.

The exact scope and extent of any further investigation of the proposed development area will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, however, it may be anticipated that an archaeological evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

2. Introduction

Oval Real Estate is devising proposals for the construction of two buildings referred to as 'A (*Residential Tower*)' and 'B (*Commercial Building*)'. Building A is a residential building of up to 45 storeys high, with up to 405 homes. Building B is for up to circa 54,000m² of commercial space. The buildings will be set within new public realm which will retain trees, including those protected by the TPOs. The desk-based study aimed to identify as far as possible the nature, extent and significance of the sub-surface archaeological resource within the site so as to enable informed recommendations to be made for the future treatment of any surviving remains.

2.1 Site location

The Site (centred on NGR 383432 398369) is located in the St Mary's Parsonage area of Manchester City Centre and is bounded by River Irwell to the north, St Mary's Parsonage to the east and Bridge Street to the south (Figure 1; Plate 1). Trinity Bridge lies close to the north-eastern corner of the Site and crosses the River Irwell. The Site is currently occupied by Albert Bridge House and two car parks. The building comprises a 17-storey building, flanked by a five- and two-storey building. Albert Bridge House is currently occupied by HMRC. There are several existing trees within the Site, including three that are subject to Tree Preservation Orders (TPOs).



Plate 1 Site Boundary superimposed onto Satellite image of the Site

2.2 Topography and geology

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey river valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission, 1998, p. 125). The Site lies at a height of 32.9m above Ordnance Datum (aOD).

The solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glacial deposits. These superficial deposits consist of sand and gravel and till (predominantly clay) formed up to 2 million years ago during the Quaternary Period (British Geological Society, 2021).

2.3 Designations

The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens, and it does not fall within a conservation area.

The Parsonage Gardens Conservation Area lies 10m to the east of the Site, on the opposite side of St Mary's Parsonage. The Site is also located within 20m of the Deansgate/Peter Street Conservation Area and within 200m of St Ann's Square Conservation Area, Albert Square Conservation Area and the Flat Iron Conservation Area in Salford. The Site is located within 250m of 21 listed buildings and within 150m of nine listed buildings (Table 1). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report.

Site	Designation	HER Number	Location (NGR)
98–116 Deansgate (formerly part of Kendal Milne's Dept Store)	Grade II Listed Building	8374.1.0	SJ 8365 9837 (point)
31 and 33 King Street West, including 3 Smithy Lane	Grade II Listed Building	447.1.0	Centred SJ 8353 9837 (42m by
Arkwright House	Grade II Listed Building	8530.1.0	SJ 83586 98420
Masonic Hall	Grade II Listed Building	8295.1.0	SJ 8359 9842 (point)
St Mary's Parsonage (National Buildings)	Grade II Listed Building	12130.1.0	SJ 8349 9827 (point)
Hydraulic Power Station (formerly)/ The Pump House/ People's History Museum	Grade II Listed Building	8645.1.0	SJ 8328 9831 (point)
John Rylands Library and attached gates,	Grade I Listed Buildings	276.1.0	Centred SJ 8357 9821 (10m by

railings and lamp standards			10m)
Albert Bridge	Grade II Listed Building	8296.1.0	SJ 8330 9837 (point)

Table 1 Designations located within 150m of the Site

3. Method statement

3.1 Introduction

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2017).

3.2 Research sources

The desk-based assessment made use of the following sources:

- Published and unpublished cartographic, documentary and photographic sources;
- The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- Manchester Local Archives and the Greater Manchester Record Office in Manchester Central Library;
- The National Heritage List for England;
- Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late eighteenth century.

3.3 The document

The following presents the historical and archaeological evidence for the Site. Chapter 5 discusses the previous archaeological investigations that have taken place within the Site. A gazetteer (Chapter 6) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 3-9), is used to assess the significance of the remains (Chapter 7) and impact of the proposed development (Chapter 8). A mitigation strategy is outlined in Chapter 9, based on the assessment presented in the previous chapters.

3.4 Significance assessment methodology

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979' (DCMS, 2013). These criteria have all been utilised in this assessment and are listed below:

- Archaeological interest
- Historical interest
- Period
- Rarity

- Documentation
- Group value
- Survival/condition
- Fragility/vulnerability
- Diversity
- Potential

The significance assessment also uses the approach to assessing heritage value contained within '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011 (ICOMOS, 2011). This document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown.

3.5 Impact assessment methodology

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. Mitigation is then recommended to reduce the level of impact on the significance of the identified assets.

4. Planning and legislative background

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2021).

4.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Ministry of Housing, Communities & Local Government, 2021). The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' is one. Section 16 deals specifically with this historic environment (paragraphs 189-208), and states that local planning authorities should consider:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 194 states that "local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. 'The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation".

Paragraph 203 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 199-202) should be taken into account in determining a planning application.

Paragraph 205 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

4.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027 (Manchester City Council, 2012) . The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment (Manchester City Council, 2012, p. 164).

Policy EN3 states:

‘Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.’

Manchester City Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

5. Historical background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 3).

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-medieval		AD 1540 – c 1750
Industrial Period		c AD1750 – 1914
Modern		Post-1914

Table 2 Summary of British archaeological periods and date ranges

5.1 Prehistoric period

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the city centre, such as Castlefield, the area that now contains Manchester Cathedral and Chetham's School and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory, 2007).

Prehistoric finds were discovered during the 19th century at Cathedral Yard, comprising a flint flake. Other prehistoric finds in this area include a polished stone axe, discovered at a depth of 20ft from the base of a ditch that was excavated at the junction of Corporation Street and Todd Street in 1870. A Bronze Age dagger and axe fragment were also found during excavations at the northeast corner of Hanging Bridge in 1870. The nearest known prehistoric find to the Site was a Neolithic flint flake discovered 220m to the southeast of the Site at Spinningfields, Deansgate, in the 19th century by the local antiquarian Charles Roeder (HER 414.1.0).

There are no known prehistoric remains within the Site and the survival of any *in-situ* prehistoric archaeological deposits is very unlikely.

5.1.1 Archaeological potential

There is no known evidence for prehistoric activity within the boundary of the Site, and the potential for any such remains to survive from this period is considered to be very low.

5.2 Romano-British period

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium*, which was established on a sandstone bluff within Castlefield (Gregory, 2007). Archaeological excavation has shown that in the late 1st century, the fort comprised a

turf rampart and timber gates, covering an area of c. 1.2ha, and was of a size compatible with holding a 480-man infantry unit. The fort was rebuilt to similar dimensions in stone c AD 200 (*ibid*).

During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus* (Grealey, 1974, p. 11). Civilians occupied the extramural settlement, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower. The Site lies approximately 400m to the north of the extramural settlement, however, it may have experienced low-level activity, on the fringe of the settlement.

Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The settlement was well connected in terms of trade and consequently lasted until the late third century AD. The Roman road from Manchester to Ribchester (HER 14.1.0) is situated c 170m to the east of the Site. The road continues northwards continuing, following the course of Bury New Road. The Ordnance Survey map of 1851 (Fig. 6) annotates the route of Deansgate as the former Roman Road.

5.2.1 Archaeological potential

There is no known evidence for Romano-British activity within the boundary of the Site, and the potential for any such remains to survive from this period is considered to be very low.

5.3 Medieval period

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer, 1911). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk.

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late 11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Rivers Irwell and Irk seems to have been bounded on the landward side by Hanging Ditch, whose curving line ran between the two rivers, taking a line that was followed subsequently by Toad Lane, the forerunner of Todd Street and Corporation Street.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling, 1962), but divided his other newly acquired land into several fiefdoms (Kidd, 1996). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling, 1962, p. 116).

The first recorded reference to the plot of land now known as Parsonage Gardens was in 1066 when William I granted tenancies to Albert Grelley (DGM1605).

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk and the medieval town grew up around it (Hartwell, et al., 2004, p. 256). It was from this hall that they governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris, 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre, with Deansgate being one of the main thoroughfares. The Site lies within the Area of Medieval Manchester, to the west of Deansgate (HER 16050.1.0).

Deansgate is one of Manchester's most historic streets, and its name probably dates from the early medieval period. The origins of the street name are uncertain, but its name may derive from 'way to the Dean', 'way to Denys' or possibly a gate or route used by the Deans of the College.

The manor house and land granted to the Grelleys in the 11th century were transferred to the La Warre family in 1309 (DGM1605). Thomas La Warre succeeded as the twelfth baron in 1398 and later became the parson of St. Mary's, the parish church. The church, subsequently rebuilt, is now Manchester Cathedral. La Warre was responsible for elevating St Mary's to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were required to cater for its pupils, and consequently, the area now known as Parsonage Gardens was cultivated to provide food (*ibid*). Parsonage Gardens is located 100m to the northeast of the Site.

Archaeological remains associated with medieval activity include the remains of a post-pit excavated at Spinningfields, located 240m to the southeast of the Site. The feature was sealed by a late medieval agricultural soil that contained medieval pottery, suggesting that the post was erected in the medieval or pre-medieval period. The medieval soils were sealed further by 18th-century deposits (HER 16257.1.0).

5.3.1 Archaeological potential

Although the Site lay in the vicinity of medieval settlement activity, the potential for buried archaeological remains is considered to be very low due to the extensive development that took place in the 18th and 19th centuries.

5.4 Post-medieval period

By 1539, John Leland was able to describe Manchester as the 'finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population' (Chandler, 1993, p. 263), at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo, 1964, p. 26).

In 1547, during the reign of Edward VI, the college was dissolved by the Chantries Act, but was re-founded by Mary I in 1553 (DGM 1605). Elizabeth I granted a new charter, and the

wardens were provided with a college house in 1578, and in 1635 they were given the two-acre parcel of land known as Parsonage Croft, now called Parsonage Gardens.

A map of Manchester and Salford dated c 1650 shows a vast plot of gardens stretching from Deansgate to the River Irwell (Plate 2). The plot of land is annotated on the map as 'New Gardens' and may have been associated with Parsonage Croft. Narrow strips of gardens were also situated 240m to the southeast of the Site, surrounded by a wall in the 18th century (HER 11240.1.0). An excavation in this area revealed 18th-century remains (HER 16257.1.0). Post-medieval deposits, representing agricultural soils, were also found at an adjacent site (c 170m to the west of the site; HER 15862.1.0) close to the River Irwell. The Site was likely located in this vicinity, adjacent to the River Irwell.

Other archaeological remains retrieved from the immediate vicinity of the Site include an earthenware posset cup and clay pipes, which were found in the late 19th century, 100m to the northeast of the Site. The cup had been found in an old well (which had been filled up and built over) on the site of the old Deanery in Deansgate, Manchester. The decoration of the cup was an interesting example of old English marbling, produced by combing on coloured clays, followed by lead-glaze (HER 273.1.0).

From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region (Hartwell, 2001, pp. 8-9). A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms.

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7).

In his tour of the country in the 1720s, Daniel Defoe (Defoe, 1727) noted that Manchester had 'extended in a surprising manner, being almost double to what it was a few years ago', reflecting the further expansion of the textile trade (Hadfield & Biddle, 1970). By the census of 1773, the town's population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire.

5.4.1 Archaeological potential

The Site lay within the vicinity of known post-medieval activity, however, the potential for buried archaeological remains is considered to be very low due to the extensive development of the Site during the industrial period.

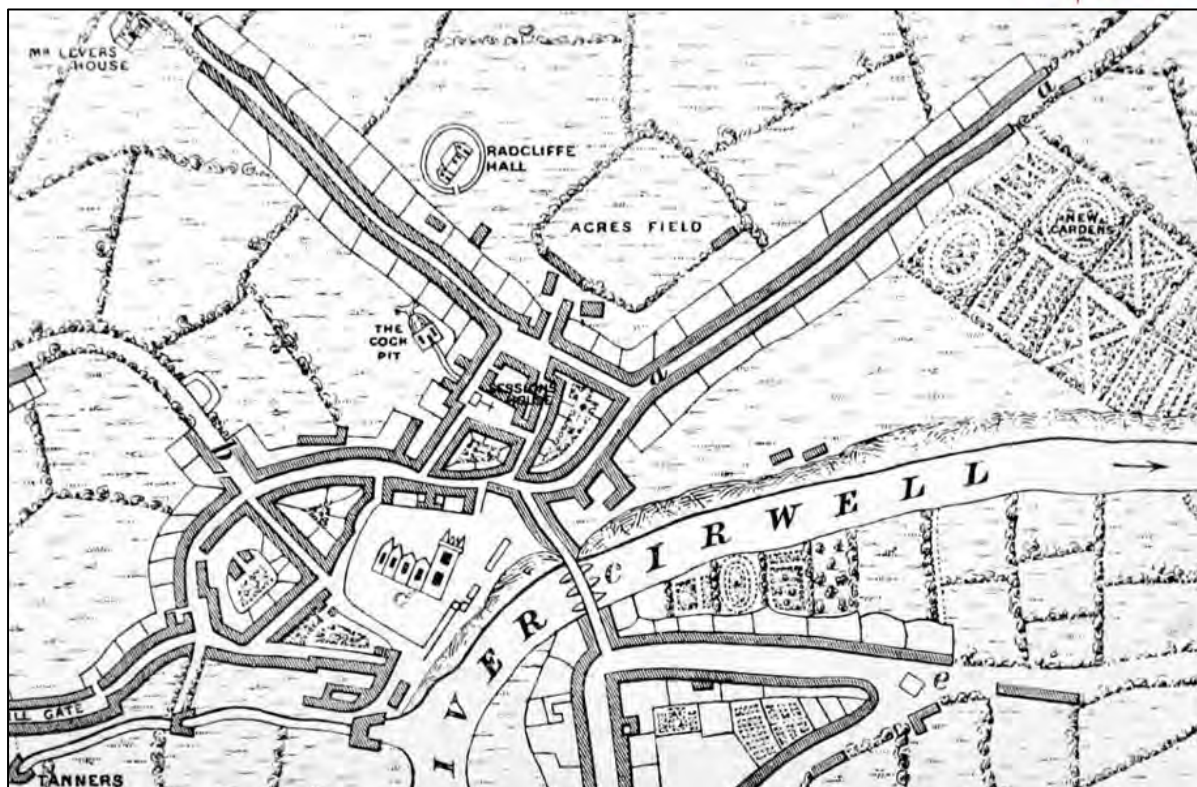


Plate 2: Map of Manchester and Salford c. 1650

5.5 Onset of the industrial revolution

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials. By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of factory-based cotton manufacturing industry of international repute (Baines 1835).

The second half of the 18th century was characterised by an accelerated pace of development, which was captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 3). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up trade from the growing port of Liverpool to Manchester and Salford (Geroge & Brummond, 2002, p. 22). A quay was established on the Manchester side of the river by Edward Byrom in 1736 to secure trade. A second quay was built on the Salford side of the river in 1755, connected to Chapel Street by Quay Street, located 160m to the northwest of the Site (HER 884.1.0). The Bridgewater Canal, the first true canal in the world, was completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The success of the canal acted as the catalyst for the construction of numerous other canals across the country.

The growth of the new industries attracted migrants from the surrounding countryside and farther afield in search of employment opportunities. The phenomenal growth of the population in Manchester led to pressure for development, and a new church, St. Mary's Church, was built at Parsonage Gardens, consecrated in 1756 (HER 404.1.0). The earlier Church of St Mary had also been dedicated to St Denys and St George when it became a collegiate church. The church was connected via St Mary's Street to Deansgate. The names of the new streets laid across the former gardens reflected the ownership of the land by the church and included Parsonage Lane, St. Mary's Parsonage, College Land and St. Mary's Street.

As well as being at the forefront of advances in the industrialisation of the textile industry, Manchester and Salford's businessmen were eager to find new ways of lighting their mills at the beginning of the 19th century. Some of the earliest examples of private and public gas works were established in Manchester and Salford. At least two examples of early gas installations are within a 60m radius of the Site, together with the world's first municipal gas works, which were partly erected on the Site in 1817 by the commissioners of the Police.

5.6 History of gas

5.6.1 A brief history on lighting

During the Roman period, artificial light consisted of various oil lamps and candles, which were exclusively available to the wealthy. The light of a fire or rush lamps provided the only source of artificial light for working-class people who often went to bed after sunset (Edwards, 2008, p. 1). Public lighting was non-existent, and most people were superstitious about the dark and regarded the night air as dangerous. Artificial light sources were not strong enough to provide good quality light at night, confining activities to daylight until the late 18th century.

Growing concerns about lighting public areas at night began in at least the 15th century, when the Mayor of London, Henry Barton passed a law in 1417 that ordered all citizens to leave a light hanging outside their house between Hallowtide (31st October) and Candlemas (2nd February). An order issued in 1690 extended the number of months from Michaelmas (29th September) to Christmas and reminded householders to hang lights. The Common Council reiterated the same law in 1716, stating that all householders that lived on a street, passage or lane should hang out a lamp from at least 6 p.m. until 11 p.m. at night, failing to do so would lead to a one-shilling fine.

In domestic-based industries, artificial light was too poor to enable craftsmen to work at night and candles were too expensive for artisans to purchase. Furthermore, candles were subject to monopoly supply and were taxed until 1831 (Dillon, 2002, pp. 42-3). In most cases, craft guilds often prohibited their members from working before sunrise or after sunset. Attitudes to working during the hours of darkness were changed irrevocably by the rise of textile factories at the onset of the industrial revolution.

The world's first successful water-powered cotton mill opened in 1771 by Richard Arkwright in Cromford. Almost immediately after the mill was opened, it began to operate 24 hours a day, lit at night with huge quantities of candles and oil lamps. The sight of the cotton mill lit up at night was unparalleled and drew much attention. Nevertheless, the cost and fire risk associated with lighting mills by candles or oil lamps was problematic however, scientific investigations into other means of artificial lighting were already underway.

5.6.2 The discovery and use of coal gas

Coal has been extracted in bell pits from as early as 1500 in North East England. Deep shaft mining began to develop in the 18th century and rapidly expanded alongside the advent of steam power during the industrial revolution. Coal miners reported two types of dangerous gases called the chokedamp and firedamp. Details about the flammability of escaping natural gases from coal or oil shale beds were first written about in 1667 in a paper to the Royal Society by Thomas Shirley named 'A Description of a Well and Earth in Lancashire taking Fire, by a Candle approaching it' (Shirley, 1667). The discovery took place at a '*natural spring, which emanated carburetted hydrogen, thus igniting a candle when it was placed near the surface of the water*'.

John Clayton, a vicar from Wakefield, continued Shirley's work, and in 1684, excavated the base of the spring to find coal located 18 inches beneath the surface. The gas escaping from the coal measures was inflammable, and Clayton assumed that the coal was the source of the gas. Following his discovery, Clayton produced the earliest report on the distillation of coal in an open retort to produce a flammable gas (Chandler & Lacey, 1949). Experiments by other enthusiasts and scientists continued, and in 1726, Dr Stephen Hale was the first person to procure a flammable fluid from the distillation of coal, however, scientists overlooked the usefulness of the liquid. A third paper was published in the Philosophical Transactions of the Royal Society in 1733, detailing that coal gas retained its flammability after being stored for a considerable length of time, but it was not until 1790 when William Murdoch began experimenting with flammable gases that its full potential was recognised.

5.6.3 Private use of gas

Murdoch, an employee of Boulton and Watt, was specifically conducting experiments to see which gas would be most suitable for fuelling lamps. Coal gas undoubtedly produced the brightest flame, and Murdoch began installing gas lighting in his house in Cornwall, which was functioning by around 1792 (Thomson, 2003). The gas was produced by distillation of coal that was stored and transported through tubes to illuminate gas lamps. It was not until Gregory Watt (James Watt's son) visited Paris and saw the rival work of Phillipe Lebon that Murdoch's employers began to fully support his research, eventually investing £5000 in Murdoch's experiments.

In 1802, Murdoch lit the exterior of Boulton and Watt's Soho Manufactory in Birmingham to celebrate the Peace of Amiens. The illumination was the first public exhibition of gaslighting, which attracted much public interest. Murdoch, and his assistant Samuel Clegg, continued experiments in gas production and designing retorts before Clegg resigned in 1805. Clegg founded his own firm, eventually patenting his own inventions that helped to develop the gas industry. Meanwhile, the first of Boulton & Watt's steam engine customers, George Lee, a partner in Phillips and Lee's Salford Twist Mill (HER 1960.1.0; located 60m to the northwest of the Site), began to show an interest in the new technology. Perhaps, the incentive behind George Lee's interest occurred when he was offered a greatly reduced insurance cost (one-third of the previous cost) for having the Salford Twist Mill converted to gaslighting. Lee arranged for gas lighting to be trialled in his house in 1804 before deciding to install it in his factory. By 1805, the Boulton and Watt factory was the only supplier of gas-making plant in the world, and in the same year, Murdoch developed the world's first circular gasholder.

A letter from Phillips & Lee, dating to 19th July 1803 is held in the Boulton and Watt archive (B&W archive 3147/5/804b). The date of the letter and its contents imply that preparations for the gas works were already underway.

The first retorts supplied by Boulton and Watt to Salford Twist Mill in 1805 were like those that Murdoch used for his experiments at Soho. The retorts consisted of a vertical cylindrical vessel with a single door on the top (West, 2008, pp. 148-9). The design of the early retort made it difficult to remove the coke and other by-products produced from burning coal, so a second door was added at the bottom of the retort. By 1808, Boulton & Watt had improved retort design, and horizontal D-shaped retorts, typically 1.2-1.5m long, 650mm wide and 250mm high, superseded the earlier retort. Variants of the D-shaped retort were subsequently installed at Salford Twist Mill (BHM 3147/5/804k) and several other sites (ibid).

Between 1806 and 1811, Boulton and Watt installed gas works at 16 textile mills. The average price for a gas plant was approximately £1088, however, the cost for the gas works at Phillips & Lee was £4104. It is likely that as Boulton & Watt's first customers, Phillips & Lee paid a higher price for materials, but also had a much larger quantity of lights installed. Salford Twist Mill was lit with 550 cockspur and 300 Argand lights, equivalent to 3,725 candles (BHM 3147/3/478/16). The number of lights at the Twist Mill may have been excessive, as comparisons with mills of a similar size suggest that between 1000 and 2200 candle equivalents were installed (West, 2008, p. 108). After the commissioning of Salford Twist Mill, the quantity of lighting at McConnell & Kennedy was reduced from 4200 to 2200, implying that Boulton & Watt realised that fewer lights were required than they first expected (ibid).

In 1808, Murdoch presented a paper to the Royal Society entitled "Account of the Application of Gas from Coal to Economical Purposes". The paper described the application of coal gas to Salford Twist Mill. The plant was commissioned in January 1806 and represented Boulton and Watt's first commercial production of a gas-making plant, completed in 1807. The gas plant comprised eight holders housed in a rectangular building and a coal oven. This basic design served as the prototype for the larger plants built in cities in Britain. The mill itself may have been the first to be lit by this technique, although Samuel Clegg, claimed to have installed plant two weeks before Murdoch at Willow Hall Mill in Halifax, Yorkshire. Nevertheless, the publicity surrounding the use of gas at the Salford Twist Mill prompted a surge in orders for gas plant (Wilson, 1991, pp. 3-4). The economic advantages were highlighted in Murdoch's paper, which stated that by 1808, the annual lighting bill at Salford Twist Mill had been reduced from £2000 using candles to £600 (Wilson, 1991, p. 6).

5.6.4 Gas lighting in the public domain

Competing pioneers in the gaslighting industry included a French inventor, Phillipe Lebon, who invented the thermolamp in 1799. Frederick Winsor, who moved to England and changed his name to Frederick Winsor, allegedly stole Lebon's ideas, founding the 'National Heat and Light Company'. Winsor was seeking a Royal Charter for a monopoly supply of piped gas throughout Britain, promoting the idea of large central gas works supplying large districts. Boulton and Watt, however, believed that the future of the gas industry lay in separate small gas works serving each area or premises. A Parliamentary Committee in 1809 examined these opposing ideas on the Bill for the (London) Gas Light and Coke Company founded by Winsor. The Bill was defeated however, a Royal Charter to supply piped gas for public use to parts of Central London was passed in 1810. The headquarters of the Gas Light and Coke Company was established in Westminster and is identified as the original company from which British

Gas PLC descended (Stirling, 1949). Winsor employed Samuel Clegg in 1813 as the first gas engineer at the Gas Lighting and Coke Company and within ten years, London had eight gas works (Thomas, 2013).

The rivalry between Boulton and Watt and Frederick Winsor may have begun two years before the proposals for the defeated bill, in a race to illuminate the first street. The first well-recorded public street lighting was by Winsor in Pall Mall, London on 28th January 1807 (Thomas, 2013). However, by 1806, the gas works at Philips & Lee were not only lighting Salford Twist Mill but were also supplying gas to several lights on Chapel Street, making this the earliest street in the world known to have been lit by gas (Wilson, 1991).

Gasworks began to spring up around the country, particularly in industrial cities where demand was greater and by 1826, only two towns in Britain with a population over 10,000 did not have at least one gas company. The cost and technical demands of gas production soon favoured large, centralised works over small private ones. Outside London, Preston became the first town to have a public gas supply, which was in use by 20th February 1816. Exeter and Liverpool soon followed suit and obtained Acts of Parliament in 1816 (Thomas, 2013).

In Manchester, the first municipal gas works was installed at Albert Street (St Mary's Parsonage) by the Manchester Police commissioners. The police first showed an interest in 1806 when they installed a gas street lamp outside their station on King Street. The police were responsible for lighting and watching the streets, which, at the time, was produced by oil lamps. An article in the *Manchester Mercury*, in 1797, states that it was the police commissioner's responsibility for lighting oil lamps throughout the town and that they required a contractor to replace and repair all broken lamps (*Manchester Mercury*, 6th September 1797). A further article reported that an Act of Parliament had been passed, which stated that the police were responsible for '*the cleansing, lighting, watching and regulating the street lanes, passages and places within Manchester and Salford*' (*Manchester Mercury*, 18th February 1806). The police commissioners in Manchester passed a resolution in 1817 to build a gasworks to light the police stations, principal streets and sell any surplus to private customers. The gasworks was transferred to the Manchester Corporation in 1843 (Thomas, 2013, p. 5). A red plaque at Alberton House commemorates the gas works at Albert Street as the world's first municipal gas works to sell gas to the public, which was partly within the Site boundary.

Similarly, in Salford, in 1819, a group of local businessmen, consisting of Thomas Appleby, Richard Bain, Edward Fisher and a Mr Clay, decided to build a gasworks capable of supplying a wider area. The gas works were situated on Clowes Street (HER 12743.1.0) and were in operation by 1820, representing one of the earliest public gas undertakings in the region (Wilson, 1991, p. 27). In 1830, an Act of Parliament allowed the Salford Police Commissioners to purchase the gas works on Clowes Street, and until this date, the supply of gas was relatively limited. In 1844, a Charter of Incorporation was granted to the town, and the gas works came under the control of the Salford Corporation.

5.6.5 Later development and use of gas

By 1819, The Gas Lighting and Coke Company had laid nearly 290 miles of pipes in London to supply the public. Over 1000 gas works had been established across the country by 1859 to meet the demand for the new fuel. By 1888, there were 1500 gas works in Britain, employing 60,000 people (Hide, 2010, p. 12).

American inventor, Thomas Eddison, designed the first indoor electric power utility in the late 19th century using incandescent light bulbs. The new system was designed to function like gas lighting. The light bulbs were lit by direct current power, however, the voltage from the power plant dropped as the distance increased, which meant that all lamps had to be within a mile radius of the power plant. Therefore, gaslighting, remained widespread, with some new buildings using dual fuel systems of gas piping and electrical wiring. The development of alternating current power transmissions in the 1880s and 1890s solved the voltage and distance problem, overcoming many of the limitations of direct current, enabling the growth of low-cost electrical power. Electric lighting only gradually began to replace gaslighting in the early to mid-20th century. The supply of electricity in Britain was inefficient and fragmented until the Electricity (Supply) Act of 1926 was passed to establish the National Grid, which was operating as a national system by 1938. Following the completion of the National Grid, the growth in electric users in Britain was the fastest in the world, rising from three-quarters of a million in 1920 to nine million in 1938 (Gilbert 2010).

During the late 19th century, natural gas began to replace coal gas, as a cleaner and cheaper alternative. Britain was not abundant in natural gas, and in 1959, the North Thames Gas Board began importing Liquefied Natural Gas (LNG) from the Gulf of Mexico to a special facility built at Canvey Island. In other locations throughout the country, coal gas continued to be burnt until 1968 when natural gas was discovered in the North and Irish Seas. All coal gas plants were converted or replaced to use natural gas between 1967 to 1977. Gasholders became redundant and began to be demolished in large numbers from about 2000 onwards (The Historic England Blog, 2020).

5.7 Development of the Site

The development of the Site can be traced reasonably well from the sequence of available historic mapping. Cartographers Russell Casson and John Berry produced four successive maps from 1741 to 1751, providing the earliest detailed survey of the town (Plate 3). The map depicts Parsonage Croft, shortly before St Mary's Church was erected. In total, seven houses had been erected to the north of the parsonage. The lane to the west was annotated as Parsonage Lane and had also been partly developed (currently St Mary's Parsonage). The lane to the south of Parsonage Croft led west towards the River Irwell, with further gardens depicted along the southern side of the road. Wood Street had also been laid 75m to the southeast of the Site. The Site presumably lay in the vicinity of the gardens and fields adjacent to the bank of the river (Plate 3).

Other buildings in existence by the 18th century, included Manchester Poor House (established in 1764; HER 15267.1.0) and former buildings at New Magistrates Court (HER 11264.1.0). These were situated on Wood Street, located 100m to the southeast of the Site. Northcliffe House had been established at Spinningfields by 1740 and was one of the largest private mansions in the 18th century (HER 11240.1.0). A warehouse known as Rock House/Moss Wharf was to the northeast of the Site, built by 1728, though it does not seem to have been captured on Casson and Berry's map. The wharf was a sloping platform that reached the river downstream of Blackfriars Bridge, at the southern end of this frontage (HER 9913.1.0).



Plate 3 Extract from Casson and Berry's map of 1741, showing approximate Site location

Tinker's map of 1772 (Plate 4) shows that the study area had been developed further, with several new streets laid, extending west from Deansgate towards the Parsonage/river frontage. Tinker's map is the first to depict St Mary's Church, built in 1753-6 on Parsonage Croft. The church was based on the design of the parish church at Knutsford (HER 404.1.0). The most impressive part of the church was said to have been the lantern, composed of eight Ionic pillars supporting a spire, surmounted by a large globe and cross.

Dole Field (later Bridge Street) had been laid along the south Site boundary. The Site was centred on the bend on Parsonage Lane and included land between Dole Field and the south bank of the River Irwell. Some development had taken place along the river frontage, including a U-shaped building, which may have been a warehouse or small wharf. In addition, the northeast side of Parsonage Lane had also been developed into a continuous row of buildings.

Newspaper reports provide an insight into the types of buildings that had been erected at Dole Field in the late 18th century. The earliest source referred to a house owned by Mr Wood, which was advertised 'to lett' in Dole Field (Manchester Mercury, 15th February 1774). A later description of the house, owned by Mr Wood, stated that it was in the middle of Dole Field (Manchester Mercury, 30th June 1789). The land between the Parsonage and Dole Field was advertised for sale in 1777. The advertisement stated 'to be sold, all together, or in lots for building upon, all those two gardens lying between the Parsonage and Dole Field, in Manchester and adjoining Dole Field, late in the occupation of Francis Potts, dyer'. An advertisement reported that a paper-hanging manufacturer, William Paul, operated from his warehouse on Dole Field in the 1780s (Manchester Mercury, 13th November 1781). It is unclear whether any of these premises were within the Site boundary.

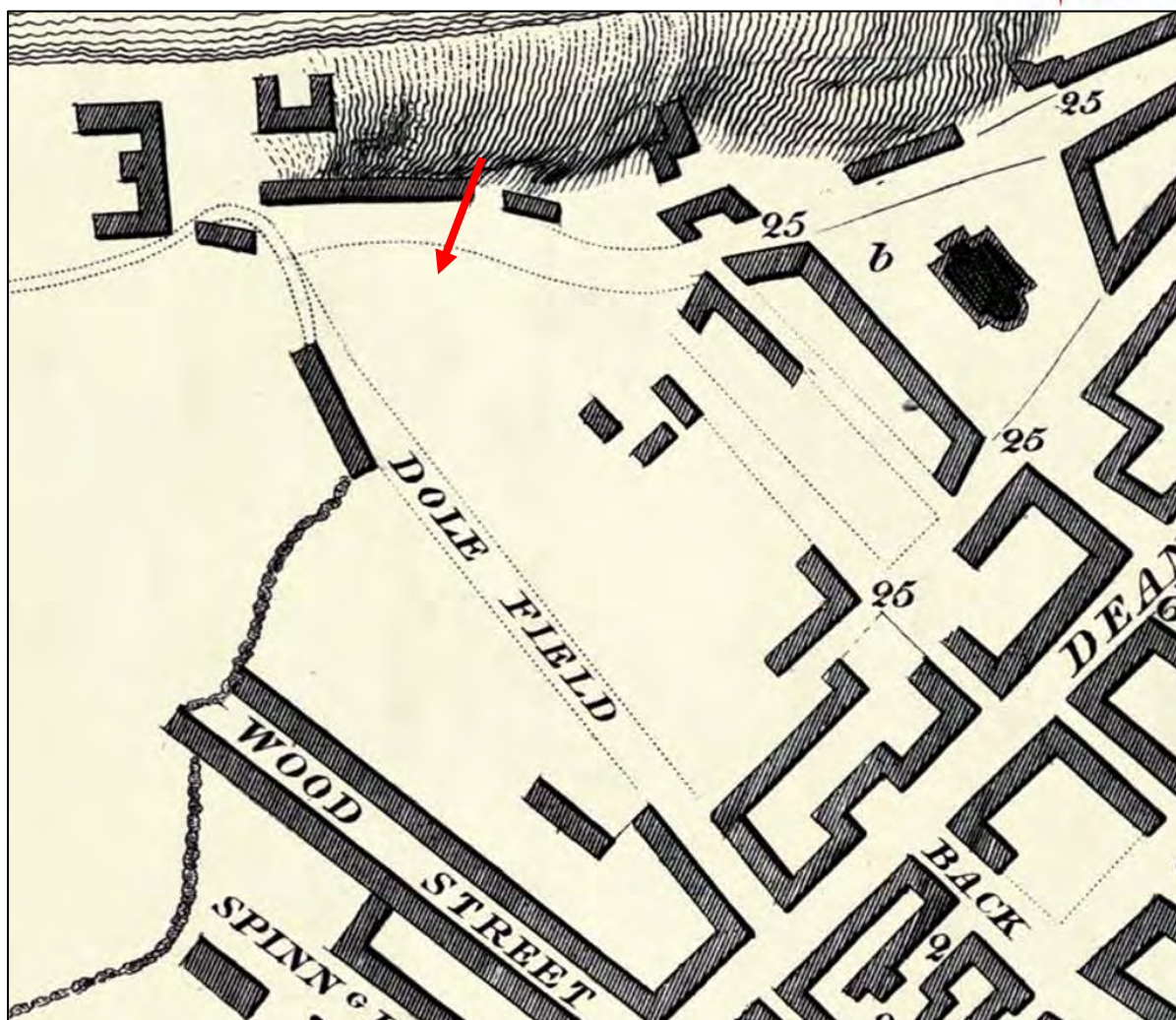


Plate 4: Tinker's map of 1772, showing approximate Site location

Similarly, Laurent's map of 1793 (Plate 5) and Green's map of 1787-94 (Plate 6; Fig. 3) captures the rapid expansion of the town, particularly in the parcel of land between Deansgate, the River Irwell and Bridge Street, in the area formerly owned by the church. The new street names reflect the former use and ownership of the land around the Site, including Parsonage Bank (formerly Parsonage Lane), College Land and Garden Lane. By the end of the 18th century, most of the Site had been developed. Laurent's plan indicates that the Site lay south of Parsonage Bank (formerly Parsonage Lane), at the northern end of Water Street. The entire plot of land between Water Street and the river frontage had been developed. Back-House Street ran through the southern part of the Site, parallel with Bridge Street (formerly Dole Field). These streets had also been largely developed, and the only remaining plot of vacant land was on the southeast side of Water Street, to the north of a triangular arrangement of buildings. The building annotated as Rock House was built before 1726 and lay to the north of the Site (HER 9913.1.0).

Green's map of 1787-94 (Plate 6; Fig. 3) captures the same layout of streets but provides more detail of the individual buildings within the Site. The footprints of irregular buildings lined the river frontage and the northwest side of Water Street. Entrances along the street frontage permitted access to the buildings along the river, which may have been warehouses or wharfage facilities. The map also shows that the houses on Bridge Street lay just beyond the

southern Site boundary. Enclosed land that belonged to a 'Riding School' lay partly in the east Site boundary. There does not seem to be any record of a riding school in contemporary trade directories or newspapers, however, a later newspaper article refers to the police premises being on the site of the late Oldham's riding school (Manchester Mercury, 2nd December 1806). A rectangular building off Windmill Yard occupied the southeast edge of the Site.

Scholes' trade directory of 1794 recorded that textile workshops, merchants and warehouses had been established in the surrounding area. The trade directory confirms that the streets between Deansgate, the River Irwell, Salford Bridge and Bridge Street were in St Mary's District (Scholes, 1794). Several carriers occupied Bridge Street in Scholes's slightly later trade directory, whilst cotton merchants, dye works and quays occupied Water Street (Scholes, 1797, pp. 190-3). In 1806, a newspaper advertisement referred to the sale of fustians and woollens at Mr Barnard's warehouse on Parsonage Lane (Manchester Mercury, 29th July 1806). It is unclear whether the article refers to any buildings within the Site.

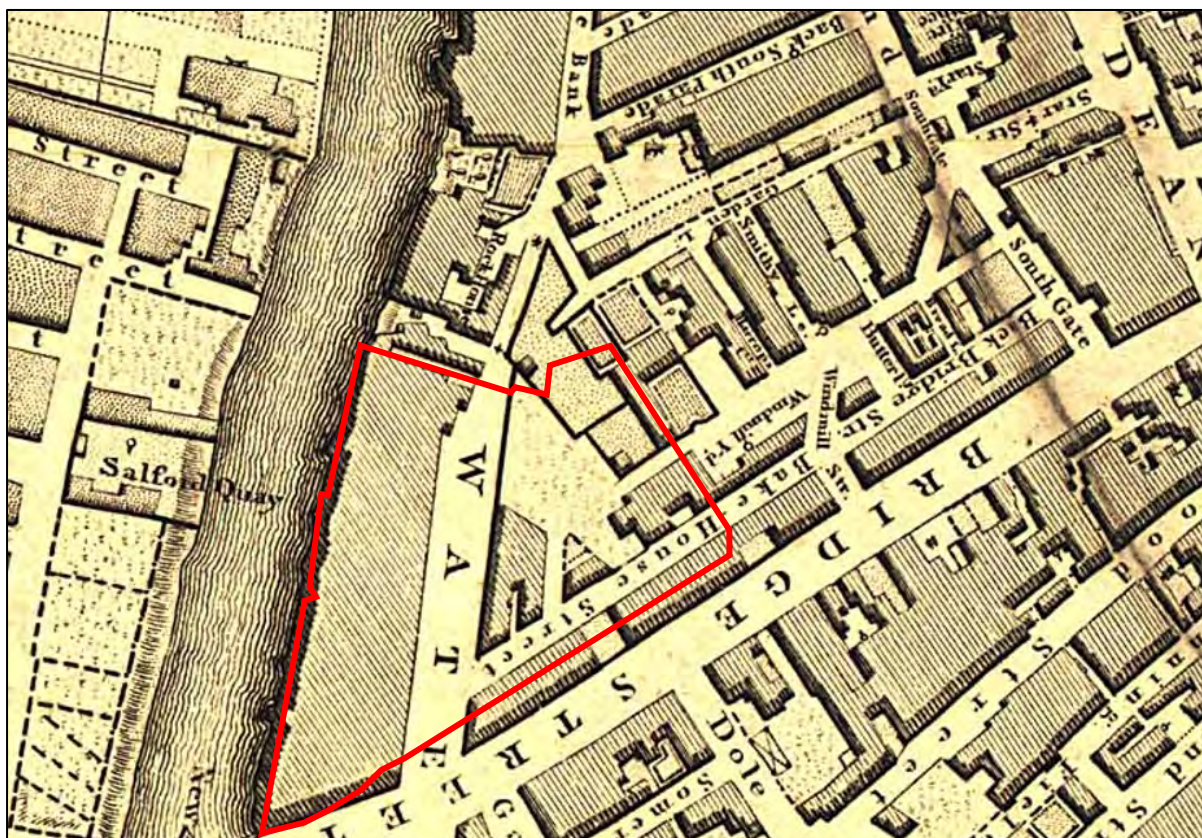


Plate 5: Laurent's plan of 1793, showing the approximate Site location

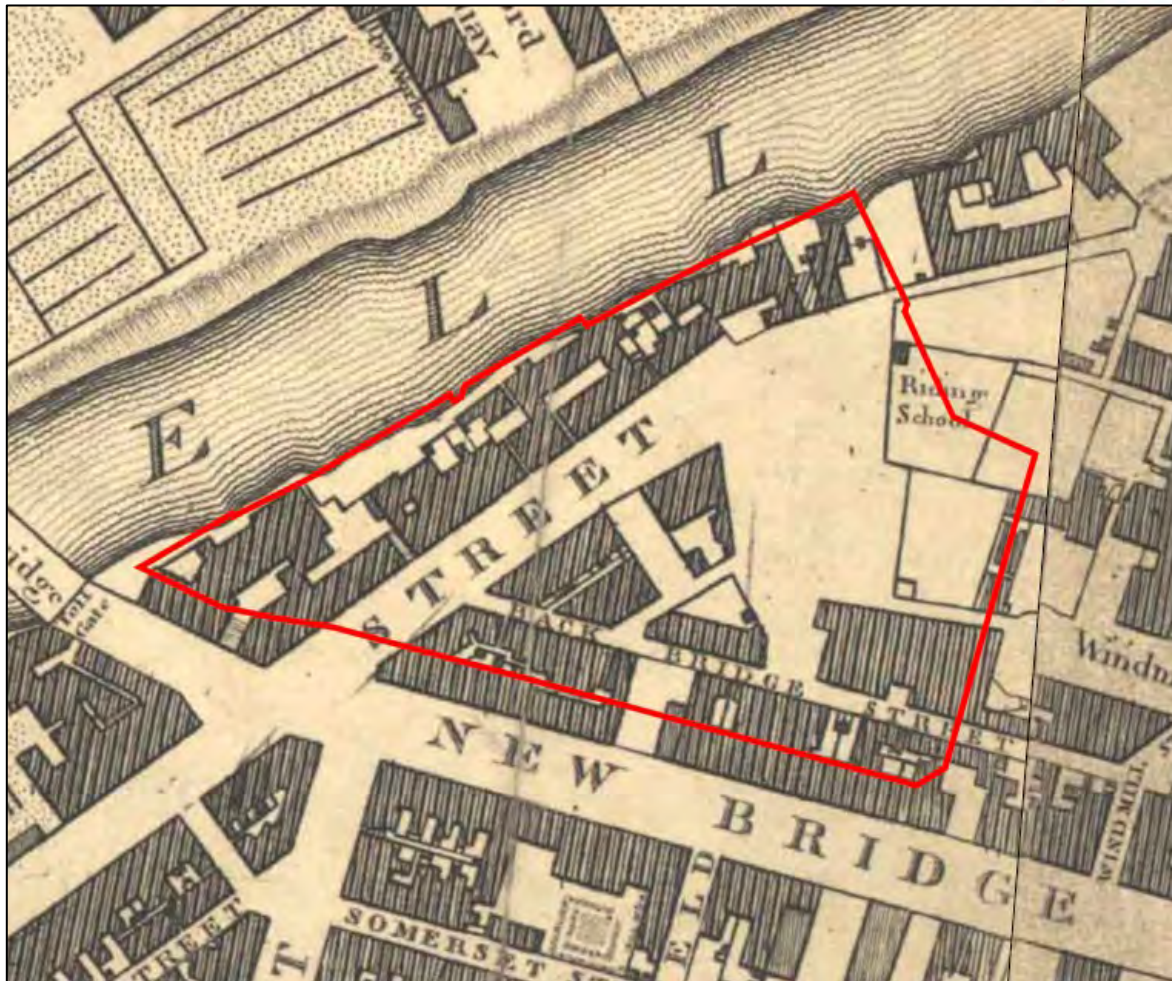


Plate 6 Extract from Green's map of 1787-94, showing area to the east of the Site

Swire's map of 1824 *Manchester and its Environs* is the next available map that captures the Site (Plate 7; Fig. 4). The map shows that the footprint of buildings on the north side of Water Street remained unchanged. The plot of vacant land on the southeast side of Water Street had been developed into two rows of buildings. A key on Swire's map refers to the group of buildings shaded in black and numbered '26' as 'Gas Works (Manchester)'. The gasworks comprised three circular gasholders, which were beyond the Site boundary and a large building, which extended within the northeast part of the Site. The gasworks was the first municipal gasworks in the world to sell gas to the public and was erected in 1817 by the Commissioners of Police. The earliest references to the gasworks appear in newspaper articles in the early 1820s. An advertisement in the *Manchester Mercury* stated '*iron founders wanted for the Manchester Gas Works. Thirty-six retorts with hydraulic main, upright pipes &c. and fifteen retorts to replace old ones. Tenders for the above must be delivered to the Police Office*' (*Manchester Mercury*, 22nd April 1823).

An illustration of Manchester Gas Works, dated 1850, shows the frontage of the gasworks (Plate 8). A newspaper article suggests that a fire broke out at the Manchester and Salford Gas Manufactory in the St Mary's district on 6th October 1828 (*Public Ledger & Daily Advertiser*, 6th October 1828). The fire was thought to have originated from gas that had escaped from a loose valve at one of the gasometers. The gasworks was almost destroyed.

Several industries and small-scale workshops had been established along Water Street and Bridge Street, including hat manufacturers, textile warehouses, public houses, a chairmaker, boot and shoemakers, drapers and tailors, locksmiths, cabinet makers and farriers (Pigot & Dean, 1821). Thomas Fleming & Son, orchill manufacturers, occupied no. 71 Water Street, Bridge Street and Samuel Hague, a hat manufacturer, occupied no. 76 Water Street, Bridge Street (Pigot & Dean, 1821, p. 54 and 65). Residents along Back Bridge Street included William Everall, a smith, William Grimshaw, a dyer and William Hackett, a fustian-cutter (Pigot & Dean, 1821). It is unclear whether any trade directory entries refer to the buildings within the Site.



Plate 7 Extract from Swire's map of 1824, showing the approximate Site Area

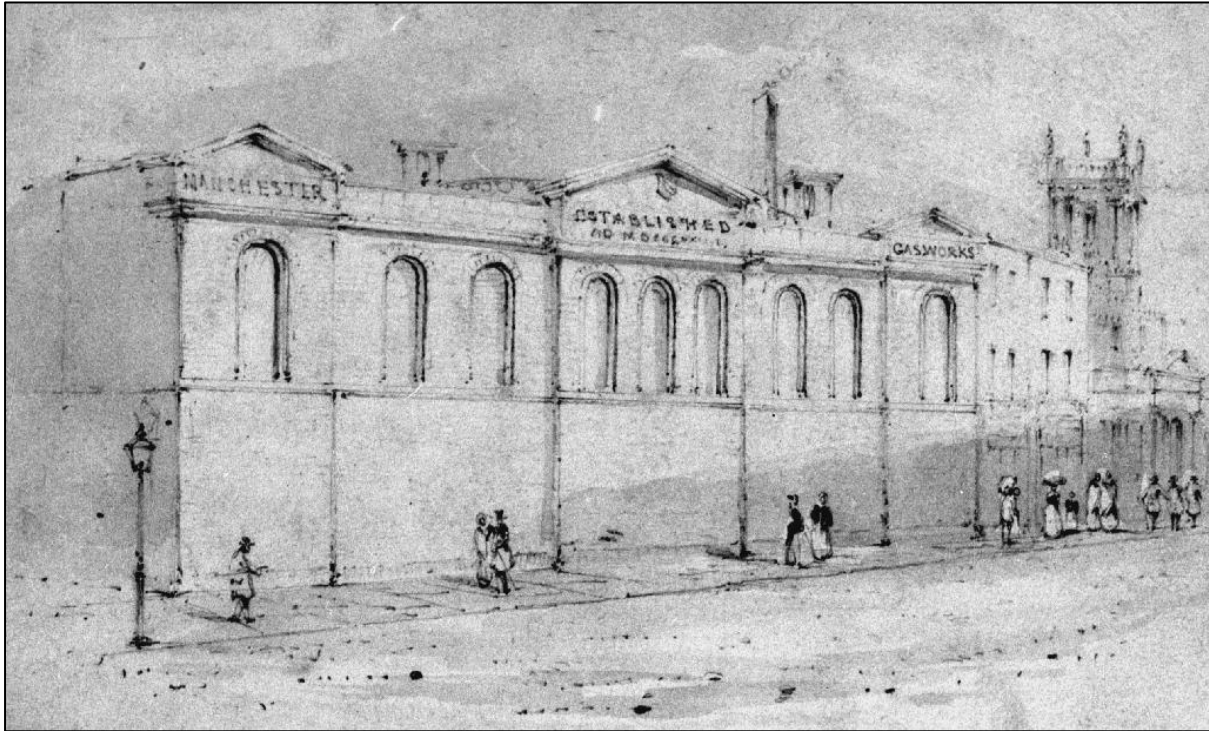


Plate 8: Sketch of Manchester Gas Works in 1850, courtesy of Manchester Local Image Collection

Banks and Co's *Plan of Manchester and Salford*, published in 1831, provides a slightly more detailed plan of the Site, showing the individual buildings (Plate 9; Fig. 5). The map shows that Back House Street had been renamed Back Bridge Street. The map shows that the buildings lining the north side of Bridge Street consisted of double-depth houses backing onto smaller dwellings or outbuildings that lined Back Bridge Street. Similar sized houses lined the southeast side of Albert Street, whilst slightly larger properties occupied the northwest side of the street, which stretched towards the river frontage. At least two much larger industrial premises were at the southern end of Albert Street, on the northwest side. The larger footprint of buildings on the northwest side of the street, and their riverside location, may imply that they had a commercial function. In addition, rows of back-to-back houses appear to have been off a narrow lane, running northwest from Back Bridge Street, within a triangular arrangement of buildings.

The footprint of the gasworks continued to occupy the eastern part of the Site. The smaller gasholder shown on Swire's map was no longer extant and could indicate that it was this gasholder that was destroyed in the fire of 1828. A small circular building had been added west of what was presumably the gasworks office building along the St Mary's street frontage.

A newspaper article in 1845 describes the Manchester gasworks, '*now the most extensive in Great Britain, or in the world, were first commenced in 1817, and in December of that year, the Manchester public were first supplied with gas, from the establishment, at a charge of 15s per 1000 cubic feet. The funds for this purpose were supplied by the Commissioners of the Police out of the police funds (but which were afterwards repaid by virtue of an Act of Parliament, giving power to the Commissioners of Police to borrow, for this and other purposes therein named, a sum not exceeding £80,000) and have almost without exception, been annually extended...Extensive as are the Manchester Gas Works at the present moment, a further extension, it is said, is being now contemplated...the public may need not wonder if, in*

the next two years, the gas works should be extended 33 percent' (Leeds Intelligencer, 4th January 1845).

During the 1840s, the northeast end of Water Street was renamed Albert Street. Newspaper articles give an insight into the function of some of the buildings on Albert Street, which included a steam engine manufactory at no. 46 (Aris's Birmingham Gazette, 6th August 1846), though it is unclear whether this was within the Site boundary. The Old Hare and Hounds occupied the Site by at least 1846 (Manchester and Lancashire General Courier, 30th May 1846). A good shop and dwelling houses were advertised for sale in 1844 at Albert Street (late Water Street) *'with two-tier of good cellaring, and very suitable for anyone engaged in the Irish trade, as the premises are situate on the brinks of River Irwell'* (Manchester and Lancashire General Courier, 2nd November 1844). A mill was also present along the street, with items advertised for sale in 1847, including *'weaving machinery, mechanics' tools and yarn etc at the mill in Albert Street, Manchester, late in the occupation of Elias Cocker'* (Manchester and Lancashire General Courier, 11th December 1847).



Plate 9 Extract from Bancks' and Co's map of 1831, showing the Site boundary

The next available map that captures the Site is the Ordnance Survey map of 1851 (Plate 10; Fig. 6). The map is the first accurate map that details the Site, annotating several of the buildings within the Site and its vicinity. The map labelled the gasworks *'Manchester Gas Works Reserve Station No. 1'*. A large new gasholder had been erected across the Site in place of a block of buildings shown on earlier maps. In addition, a building that ran the length of Gas Street to the west was also within the Site boundary. The gasworks was bounded by a brick wall that ran along Lower King Street, Gas Street and Albert Street.

A similar footprint of buildings continued to stand between the River Irwell and Albert Street (formerly Water Street). The Ordnance Survey plan annotated industrial premises and public houses, showing that Albert Mill was at the southwest end of Albert Street. A hat manufactory, the Old Hare and Hounds public house and Vine Tavern public house also occupied Albert Street. The southern end of a Brass and Copper Works lay on the northeast Site boundary. The map also shows that the narrow street off Back Bridge Street was called Bancroft Place. Back-to-back houses along Bancroft Place seem to have been converted into through houses, though a block of four single-depth, blind-back houses were still in use off Gas Street. By 1850, buildings at the southern end of Bancroft Place and the west end of Back Bridge Street had been demolished to make way for Lower King Street, laid northeast/southwest through the southern part of the Site. The buildings on the west edge of the Site occupied Albert Place. Most buildings within the Site had either external staircases or pavement lights indicative of cellars.

Slater's trade directory of 1850 recorded some of the trades along Albert Street, listing the Gas Works, bookkeepers, a milk seller, a tailor, a hatter, a cooper, a cork cutter, a beer retailer, a cork cutter, a milliner, a merchant, plumbers and an engineer (Slater, 1850, p. 1). The Old Hard and Hounds public house was at no. 44 and was run by Joseph Birch (Slater, 1850, p. 91). Slater's trade directory indicates that the properties on the north side of Bridge Street were on the right side of the street when approaching the Site from the east. The buildings within the Site may have corresponded to no's 89 & 91 to no. 55. Most of the addresses were listed in the trade directory, demonstrating that these properties were functioning as shops and workshops, presumably with domestic rooms above. Trades included a Venetian blind maker, cabinet maker, fent dealer, ironmonger, tailor, auctioneers, carver and gilder, paper hangers, druggist, confectioner, attorney, basket maker, architect, watchmaker and a grocer (Slater, 1850, p. 10).

The census returns of 1851 recorded that many of the cellars along Albert Street were inhabited and, there was a court behind Albert Street, which probably referred to the houses on Bancroft Place. No. 24 Albert Street was occupied by William Diggle, a cotton dyer (who employed 24 men) that lived with his wife and three children. The cellar beneath no. 24 Albert Street was occupied by Samuel Knoll, a cotton spinner from Little Lever, his wife, Mary, their five children and a lodger, who worked as an odd hand. The family were born in and around Bolton, whilst the lodger had been born in Ireland. The house behind no. 24 was occupied by Joseph Taylor, a boiler maker, his wife, their two children and a lodger. The same dwelling was also occupied by Sarah and John Cheers. No. 40 Albert Street was recorded as also being at no. 6 Hague Buildings. The occupations of the other residents included gentleman, sawyer, picture frame maker, dressmaker, salesman, tailor, washerwoman, errand girl, a hatter (employing six men), a silk sewer, hatters, greengrocers, coffee dealer, labourer and white smith (Census Returns 1851, Albert Street, St Mary's, Manchester). The census returns imply that the area was overcrowded.

Similarly, the cellars along Bridge Street were also inhabited, including no. 81, which was occupied by Elizabeth Hulme, a charwoman, who lived with her two children. The cellar at no. 81 was occupied by John Barkhead and his two children (Census Returns 1851, Bridge Street, St Mary's, Manchester). The houses along Back Bridge Street seemed to have been less crowded and were generally occupied by a single family, though some families took in lodgers (Census Returns 1851, Back Bridge Street, St Mary's, Manchester).

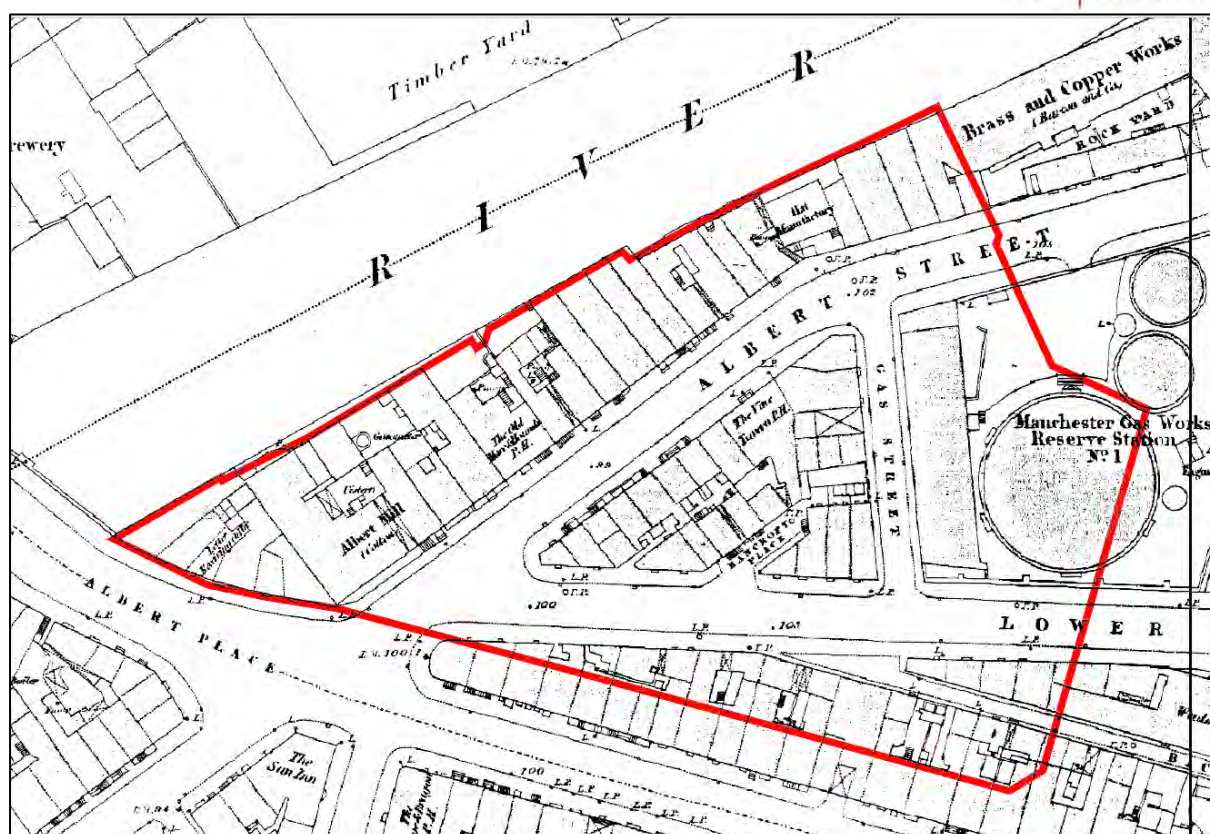


Plate 10 Extract from the Ordnance Survey map of 1851, showing the Site boundary

By the Ordnance Survey map of 1891 (Plate 11; Fig. 7), the Manchester Gas Works site had been demolished and replaced by a Police Station, which occupied the Albert Street frontage and extended within the east Site boundary. The Police Station had a large yard to the rear of the building, which was also in the east of the Site. Newspaper articles refer to the police offices on Albert Street as early as 1861 (Rochdale Observer, 30th March 1861). Slater's trade directory of 1863 confirms that the Police Station had been erected by the early 1860s, listing Police Station, A Division at No. 5-9 Albert Street (Slater, 1863, p. 2).

Some of the buildings on the north side of Albert Street had been expanded into the adjacent buildings to create larger premises. In total, three long narrow buildings had been converted into a single large building. In addition, two buildings immediately to the west was now one larger building. Further buildings at the Gas Street and Albert Street junction had also been turned into a single building. The remainder of the Site was unchanged, including the blind-back dwellings off Gas Street.

Although not annotated on the Ordnance Survey map of 1891 (Plate 11; Fig. 7), a strip of vacant land was shown to the east of Albert Bridge, on the south bank of the river, north of the buildings on Albert Place. Later maps indicate that the platform of land next to the river was a landing stage. A photograph taken in 1900 shows Albert Bridge and the probable landing stage in the west of the Site (Plate 12). The landing stage could have earlier origins.

The Ordnance Survey map also shows that the buildings along Bridge Street and Back Bridge Street had been knocked through, creating long narrow buildings comparable in size to those on the north side of Albert Street. A photograph taken in 1895 shows the condition of a house at no. 70 Bridge Street (Plate 13). Plaster had fallen off the walls, and the brick chimney breast had crumbled, with brick rubble on the floor. The trade directories imply that the rear half of

this building was situated within the Site. The condition of the dwelling suggests that the houses along Bridge Street and Back Bridge Street were those captured on Green's late 18th-century map and were likely to have been at least 100 years old.

Slater's trade directory of 1863 lists the businesses along Albert Street. The buildings on the north side of Albert Street had even street numbers, and the building formerly annotated as Albert Mill may have been at no. 50. The trade directory recorded multiple occupants at the building, including Edwards Williams, a manufacturer, Thomas Travis, (executors of) Silk manufacturers, Woolf and Higham, smallware manufacturers and Norris Walker, a smallware manufacturer (Slater, 1863, p. 2). Buildings within the Site may have included no's 26-50 on the northern side of the street with no's 11 to 27 on the southern side. Traders within the Site may have included James Butterworth, an engineer, Michael Beaban, Wine Inn, Matthew Marsden, a machine smith, James Brown, a bootmaker, William Pell, a gold heater, Henry Rose, a picture mounter, Alfred Norbury, a cord maker, William Corbett, a cabinet maker, William Dawber, a nail maker, Joseph Birch, the Hare and Hounds, Henry Southam & Co wine merchants and Hiram Nuttall, a plumber.

Slater's trade directory of 1895 recorded the addresses within the Site more accurately, listing the buildings between Gas Street and King Street West as no's 13 to 29 Albert Street. The addresses on the north side of the street had changed, with the Standard Hotel (formerly the Old Hare and Hounds) now occupying no's 34 & 36 (instead of no. 44). The hotel was run by Thomas Wilson. The residents listed in the trade directory included James Taylor, the Vine Tavern (no. 15), James Haslam, plumber (no. 21), Farnell & Co, horse collar makers (no's 23A & 25A), Howarth & Willert, saddler' ironmonger (no. 28), Bullock & Son, carvers and gilders (no. 30 & 32), Alfred Walker & Son, auctioneers (no. 40), Marsland, Son & Co, manufacturers (no.40). Bridge Street was also occupied by various skilled crafts people and shops (Slater, 1895, p. 52) .

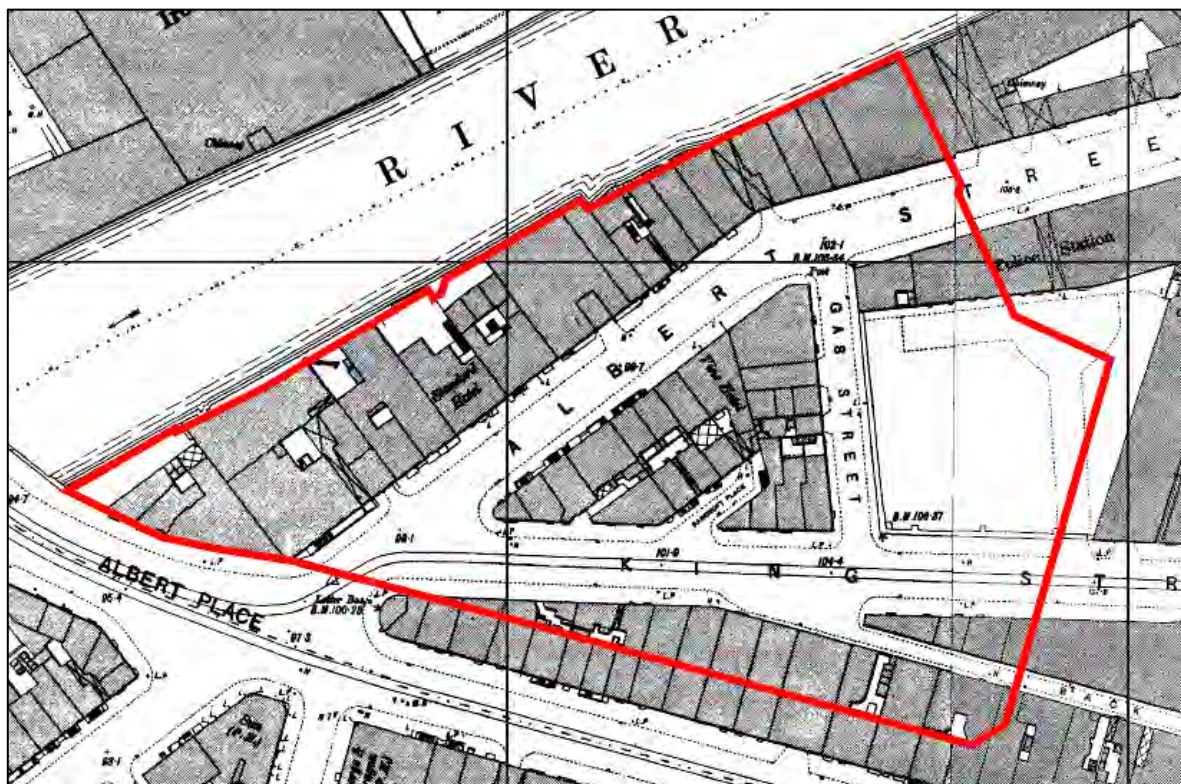


Plate 11 Extract from the Ordnance Survey map of 1891, showing the Site boundary



Plate 12 Albert Street Bridge, possibly showing the landing stage within the Site, taken in 1900, courtesy of Manchester Local Image Collection



Plate 13 Interior of no. 70 Bridge Street, Manchester, taken in 1895, courtesy of Manchester Local Image Collection

Goad's Insurance Maps of 1888, revised in 1901 (Plate 14 and Plate 15), provide a further insight into the buildings within the Site. Some manufacturers and traders recorded in the trade directory of 1895 appear on Goad's plan. The largest building on Albert Street was occupied by Marsland, Son & Co and operated as a cotton thread factory. The company occupied Albert Mill, which is corroborated by a drawing of the mill, dated 1897 (Plate 16) and a photograph taken in 1900 (Plate 17). The drawing of the mill appeared alongside an article about Marsland, Son and Co stating that *'Albert Mills, Manchester are the property of Messrs Marsland, Son and Co, a firm which was established as far back as 1798 as spinners, doublers, and sewing cotton manufacturers. Its principal trade is with the shipping merchants of London, Manchester, &c., the firm enjoying a great reputation for cotton balls for foreign markets, besides spools and other sewing cottons for home and foreign use. Their machinery for the production of cotton ball is enthusiastically spoken of in the trade'* (Myra's Journal of Dress and Fashion, 1st December 1897). The building was five-storeys high and had a basement.

The second biggest building was H. W and Printers, also on Albert Street and consisted of a three-storey building with a basement. Goadsby & Co, druggists, occupied no's 2 to 6 Albert Place in the west of the Site. A row of four narrow buildings to the northeast of the printers ranged from two- and three-storeys high, all with basements (no's 18 to 24). A further row of four buildings were used collectively as an iron foundry, printers, polishers and various other. The four buildings were at no's 10 to 16 Albert Street and were also known as Parsonage Row. These buildings were four and a half storeys high with two basements. A cabinet and furniture warehouse, occupied by J. Dilworth and Son, was in the east Site boundary and consisted of a five-storey building with two basements. The map also showed that the landing stage for Irwell Steam Ferry was on the southern bank of the River Irwell adjacent to Albert Bridge and Albert Place (Plate 12, p 30). In addition, many buildings along Bridge Street were functioning as small warehouses or shops. The buildings along Bridge Street had changed addresses and were at no's 1 to 31. These buildings ranged between two and three storeys in height.

The group of buildings bounded by Albert Street, Gas Street and King Street West ranged from two to three storeys high, some of which had basements. The blind-back dwellings were two storeys and did not have basements (Plate 15).

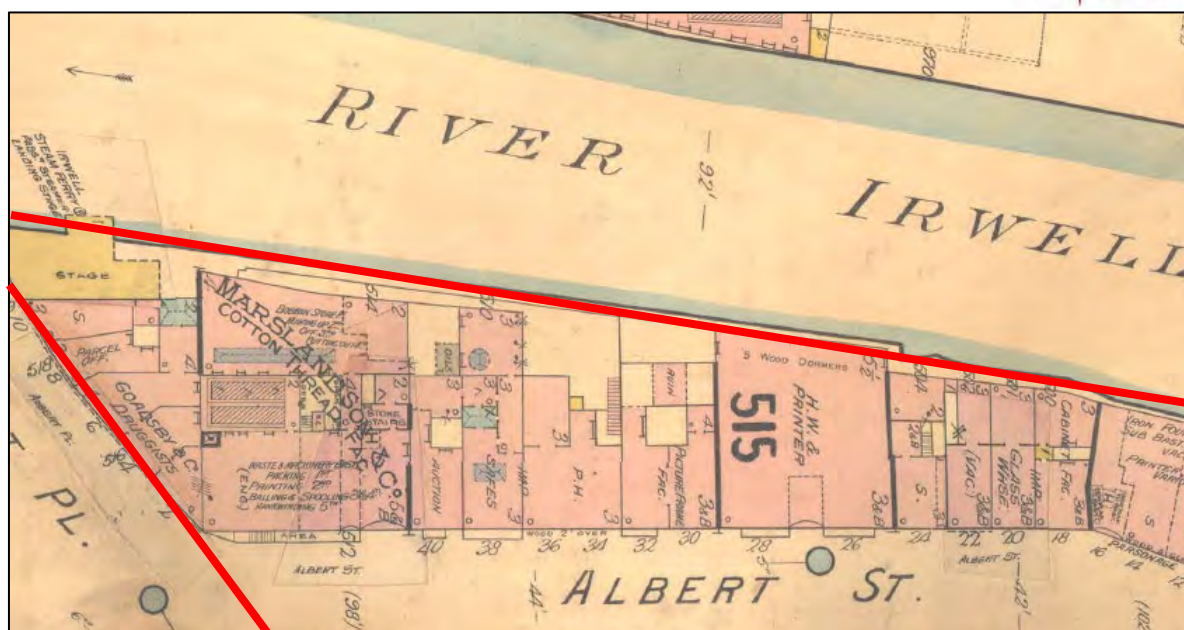


Plate 14 Goad's insurance map of 1888, revised in 1901, sheet 41, showing the north side of Albert Street

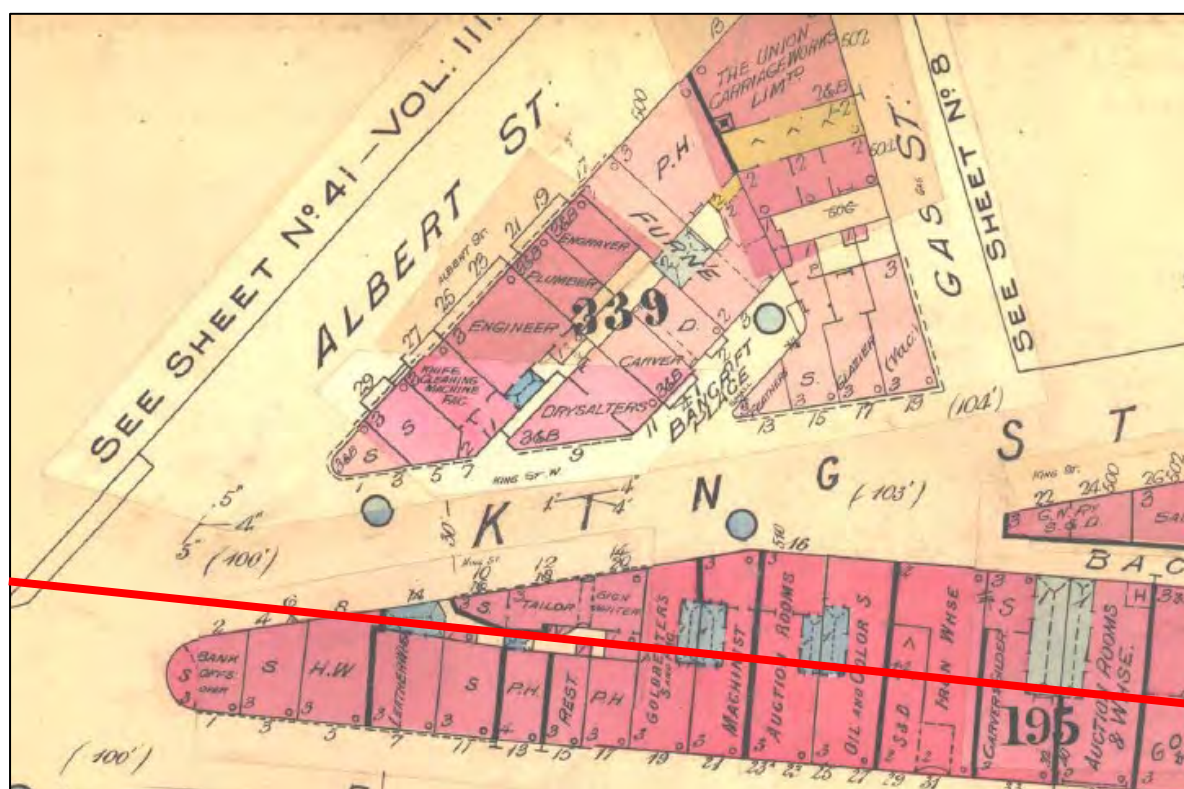


Plate 15 Goad's insurance map of 1888, revised in 1901, sheet 14, showing the Site

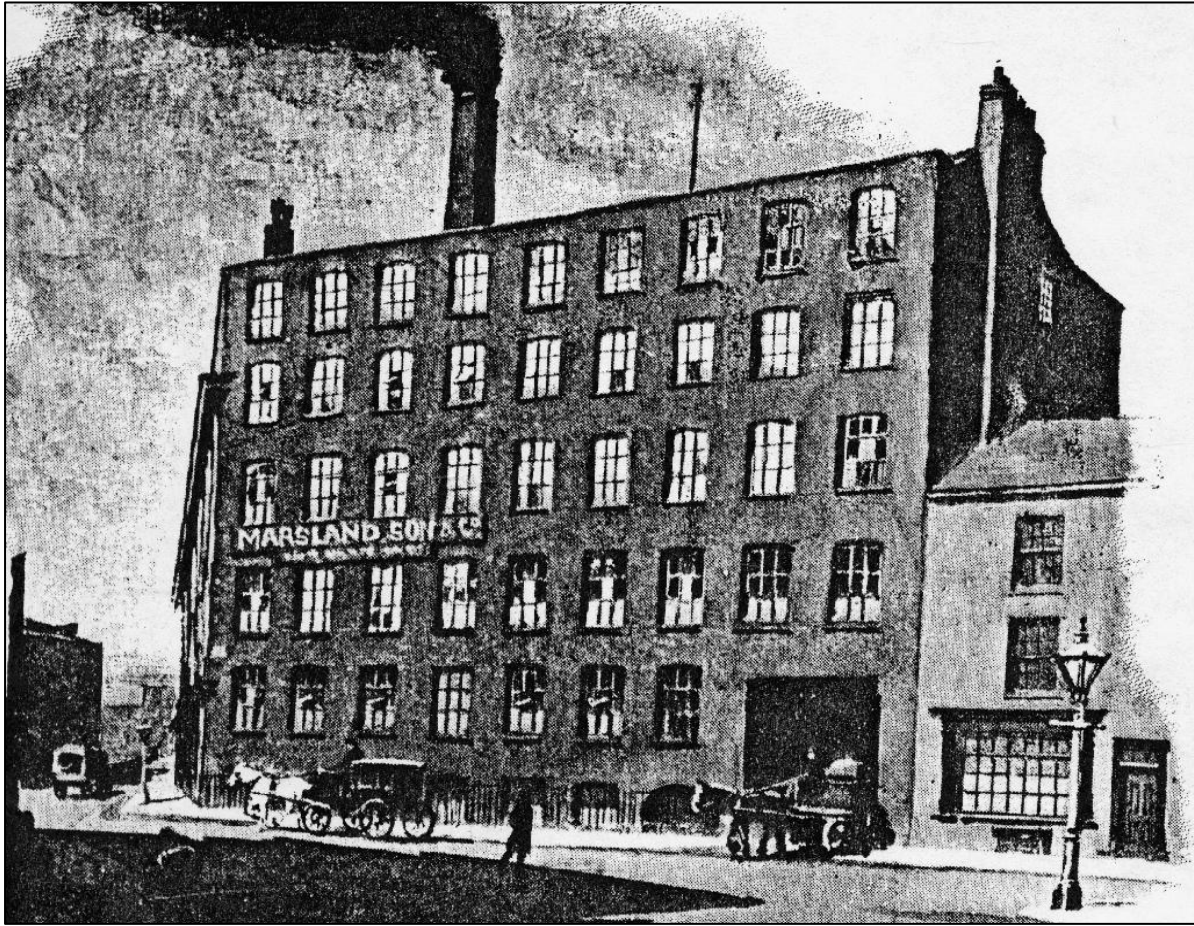


Plate 16 Drawing of Albert Mills, Manchester 1897, courtesy of Manchester Local Image Collection



Plate 17 Albert Mills, Manchester, taken in 1900, courtesy of Manchester Local Image Collection

A similar configuration of buildings was captured on the Ordnance Survey maps of 1908 and 1933 (Figs 8 to 9). The cotton thread factory occupied by the Marslands & Co had been expanded to the east slightly, incorporating an existing building by 1933 (Fig. 9). The blind-back houses also appear to have still been standing off Gas Street (Figs 8 to 9). An aerial photograph also shows the arrangement of buildings within the Site before the outbreak of the Second World War (Plate 18). The photograph shows that the Site was characterised by 18th- and 19th-century buildings of varying heights.

Slater's trade directory of 1911 recorded the same addresses on the south side of Albert Street, which included, no. 15, the Vine Hotel, occupied by Edward Crossman Orwell, H. Marsh & Co (plumbers,) at no. 17 Ellen Barnet, an engraver, occupied no. 19, Manchester (The) Aniline Co were at no. 21, John Bardsley and Son, millers, occupied no. 25, William Woodall, a cabinet maker lived at no. 27 and Matilda Quinn, a dressmaker and Sarah Jones, a mantle maker both occupied no. 29 (Slater, 1911, p. 10).

The trade directory recorded that the north side of the street was occupied by Thomas Roach an antique dealer at no. 10. No.12 was occupied by multiple companies including a bookseller, several printers, a papermaker, a paper ruler and a tailor. No. 14 was also occupied by a printing company. A billiard table maker, yarn merchants, several printers, a saddlers', ironmonger, a shopkeeper and a carver and gilder also inhabited the street. No. 38 most likely represented the building formerly occupied by Marslands, Son & Co, however, several firms operated from the building in 1911, including Charles Holmes and Son (portmanteau makers), Henry Griffiths (a brass founder), Empire Clothing Co (wholesale clothier), Standard Envelope Co (envelope manufacturers), John Taylor (a printer), William Morris press (The) printers and Corner & Whittle (engravers).



Plate 18 Aerial view of the Site, taken in 1930, courtesy of Manchester Local Image Collection

Air raids undertaken by the German Luftwaffe during the Second World War may have damaged the Site area. The nearest known casualties were on Bridge Street and Black Friars Bridge. By the end of the 1940s, all the buildings between Albert Street and the river frontage were ruins, except for the building at no's 30 and 32 (Plate 19). The buildings in the triangular plot of land between Gas Street, King Street West and Albert Street had been demolished.

The Ordnance Survey map of 1951 (Fig. 10) shows that building at the west end of Back Bridge Street and Bridge Street were the only remaining structures within the Site (Fig. 10). The map also shows that the police station was no longer standing, and a garage had been erected in the former yard area, in the east Site boundary.

During the late 1950s a new road layout had been established across the Site, removing Gas Street, and laying Alberton Street to the east of the Site, aligned north to south. The remaining houses along Bridge Street were demolished before the construction of Albert Bridge House began.

By 1962, Albert Bridge House (Government Offices) had been completed, standing between the river frontage and Bridge Street. Alberton House was erected to the north of the Site by 1970. Alberton Street has since been renamed St Mary's Parsonage (Fig. 2). A photograph taken in 1962 shows Albert Bridge House standing behind 18th- or 19th-century buildings that were upstanding on Bridge Street (Plate 20). These buildings were probably like those that stood within the southern Site boundary.

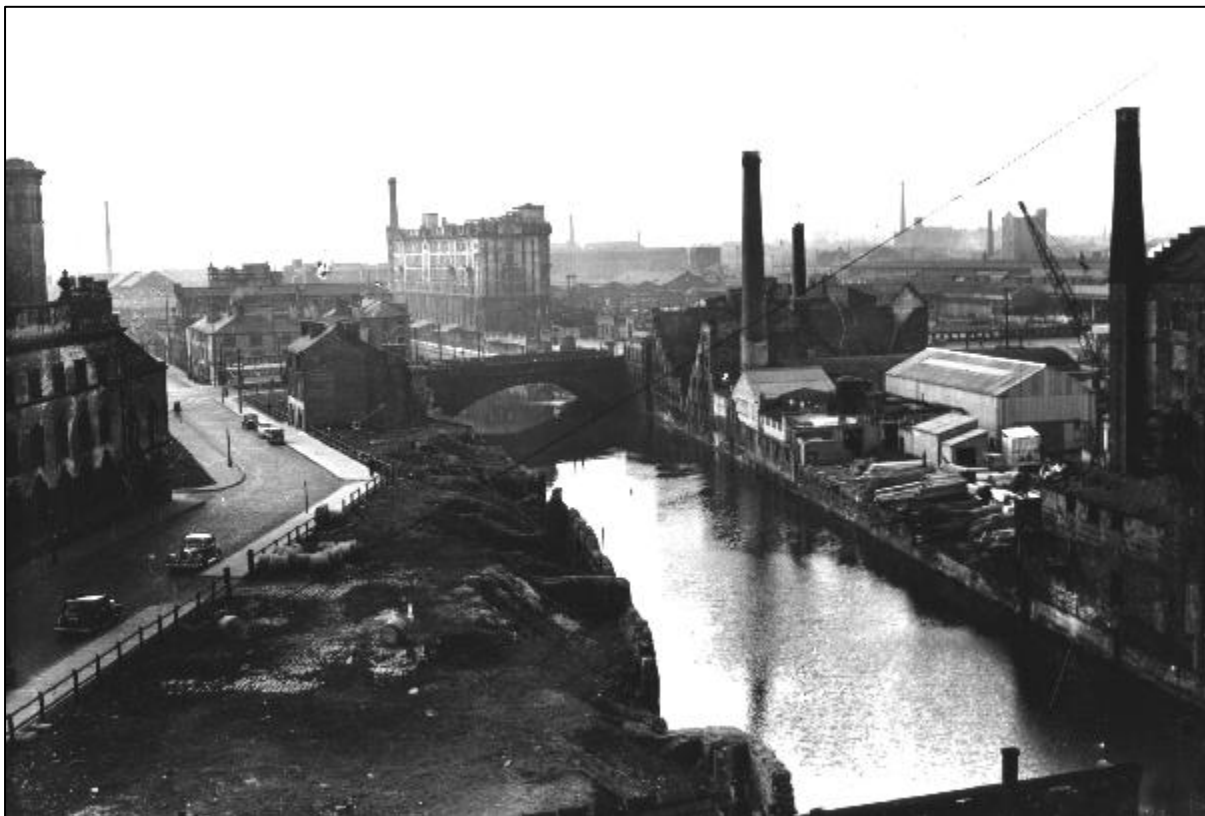


Plate 19 View of demolished buildings between Albert Street and the River Irwell, taken in 1945, courtesy of Manchester Local Image Collection



Plate 20 Buildings on Bridge Street beyond the Site boundary, taken in 1962, showing Albert Bridge House in the background, courtesy of Manchester Local Image Collection

5.8 Previous archaeological works

Within a 250m radius of the Site, 13 desk-based assessments, five watching briefs, four archaeological evaluations and six archaeological excavations have been undertaken. Some of the desk-based assessments resulted in intrusive archaeological interventions to mitigate the loss of archaeological remains.

In 2006, UMAU carried out the first phase of an archaeological evaluation at Chapel Wharf, consisting of three evaluation trenches and two trial pits (EGM 3903). Phase 2 (EGM 3904) was undertaken two years later, comprising 18 evaluation trenches between Clowes Street and Barlows Croft, which resulted in an open area excavation, where medieval and post-medieval burgage ditches were excavated (UMAU, 2007). The third phase of works consisted of an archaeological excavation, which targeted the footprint of Salford Twist Mill and workers' housing (EGM 4890). The archaeological works were undertaken on the opposite side of the river, 60m to the northwest of the Site (Salford Archaeology, 2017).

Significant archaeological remains were also excavated at Plot 106, Spinningfields, located 22m to the southeast of the Site. The excavation revealed four phases of activity, including a pre-medieval or medieval post pit that was perhaps associated with a timber structure or fence line; a medieval plough soil, associated with a small assemblage of 12th- to 14th-century pottery; a post-medieval garden soil, containing 15th- to 18th-century artefacts; and a series of late 18th-century buildings, which originally flanked Cumberland Street (UMAU, 2007)

Further post-medieval soils were revealed at the Pump House, Manchester, located 180m to the south of the Site. The soils consisted of a small surviving area of post-medieval deposits, associated with a small assemblage of late 17th- and early 18th-century artefacts, which lay close to River Irwell. Late 18th-century houses were also excavated in the area (UMAU, 2008).

Excavations 180m to the southwest of the Site, at Plot 104, revealed the remains of four late 18th-century buildings, one of which had functioned as an industrial property, before being converted into workers' housing. A large assemblage of clay tobacco pipes and kiln waste was recovered from the Site (UMAU, 2008).

5.9 Summary of archaeological potential

No prehistoric activity is known to have taken place within the Site. Similarly, no Roman activity is known to have taken place within the Site, though it lies 170m to the west of the Roman road to Ribchester. The Site lay in the vicinity of Parsonage Croft during the medieval period, which is corroborated by mid-18th-century mapping.

By the late 18th century, the Site had been developed between Water Street (Albert Street) and the river frontage, and along Bridge Street and Back House Street (Back Bridge Street). Some development had taken place in the triangular plot of land bounded by Albert Street, Gas Street and Back Bridge Street, but the area was not fully developed until the early 19th century. A similar configuration of buildings occupied this part of the Site until the mid-20th century.

During the early 19th century, the first municipal gasworks was erected in the east edge of the Site. A block of buildings associated with the gasworks lay partly within the Site boundary. A large, new gas holder replaced this building by the mid-19th century. By the late 19th century, the gasworks had been redeveloped into a Police Station, with part of the police station's yard occupying the Site. The same configuration of buildings occupied the Site until 1933. Buildings within the Site were progressively cleared during the 1940s and 1950s. The Site was redeveloped into Albert Bridge House by 1962.

The Site also has limited potential to contain buried remains of post-medieval garden soils and blind-back houses. The Site has moderate potential to contain various late 18th-century buildings along Albert Street, the river frontage, Bridge Street and Back Bridge Street, Manchester Gas Works, a Police Station and a landing stage.

6. Gazetteer

The following gazetteer entries (GE) summarise the sites of potential archaeological interest within the Study Area and elements of the historic landscape. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data. The locations of the gazetteer entries are shown on Figures 10.

Gazetteer Entry 01

Site Name	Pre-industrial landscape
Designation	No designation
Site Type	Gardens (site of)
Period	17 th and 18 th century
NGR	383421, 398346
Source	HER; 1640 map; Casson and Berry's map of 1751
Description	In 1635, the college wardens were provided with the two-acre parcel of land known as Parsonage Croft, now called Parsonage Gardens. The 1650 map (Plate 2, 14) of Salford and Manchester annotated a plot of land between Deansgate and the River Irwell as 'New Garden's', which appears to have been in the vicinity of the Site. Casson and Berry's map of 1751 Plate 3, 20) clearly shows Parsonage Croft and a strip of gardens between Deansgate and the River Irwell, in the vicinity of the Site. Excavations within a 250m radius of the Site have uncovered medieval and post-medieval agricultural soils and features. The survival of the pre-industrial landscape is rare in Manchester and Salford and has often been removed by extensive development in the 19 th century.
Assessment	Remains of the medieval and post-medieval landscape could survive in isolated patches but are likely to have been removed by the 18 th - and 20 th -century development of the Site.

Gazetteer Entry 02

Site Name	Albert Street and the river frontage
Designation	No designation
Site Type	Industrial, commercial and domestic premises (site of)
Period	18 th century
NGR	383413, 398396 (centred at)
Source	Historic Mapping
Description	Long narrow buildings were established on the north side of Albert Street and the river frontage by the late 18 th century. These buildings were knocked through into adjoining properties to create larger warehouses and manufacturing spaces during the second half of the 19 th century. OS mapping and Goad's Insurance maps show that these buildings varied in height and had basements. Buildings along the street included the Old Hare and Hounds Public House (later known as the Standard Hotel).
Assessment	Roughly the same configuration of buildings between Albert Street and river frontage occupied the Site from the late 18 th century until the mid-20 th century. Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Entry 03

Site Name	Albert Street
Designation	No designation
HER Number	-
Site Type	Commercial and domestic premises (site of)
Period	18 th and 19 th century
NGR	383412, 398365 (centred at)
Source	Historic Mapping
Description	Some buildings had been established on the southern side of Albert Street by the late 18 th century. The rest of the street had been developed by the early 19 th century. The houses along the street were typically three-storeys high with basements. The Vine Hotel was established at the northeast end of the street.
Assessment	Roughly the same configuration of buildings on the southern side of Albert Street occupied the Site from the early 19 th century until the mid-20 th century. Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Entry 04

Site Name	Bridge Street and Back Bridge Street
Designation	No designation
HER Number	-
Site Type	Domestic and commercial premises (site of)
Period	18 th century
NGR	383433, 398339 (centred at)
Source	Historic Mapping
Description	Buildings along Bridge Street and Back House Street (late Back Bridge Street) had been constructed by the late 18 th century. Some of the houses on the southern side of Back Bridge Street were demolished to make way for Lower King Street by the mid-19 th century (King Street West). The remaining houses on the southern side of Back Bridge Street were converted into the houses on Bridge Street. OS mapping shows that most of the houses along the street contained cellars. The houses were demolished in 1956.
Assessment	Roughly the same configuration of buildings occupied the Site from the late 18 th century until the mid-20 th century. Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Entry 05

Site Name	Blind-back houses Gas Street
Designation	No designation
HER Number	-
Site Type	Domestic properties (site of)
Period	Early 19 th century
NGR	383440, 398375 (centred at)
Source	Historic Mapping
Description	Group of single-depth, blind-back houses shown on early 19 th -century mapping. The mid-19 th -century OS map shows that this consisted of four buildings with a covered entrance to the rear of two blind-back properties. The covered entrance and blind-back to the west were converted into a property by the late 19 th century. Small outbuildings were tagged onto the southern side of the dwellings, which were removed by the early 20 th century. At least three of the blind-back houses were captured on the 1933 map (Fig. 9). The houses were two-storeys high and did not contain cellars.
Assessment	Roughly the same configuration of buildings occupied the Site from the early 19 th century until the mid-20 th century. Remains associated with these buildings could be affected by the proposed development scheme, but have likely been damaged or destroyed during the 20 th -century redevelopment of the Site.

Gazetteer Entry 06

Site Name	Manchester Gas Works
Designation	No designation
HER Number	-
Site Type	Gas plant (site of)
Period	Early 19 th century
NGR	383465, 398368 (centred at)
Source	Swire's map of 1824; Bancks & Co's map of 1831; OS mapping
Description	Building associated with the gasworks fell within or partly within the Site boundary. The police commissioners in Manchester passed a resolution in 1817 to build a gasworks to light the police stations and principal streets and sell any surplus gas to private customers. This was the first example of a municipally owned gas undertaking in the world. A gasworks is first shown on Swire's map of 1824 (Plate 7, 24) shaded in black and noted as 'Gas Works (Manchester)'. The gasworks was transferred to Manchester Corporation in 1843 and was marked on the OS map as Manchester Gas Works Reserve Station No. 1 (Plate 10, 28). A large gasholder was shown within the Site boundary on the OS map of 1850. Demolished by 1860 and replaced by a Police Station.
Assessment	Remains of the gasholders may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Entry 07

Site Name	Police Station, A Division
Designation	No designation
HER Number	-
Site Type	Police Station (site of)
Period	Mid-19 th century
NGR	383462, 398394 (centred at)
Source	OS mapping
Description	A police station was erected on the site of the former gasworks by 1861. Historic mapping indicates that the station may have been cellared. The west end of the police station was within the east of the Site. The building was demolished in the mid-20 th century and replaced by Alberton House.
Assessment	Remains of the police station may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Entry 08

Site Name	Albert Mill (cotton)
Designation	No designation
HER Number	-
Site Type	industrial (site of)
Period	18 th and mid-19 th century
NGR	383366, 398361 (centred at)
Source	OS mapping
Description	Albert Mill is first annotated on OS map of 1851. The footprint of buildings in 1851 roughly corresponded to those shown on late 18 th -century maps. Albert Mill consisted of a group of buildings, five-storeys high with a basement. The boiler house was possibly at the southern end of the building. Marsland, Son & Co, a cotton thread factory, operated the mill at the end of the 19 th century. By 1911 multiple companies ran their businesses from the mill. Still standing in 1933 (Fig. 9) but was demolished by 1951 (Fig. 10).
Assessment	Remains of the mill may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Entry 09

Site Name	Landing stage
Designation	No designation
HER Number	-
Site Type	Dock (site of)
Period	Mid-19 th century
NGR	383338, 398363 (centred at)
Source	Goad's Insurance map
Description	A steam ferry landing stage is annotated on Goad's Insurance map of 1888, revised in 1901. The landing stage was not annotated on earlier maps, but may have earlier origins, perhaps providing wharfage facilities in the late 18 th or early 19 th centuries.
Assessment	Remains of the landing stage may survive within the Site and could be affected by the proposed development scheme.

7. Significance

7.1 Policy context for heritage assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not, but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

7.2 Designated heritage assets

The Site is situated within 250m of five Conservation Areas, the nearest of these is the Parsonage Gardens Conservation Area, however, the proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report (see Section 2.3). No non-designated heritage assets are located within the Site boundary, however, several sites that have archaeological potential have been identified (see Section 6).

7.3 Significance of the archaeological resource

7.3.1 Historical and archaeological interest

Historical interest

The Site is located 10m to the west of the Parsonage Gardens Conservation Area. The name of the Conservation Area, and surrounding streets, reflect the area's former use as gardens that catered for the Collegiate Church during the 15th to 18th centuries. Historic maps indicate that the Site most likely contained gardens or fields during the mid-18th century and is likely to be connected to the history of the Conservation Area. By the late 18th century, the Site was almost entirely developed, containing buildings on Albert Street and Back Bridge Street. An important industrial development within the Site was the establishment of the world's first municipal gasworks. Therefore, the Site is considered to be of historical interest.

Archaeological interest

Archaeological remains within the Site could be associated with the early use of the area as gardens associated with the Collegiate Church, which adds to the archaeological interest of

the Site. The potential archaeological remains of at least late 18th-century buildings also hold archaeological interest as buildings pre-dating the 19th century are rare. Furthermore, the gasworks would also be of archaeological interest.

7.3.2 Baseline significance conditions

Period

No prehistoric or Roman activity is known to have taken place within the Site, and the potential for such remains is considered to be extremely low due to the intensive development of the Site since the early 19th century.

The most likely remains to be encountered within the Site would date to the post-medieval and industrial periods, which could include gardens (GE01), late 18th-century buildings on Albert Street (GE02-3) and Bridge Street and Back Bridge Street (GE04), blind-back houses on Gas Street (GE05), Manchester Gas Works (GE06) and a Police Station (GE07), Albert Mill (GE08) and a landing stage (GE09). The industrial period is significant to Manchester's history. Therefore, sites reflecting Manchester's industrial heritage may be considered significant due to period.

Rarity

Buried remains pre-dating the 19th century (GE01-4), would be considered significant due to rarity, as few remains survive within the area due to extensive development during the industrial period. Archaeological remains associated with the gasworks (GE06) and police station (GE07) may not be considered rare as there are many several surviving examples.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

The Site lies within an area of Manchester that was developed during the early industrial period. The buildings erected within the Site are characteristic of this period and may hold some group value.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown, however, most of the buildings within the Site contained cellars (GE02-4). Since the demolition of the buildings, the Site has been redeveloped into Albert Bridge House. Buried archaeological remained may survive beneath this structure, depending on the construction methods employed.

Fragility / vulnerability

Any buried archaeological remains, should they be present and survive *in situ*, are vulnerable to damage or destruction during any earth-moving works associated with the restoration scheme.

Diversity

The heritage assets within the Site are mostly associated with the development of the industrial period, however, the Site may have been in use since the post-medieval period and therefore may be considered significant due to diversity.

Potential

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric or Romano-British remains is considered to be very low. The Site was within an area that contained gardens during the late medieval and post-medieval periods, which were used to cater for the Collegiate Church. The survival of former agricultural activity may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/#section7>; <https://researchframeworks.org/nwrf/sample-page/post-medieval/>):

LM05: How can we recreate the medieval land-use patterns within townships?

LM12: How do we improve our knowledge of the regions various agricultural practices, plant and animal husbandry, and how did these change and develop over time?

PM11: How can palaeoenvironmental indicators of consumption enhance our understanding of the wider patterning and social context?

Ind09: How does the nature of rural settlement change during this period?

Ind15: How well recorded and understood are farming landscapes and field patterns?

Ind21: How did industrial period towns affect the pre-existing historic landscape?

It is unlikely that below-ground remains pertaining to the gardens will survive within the Site due to the development that took place in the 18th century and the redevelopment of the Site in the late 1950s, though isolated patches of garden soil cannot be ruled out entirely. The Site has limited potential to address the research aims listed above.

Several buildings had been erected on Albert Street, at Back Bridge Street and Bridge Street by the late 18th century, including commercial and domestic properties (Plate 6, 23). The research agendas listed in the *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/#section-24>) aim to address urban housing:

PM27: How do the industries associated with the North West evolve and develop during this period?

Ind21: How did industrial period towns affect the pre-existing historic landscape?

Ind36: What impact did social and private housing estates have on the landscape?

Ind53: What can archaeology tell us about the production and use of consumer products and their typologies from the late 18th to early 20th centuries?

Most of the buildings within the Site contained cellars, except for the blind-back dwellings off Gas Street, which are, therefore, unlikely to survive within the Site. The buildings were demolished in the 1940s and 1950s and were replaced by Albert Bridge House. Buried remains of the cellared buildings have the potential to address the research aims listed above, depending on the construction methods used to build Albert Bridge House.

The development of power production sites has been recognised as an avenue of research. This is articulated in the current *Archaeological Research Framework for North West England*

(<https://researchframeworks.org/nwrf/industrial/>) which identified several initiatives that should be prioritised for archaeological research:

Ind52: What Industrial and Modern period type sites need further study?

Ind55: What is the evidence for the development of power production?

Ind58: How have industrial buildings adapted to new technology and processes?

Ind61: What are the gaps in our understanding of power production sites in the North-West?

The world's first municipal gasworks, built in 1817, was partly across the southern part of the Site. A large building associated with the gasworks was within the Site, which was later partly redeveloped into a large gasholder. The research questions would also apply to Albert Mill shown on mid-19th-century mapping. The Site may have some potential to address the research aims listed above, depending on the construction methods used to build Albert Bridge House. It may also be worth noting that all redundant non-designated gas holders are currently being demolished across the country. These structures are being recorded as part of this national programme (*ibid*).

There is also potential for buried remains of a police station to survive within the Site. Remains of the police station may have potential to address a research aim listed in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/>), including:

Ind106: To what extent have we identified and protected the most important examples of police and fire stations in the region?

Buried remains of the police station have limited potential to address the research aim listed above.

A landing stage was shown on Goad's Insurance map of 1888, revised in 1901, on the southern bank of the River Irwell. The landing stage may have earlier origins, given the early industrial development of the Site, and the presence of several quays, commercial and industrial buildings in the area. Several research agendas in the *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/#section-100>) aim to address expand the current knowledge of transport and infrastructure during the industrial period:

Ind91: How were transport infrastructures improved and how was this related to the developing urban and market hierarchy during the industrial period?

Ind97: How well understood and recorded are the North-West's piers and slipways?

Ind98: How well understood and recorded are the North-West's canals, waterways and basins?

The landing stage seems to lie beyond the footprint of Albert Bridge House. Remains associated with the landing stage has the potential to address the research agendas listed above.

7.4 Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has potential to contain buried remains dating to the post-medieval period to industrial period.

Using the above criteria and the ICOMOS guide for assessing value of heritage assets (the Site most likely contains non-statutory archaeological remains of low and medium significance (ICOMOS, 2011).

The Site has limited potential to contain garden soils (GE01) and blind-back houses (GE05) that would be of low (local) significance. It also has moderate potential to contain various 18th- and early 19th-century buildings (GE02-4 and GE08), Manchester Gas Works (GE06) and a landing stage (GE09) that are considered to be of low to medium significance. The police station (GE07) may be considered as negligible.

8. Impact assessment

8.1 Development Proposals

The delivery of the proposals will include the construction of two buildings referred to as 'A (*Residential Tower*)' and 'B (*Commercial Building*)'. Building A is a residential building of up to 45 storeys high, with up to 405 homes. Building B is for up to circa 54,000m² of commercial space. The buildings will be set within new public realm which will retain trees, including those protected by the TPOs (centred on NGR 383432 398369). The delivery of the proposals will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site.

8.2 Impact upon archaeological resource within the Site

Delivery of the development proposals will necessitate some ground-breaking and landscaping works across the Site, with potential to impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of post-medieval garden soils, various late 18th- and early 19th-century buildings, Albert Mill, Manchester Gasworks and a landing stage. Any such remains that do exist within the Site are likely to be of low to medium significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

9. Recommendations

9.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

9.2 Further Investigation

The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that an archaeological evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

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Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1787-94
- Figure 4: Site boundary superimposed on Swire's map of 1824
- Figure 5: Site boundary superimposed on Bancks & Co's map of 1831
- Figure 6: Site boundary superimposed on the Ordnance Survey Town Plan, published 1851
- Figure 7: Site boundary superimposed on the Ordnance Survey Town Plan of 1891
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1908 edition, surveyed 1908
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1933 edition
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:2500 National Grid Map, published 1951
- Figure 11: Gazetteer sites superimposed onto modern mapping

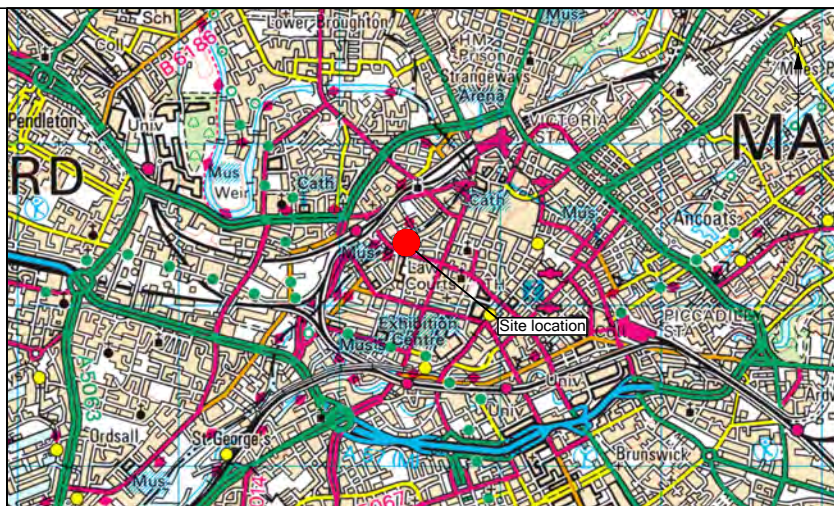


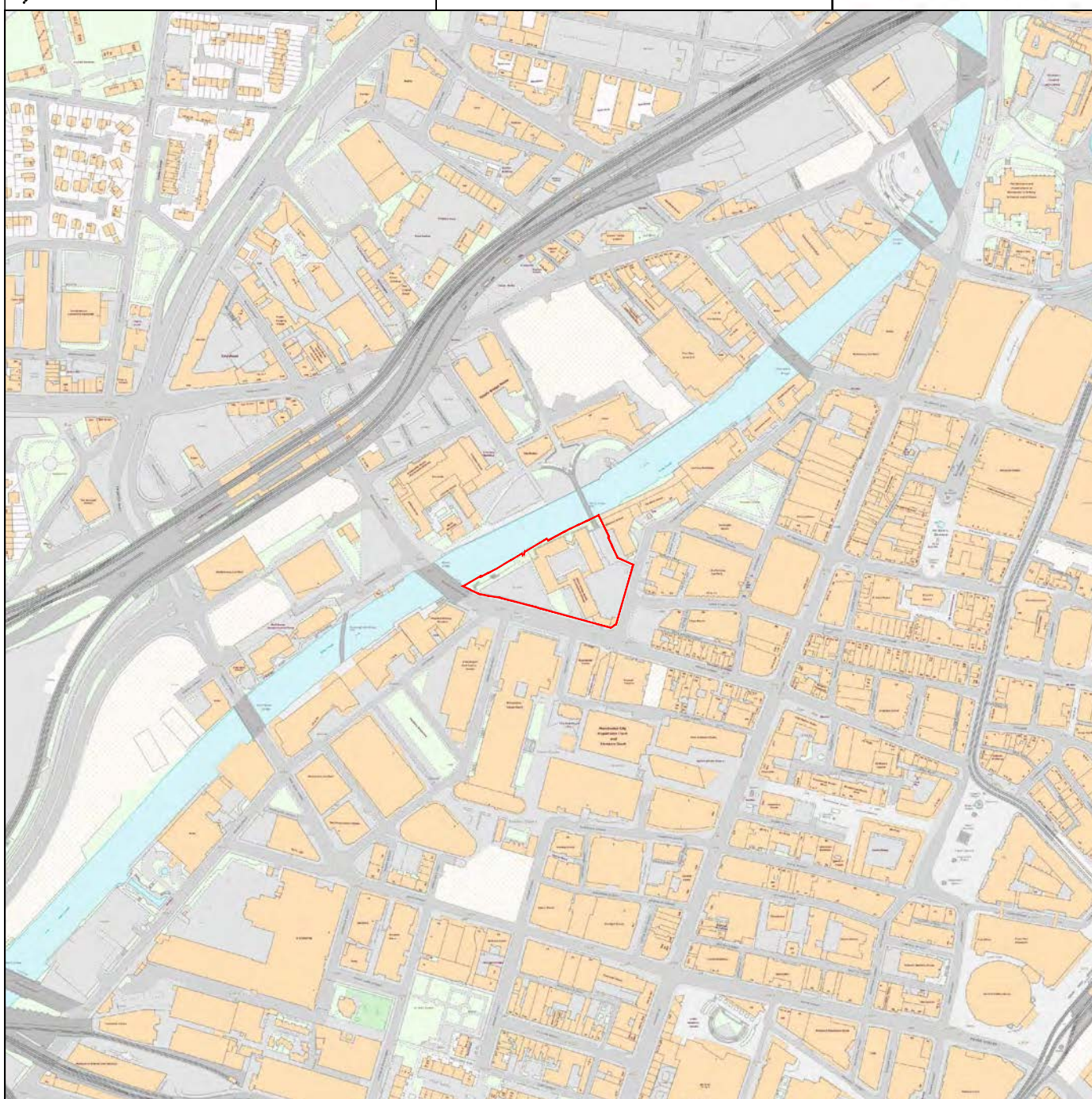
Figure 1:

Site Location

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**SALFORD
ARCHAEOLOGY**



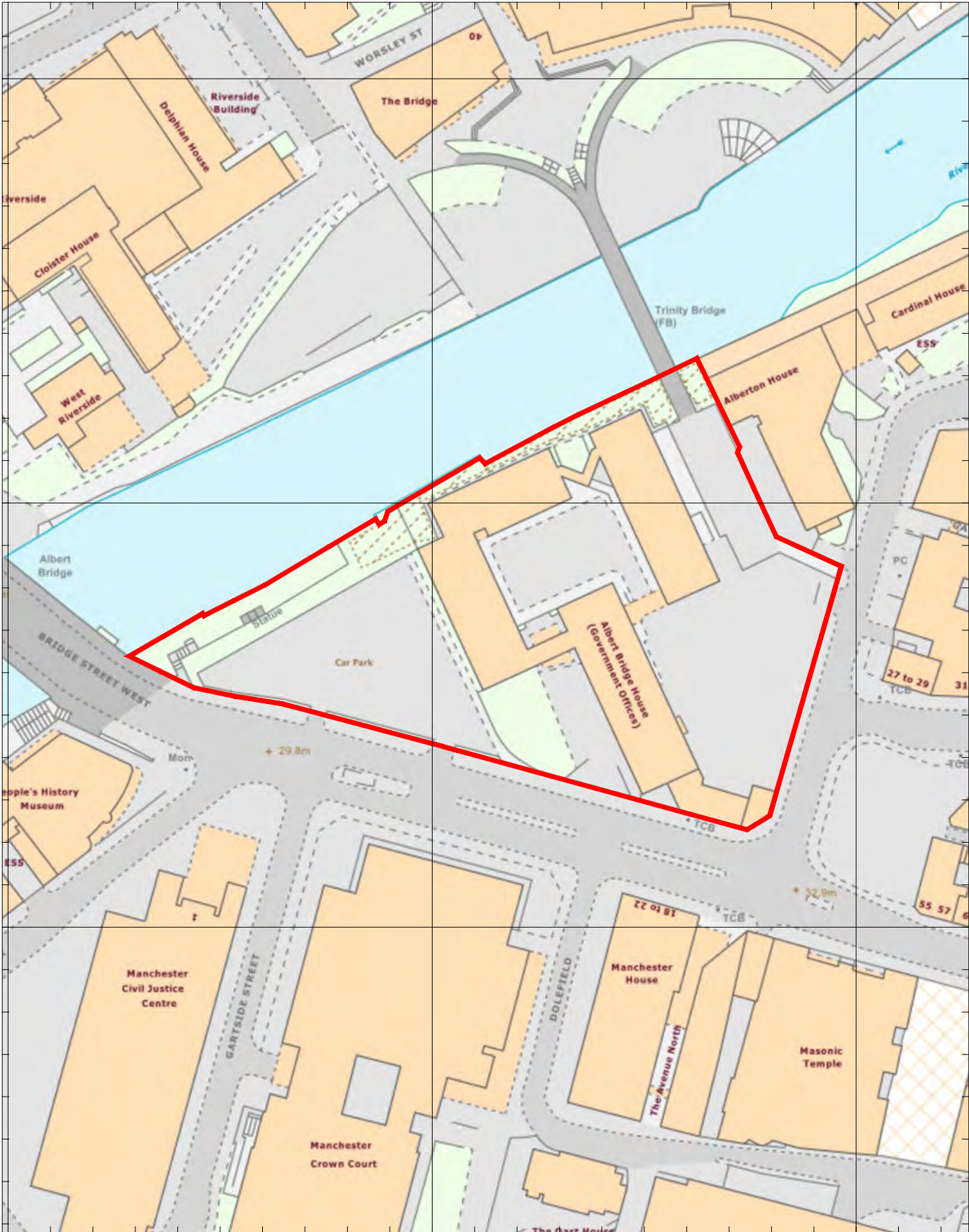
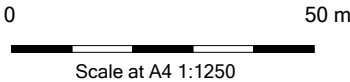


Figure 2:
Site Boundary Superimposed onto Modern Mapping
Contains Ordnance Survey data © Crown copyright and database right 2022



Key:
— Site Boundary



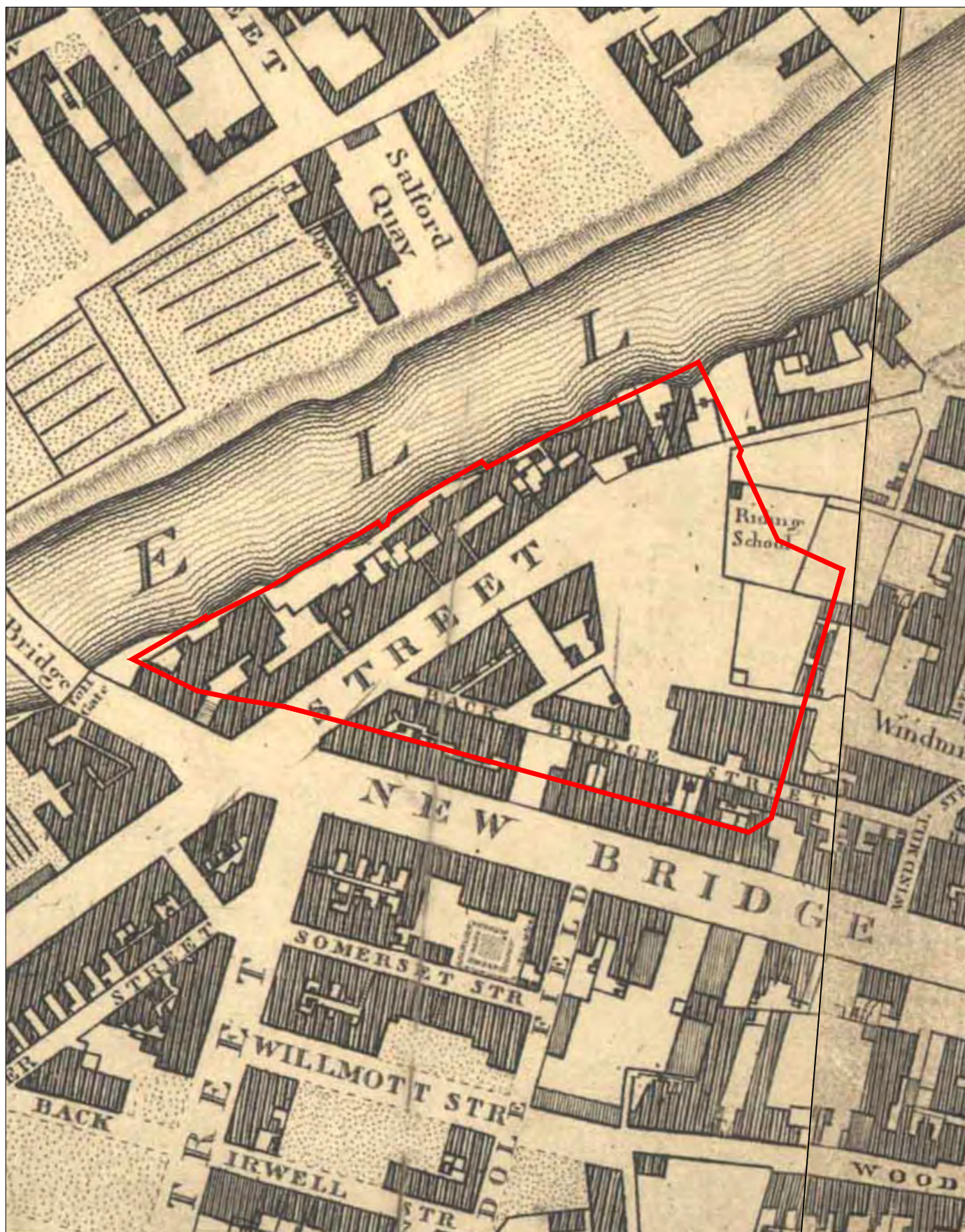


Figure 3:
Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m
Scale at A4 1:1250



Figure 4:

Site Boundary Superimposed onto Swire's Map of Manchester & the Environs 1824



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m
Scale at A4 1:1250



Figure 5:
Site Boundary Superimposed onto Bancks & Co's Map of Manchester & Salford 1831



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m
Scale at A4 1:1250

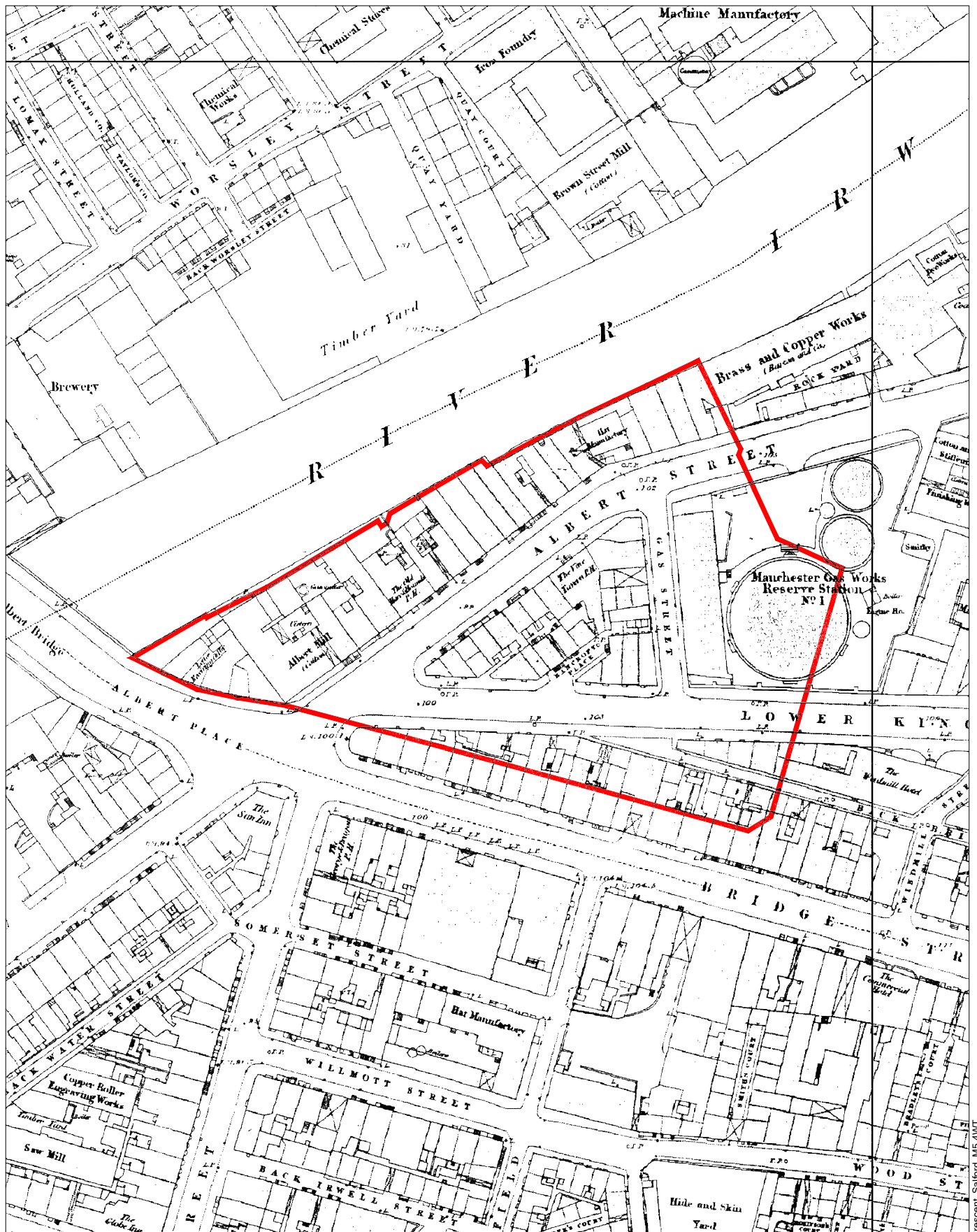


Figure 6:

Site Boundary Superimposed onto the 1:1056 Town Plan of 1851

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m
Scale at A4 1:1250

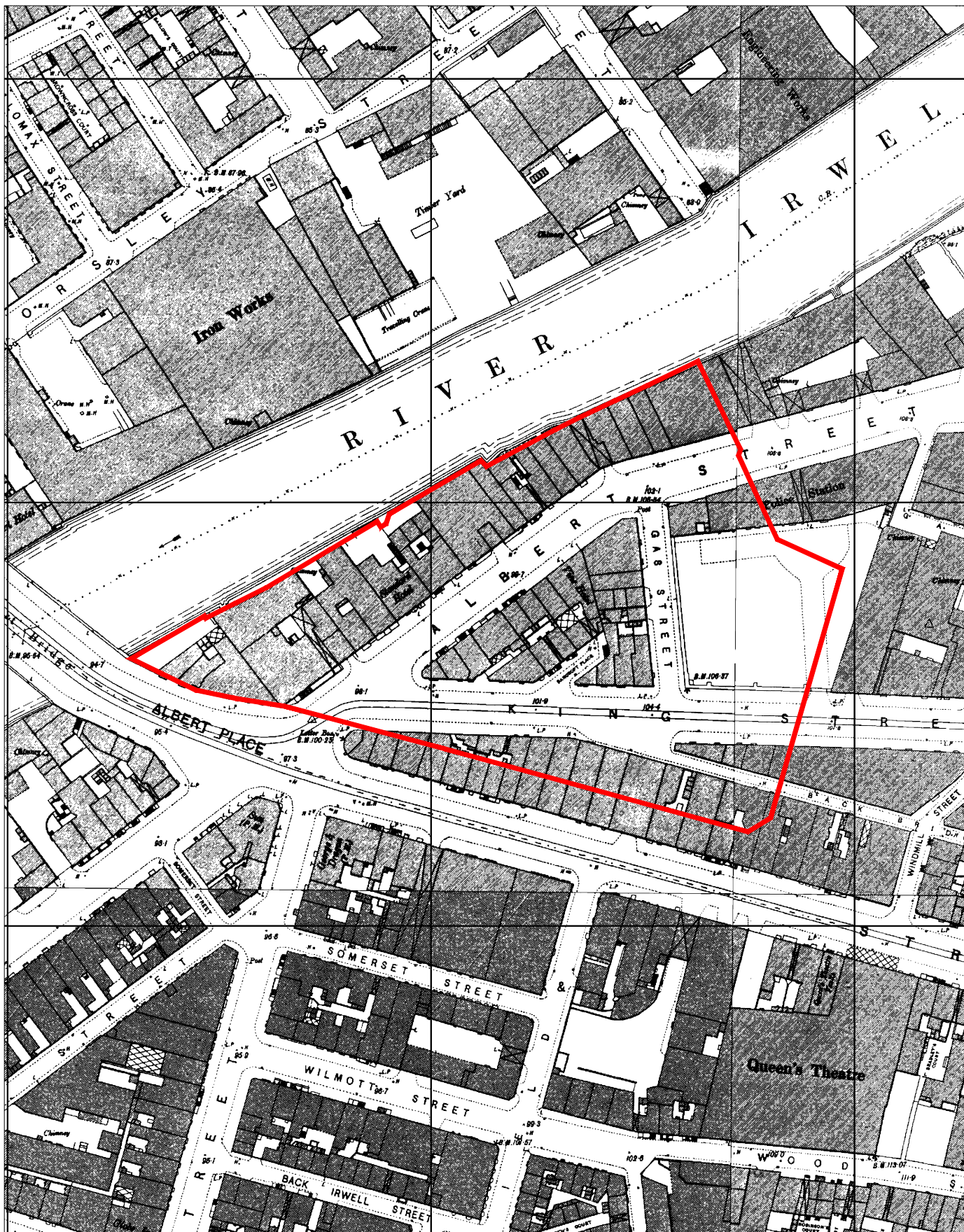


Figure 7:

Site Boundary Superimposed onto the 1:500 Town Plan of 1891

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1250

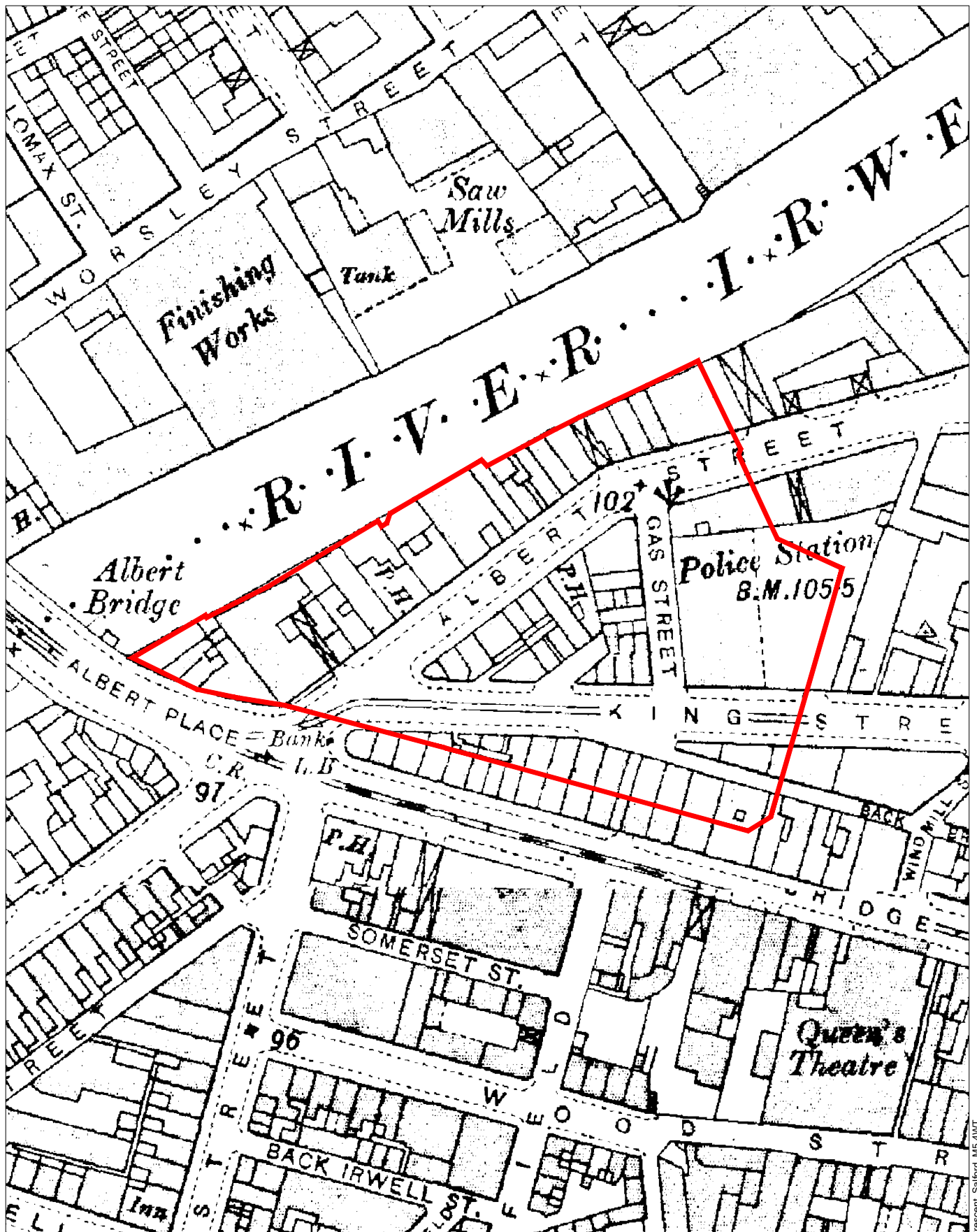


Figure 8:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1908

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1250

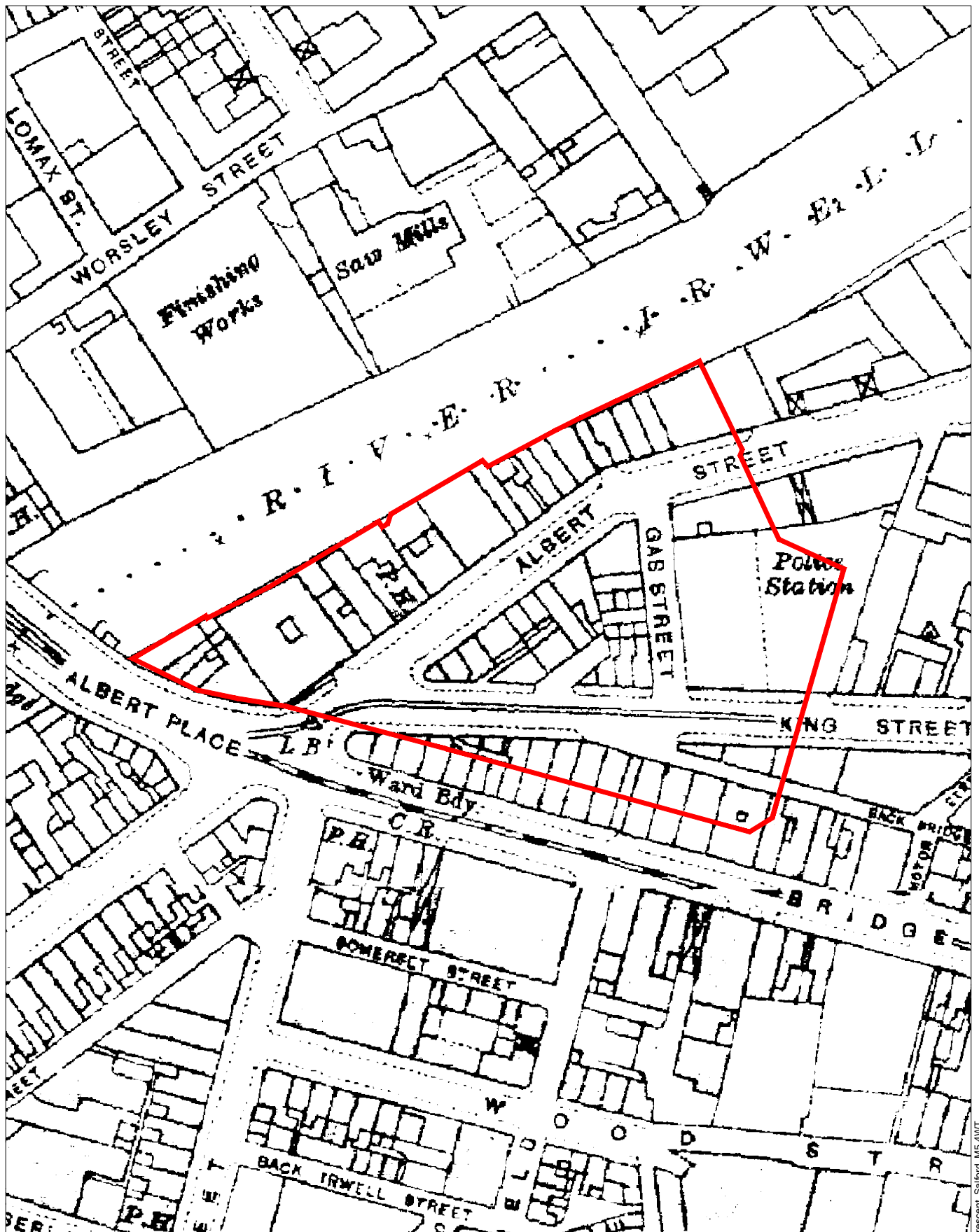


Figure 9:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1933

Contains Ordnance Survey data © Crown copyright and database right 2022



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1250

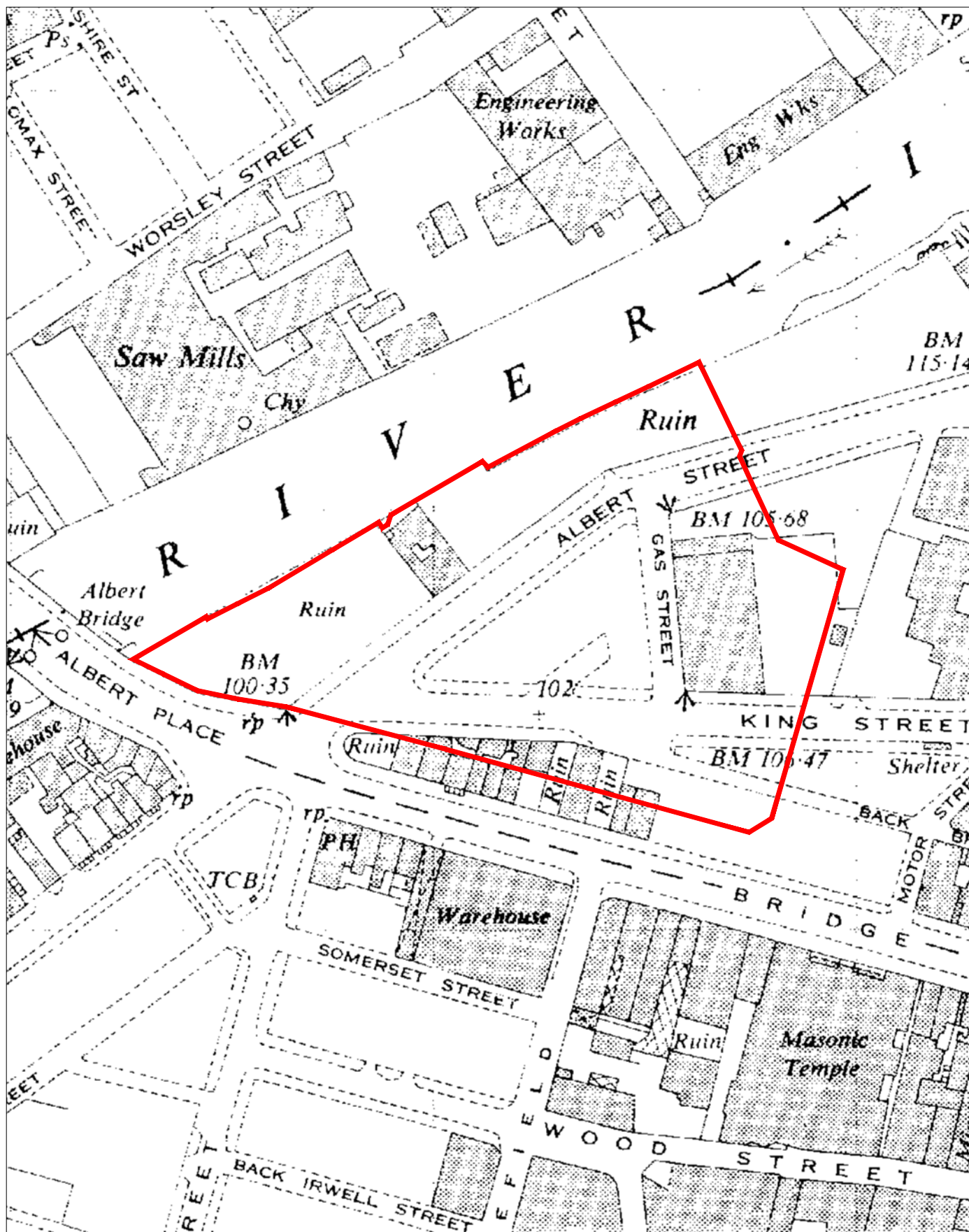


Figure 10:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1951

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m
Scale at A4 1:1250

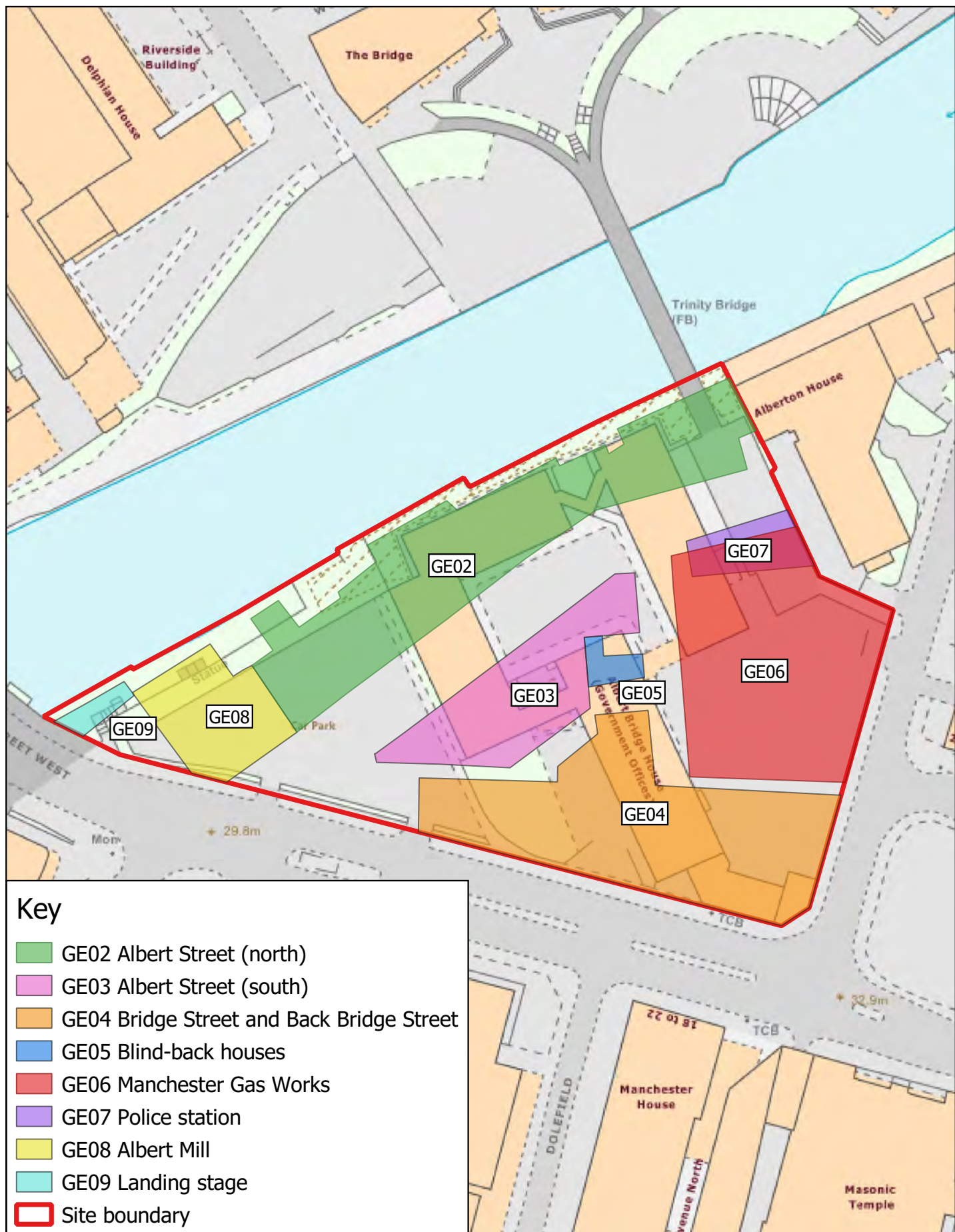
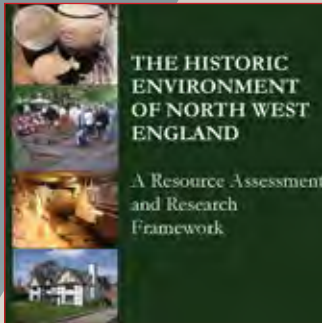


Figure 11: Locations of Gazetteer Entries



CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



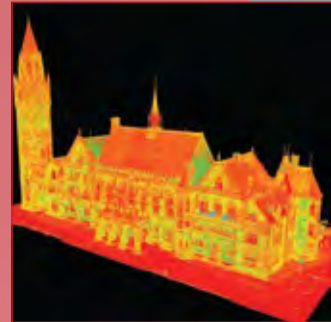
EXCAVATION



BUILDING SURVEY



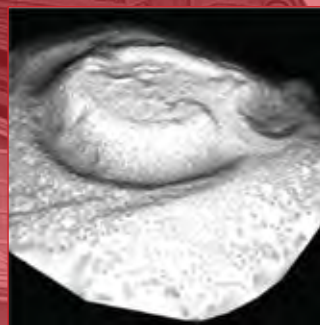
3D LASER SCANNING



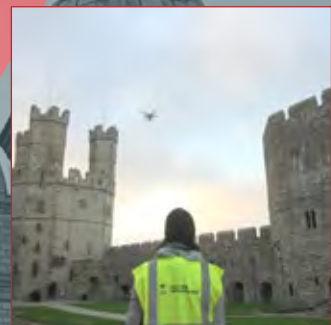
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



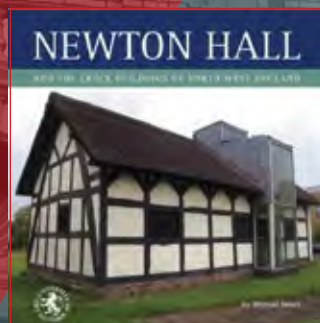
DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS



Appendix 3: Identified Heritage Assets within 1km

Listed Buildings

1. [Sawyers Arms Public House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282973

2. [8 And 8a, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270784

3. [6-12, Encombe Place](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386129

4. [Former Wholesale Fish Market](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282996

5. [3 St Mary's Parsonage](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283044

6. [70 And 72, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271071

7. [34, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247383

8. [Central House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247389

9. [Electricity Junction Box In Castlefield Canal Basin, Manchester](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1475255

10. [Manchester Parcel Post Office](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1389630

11. [Princes Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246285

12. [17, The Crescent](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386170

13. [Pall Mall Court, Including Raised Piazza And Podium To The West Side](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246934

14. [12, Tib Lane](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254690

15. [Former Commercial Hotel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219418

16. [Nos. 18 And 20, St Anns Square](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247614

17. [No, 12, Charlotte Street And No. 17, George Street](#)

- Heritage Category: Listing
- Grade: II

- List Entry Number: 1208392
18. [No. 56, Faulkner Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1200832
19. [83, Princess Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1270913
20. [Lancashire House](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1246665
21. [41, South King Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1270675
22. [Museum Of Science And Industry, Air And Space Museum](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1200807
23. [235-291, Deansgate](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1210103
24. [Royal London House](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1200852
25. [Former Liverpool Road Railway Station Station Masters House](#)
- Heritage Category: Listing
 - Grade: I
 - List Entry Number: 1291477
26. [Queen Victoria Monument](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1246945
27. [Dale Street Chambers](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1246279
28. [Manchester Museum Of Science And Industry, Former Lower Byrom Street Warehouse](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1283016
29. [Albert Memorial](#)
- Heritage Category: Listing
 - Grade: I
 - List Entry Number: 1197820
30. [22, St John Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1270787
31. [Deansgate Goods Station And Attached Carriage Ramp](#)
- Heritage Category: Listing
 - Grade: II*
 - List Entry Number: 1268529
32. [Detached Block Of Schoolroom Approximately 20 Metres South Of Chethams Hospital](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1197920
33. [13-17, Albion Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1279694

34. [Eastern House
Portland House](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247058
35. [1-5, Central Street](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1293203
36. [Albert Chambers](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1197817
37. [Deacon Monument North Of
Apse At East End Of Church
Of St Ann](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247653
38. [Rochdale Canal Lock Number
87, To East Of Princess
Street, With Cast Iron
Footbridge Beside Street](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247580
39. [Prudential Assurance Office](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1219164
40. [Albert Warehouse
Quay On West Side Fronting
River Irwell
Victoria Warehouse](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1254727
41. [Number 6 And Salford House](#)
 - Heritage Category: Listing
 - Grade: II
- List Entry Number: 1386085
42. [Vine Inn](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1197932
43. [Transact House](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247386
44. [Cathedral Church Of St Mary](#)
 - Heritage Category: Listing
 - Grade: I
 - List Entry Number: 1218041
45. [Northern Railway Viaduct](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1386161
46. [Royal Exchange](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1200826
47. [84 And 86 King Street And 27
And 29 Pall Mall](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1197940
48. [Cathedral Of St John And
Attached Cathedral House](#)
 - Heritage Category: Listing
 - Grade: II*
 - List Entry Number: 1386115
49. [Northern Assurance Building](#)
 - Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1270910
50. [Princess Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247380

51. [56-58, Peter Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271166

52. [Former Reform Club
Manchester Club](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1282987

53. [Lawrence Buildings](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1220257

54. [Peel Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271114

55. [Cooperative Society Building](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247472

56. [Electricity Junction Box](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1413565

57. [Sinclairs Oyster Bar](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254647

58. [Eagle Inn And Attached
Dwelling](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1392691

59. [Two Bollards At West End Of
St Johns Passage](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1291330

60. [Independent Chapel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386118

61. [Merchants Warehouse](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197778

62. [28, King Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282984

63. [Nos. 18 And 20, St John
Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254598

64. [National House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247611

65. [44-50, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247041

66. [24, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270704

67. [Midland Hotel](#)

- Heritage Category: Listing
- Grade: II*

- List Entry Number: 1271154

68. [10-20, Thomas Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270655

69. [123, Liverpool Road](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200804

70. [Nos. 41 And 43, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200829

71. [Former Hydraulic Power Station In Grounds Of City College](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254724

72. [Northern Stock Exchange](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271383

73. [Nos 74-78, And No 80 \(The Grey Horse Public House\) And Attached Railings, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246954

74. [Colwyn Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197929

75. [Cooperative Society Building](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200849

76. [Gladstone's Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197823

77. [Stephenson Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1392489

78. [14 And 16, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271097

79. [110-114, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247061

80. [Estate Exchange](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1200835

81. [Former Corn And Produce Exchange](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282970

82. [Manchester & Salford Junction Canal Tunnel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1405199

83. [The Old Wellington Inn](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270698

84. [42, 44 And 46 Thomas Street \(Including 41, 43 And 45 Back Turner Street\)](#)

- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1452606
85. [Rochdale Canal Lock Keepers Cottage At Lock Number 91, Next To Gaythorn Tunnel](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247597
86. [2, Harter Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1200841
87. [59 And 61, Faulkner Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1282964
88. [19, King Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1197935
89. [Lionesse House](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247387
90. [Rochdale Canal Lock Number 90, Approximately 30 Metres West Of Albion Bridge](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247482
91. [Central Public Library](#)
- Heritage Category: Listing
 - Grade: II*
 - List Entry Number: 1270759
92. [Carlton House](#)
- Heritage Category: Listing
 - Grade: II
- List Entry Number: 1197818
93. [Waldorf House](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1283095
94. [Mansfield Chambers](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1247654
95. [Onward Buildings](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1210092
96. [39 And 41, George Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1218183
97. [101, Princess Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1270899
98. [33, King Street](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1291607
99. [Arlington House](#)
- Heritage Category: Listing
 - Grade: II
 - List Entry Number: 1386086
100. [Manchester Tennis And Racquet Club](#)
- Heritage Category: Listing
 - Grade: II*
 - List Entry Number: 1386080
101. [Workshops, Shop And Warehouse](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1096052

102. [Two Bollards At East End Of St Johns Passage](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197812

103. [Atlas Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197941

104. [Jubilee Fountain, Albert Square, Manchester](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200811

105. [16, Nicholas Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271453

106. [Rhodesia House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270911

107. [Albert Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1293278

108. [Wellington Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271115

109. [Salford Education Offices](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386121

110. [31 And 33 King Street West, Including 3 Smithy Lane](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282988

111. [Mynshulls House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197779

112. [35 And 37 King Street And Attached Railings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282985

113. [Colonnaded Railway Viaduct At Former Liverpool Road Goods Depot](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200805

114. [Sacred Trinity, Salford War Memorial](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1441038

115. [Church Of St Ann](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1247612

116. [St James Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246571

117. [41, Spring Gardens](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270679

118. [45 And 47, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200830

119. [Bridgewater House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270606

120. [28, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254605

121. [Bartons Building Including Barton Arcade](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1200850

122. [47, Spring Gardens](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254676

123. [Victoria Station Including Concourse To Rear With Restaurant And Booking Hall](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254725

124. [Peveril Of The Peak Public House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1293058

125. [35, 37 And 39a, George Street \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200836

126. [Former Lloyds Bank](#)

- Heritage Category: Listing

- Grade: II
- List Entry Number: 1291610

127. [63, George Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1218197

128. [113-119, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246957

129. [Heywoods Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197824

130. [Winters Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270793

131. [National Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254470

132. [Cobden House, 19 Quay Street](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1247447

133. [Lombard Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208211

134. [Number 54 And Chop House Public House Thomas's Chop House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197767

135. [Nos. 1-7 Princess Street, Nos. 59 And 61, Cross Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246960

136. [29-41, Liverpool Road](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219402

137. [Electricity Junction Box In Castlefield Canal Basin, Manchester](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1475459

138. [10, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270785

139. [Former National Westminster Bank On Corner At Junction With Spring Gardens](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1255042

140. [15 And 17, Piccadilly \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271118

141. [109 And 111, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271095

142. [No. 48, King Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197938

143. [Massey Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208073

144. [No. 36, Princess Street, No. 94, Portland Street, And No. 75, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247384

145. [Former Market Hall](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197915

146. [7, Kelvin Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1291627

147. [105-113, Deansgate \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1210049

148. [14 And 16, Blackfriars Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386083

149. [No. 14, Byrom Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283039

150. [Numbers 25 To 31 And Attached Former Chapel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208243

151. [62, Chapel Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386113

152. [Old Warehouse To North Of Former Liverpool Road Railway Station](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1282991

153. [No. 10 Mosley Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1220063

154. [Chesters Salford Brewery](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386124

155. [Masonic Temple](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197809

156. [10, Kennedy Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200823

157. [Town Hall](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386076

158. [Vine Inn](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282982

159. [Presbytery Of The Roman Catholic Church Of St Mary \(The Hidden Gem\)](#)

- Heritage Category: Listing
- Grade: II

- List Entry Number: 1457463

160. [43 And 45, Spring Gardens](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254639

161. [The Ritz Dance Hall](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254888

162. [104, Bloom Street \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1218476

163. [19, 20 And 21, The Crescent](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386171

164. [The Opera House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247470

165. [46, 48 And 50, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282962

166. [Manchester Oxford Road Station \(Including Platform Structures\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1255053

167. [Irwell Street Bridge \(That Part In Salford Civil Parish\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386141

168. [No. 22, St Ann's Square](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247615

169. [1, Piccadilly](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246874

170. [38 Back Turner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1390869

171. [Watt Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246946

172. [Pair Of K6 Telephone Kiosks
Near Library](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254628

173. [City Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1380200

174. [Castlefield Information
Centre](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200853

175. [Court House And Attached
Gates And Railings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386186

176. [Brights Statue](#)

- Heritage Category: Listing

- Grade: II
- List Entry Number: 1197821

177. [South East Wing To
Chetham's Hospital \(Former
Manchester Grammar
School\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197921

178. [New Union Public House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247444

179. [Memorial Cross](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270696

180. [Princes Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283063

181. [Arkwright House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246660

182. [Anglia House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197768

183. [26-30, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246961

184. [Rylands Building
\(Debenhams\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219831

185.No. 74, King Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197939

186.City Arms Public House

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197933

187.Power Hall Of Museum Of Science And Industry

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1291458

188.Rochdale Canal Lock Number 88, To East Of Oxford Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270857

189.The Crown Tavern

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386084

190.Manchester Quaker Meeting House, Boundary Walls And Steps

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1291062

191.Railway Viaduct Linking Bridge Over Irwell To Liverpool Road Station

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254726

192.1, Massey Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386156

193.4-14, King Street (See Details For Further Address Information)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1210004

194.15a, Byrom Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208232

195.Chancery Chambers

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197810

196.North Bridge

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1392698

197.Southern Railway Viaduct And Colonnade

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1386162

198.Wall, Archways And Gates To Courtyard Of Town Hall

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386077

199.Railings, Walls, Gate Piers And Gates To Cathedral Of St John

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386116

200.15 And 17 King Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282983

201. [Former Grape Street Railway Bonded Warehouse](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1457402

202. [The Giants Basin](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247068

203. [Railway Viaduct And Retaining Walls At Junction With Greengate](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386119

204. [Railway Bridge Over River Irwell To Former Liverpool Road Station](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1270603

205. [The Britons Protection Ph The Britons Protection Public House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1292050

206. [Islington Mill, Including Engine And Boiler Houses, Warehouse And Stabling](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386142

207. [Former Electricity Power Station](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1255031

208. [21-25, St John Street](#)

- Heritage Category: Listing

- Grade: II
- List Entry Number: 1270728

209. [The Palace Theatre](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271227

210. [Warehouse, Workshop And Shops](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1390870

211. [Lindencourt House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208396

212. [116 And 118, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247062

213. [Fraser House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283064

214. [War Memorial \(Boer War\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254462

215. [Lloyds House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197916

216. [Victoria Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254723

217. [The Portico Library And The Bank Public House](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1197930

218. [Manchester War Memorial](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1270697

219. [Middle Warehouse, At Former Castle Field Goods Yard](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208653

220. [24a And 26, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254468

221. [Former Pickles Building](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246955

222. [52 And 54, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282963

223. [Nos. 104 And 106, High Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1218648

224. [Rochdale Canal Lock Number 91 At East End Of Gaythorn Tunnel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247483

225. [Former Entrance To Deansgate Goods Station Including Numbers 223 To 233](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282974

226. [Memorial Hall](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1254637

227. [St Andrews Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197819

228. [No. 1, Albert Square](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283043

229. [87-91, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247390

230. [60 And 62, Spring Gardens \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270662

231. [Railway Viaduct Over River Irwell Leading To Lower Byrom Street Warehouse](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254829

232. [Cooperative Wholesale Society Building To North Of Junction With Hanover Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197765

233. [Black Friar Public House](#)

- Heritage Category: Listing

- Grade: II
- List Entry Number: 1386081

234. [29, Shude Hill](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254631

235. [27, Sackville Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247607

236. [Old Exchange](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197936

237. [55, Faulkner Street \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1217991

238. [Manchester Art Gallery](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1282980

239. [31, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247382

240. [Electricity Junction Box On Castle Street, Manchester](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1475254

241. [Former Warehouse](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1431770

242. [Brazil House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270871

243. [Bank Of England Trustee Savings Bank](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1291596

244. [61, Oxford Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246286

245. [75 And 77, High Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200814

246. [54 And 56, King Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282986

247. [Former St Matthews Sunday School](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200806

248. [109, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270914

249. [Boardman Monument South Of Apse At East End Of Church Of St Ann](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247613

250. [Manchester Law Library](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1219102

251. [Church Of St Philip](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1386165

252. [Free Trade Hall](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1246666

253. [Charlotte House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197782

254. [62, King Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219154

255. [Ship Canal House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219203

256. [Nos. 98-116, Deansgate](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200851

257. [Telephone Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1255051

258. [Pair Of Culvert Arches Over River Medlock And Associated Overflow Channel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283003

259. [Kings Arms Public House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386087

260. [K6 Telephone Kiosk In Front Of St John Street Chambers](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270788

261. [11-17, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254465

262. [Chepstow House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283067

263. [Abraham Lincoln Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1293302

264. [127-133, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246958

265. [Britannia Hotel](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1246952

266. [Allen Monument South Of Apse At East End Of Church Of St Ann](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270794

267. [Former Congregational Chapel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1292311

268. [K6 Telephone Kiosk Beside South West Corner Of Number 330 Deansgate](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219441

269. [57, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1218005

270. [Unicorn Hotel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1464011

271. [Blackfriars Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1279490

272. [Bridgewater Canal Basin At Potato Wharf](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246959

273. [John Rylands Library And Attached Railings, Gates And Lamp Standards`](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1217800

274. [19, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270786

275. [Barclays](#)

- Heritage Category: Listing
- Grade: II

- List Entry Number: 1246270

276. [Haywards Building](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1210025

277. [Sculptural Group Adrift To South-West Of Central Public Library, Peter Street, Manchester](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271096

278. [1, Kelvin Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200822

279. [Middle Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1392488

280. [Warehouse Shop](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197937

281. [Church Of The Sacred Trinity](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1386185

282. [Boundary Stone On Knott Mill Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282975

283. [Langley Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247385

284.10 And 12, Blackfriars Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386082

285.1, Booth Street (See Details For Further Address Information)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1283076

286.G Mex

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1270514

287.Fragment Of Hydes Cross Approximately 20 Metres South Of Chethams Hospital

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219660

288.Hare And Hounds

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1379936

289.Central Railway Viaduct

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386160

290.Albert Memorial Hall

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246727

291.No. 81 Chapel Street And No. 4 Booth Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386114

292.Former Public Baths

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1386123

293.31-35, Thomas Street

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270669

294.Former Manchester And Salford Trustee Savings Bank

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208106

295.No. 16, St Ann's Square

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270795

296.Tootal, Broadhurst And Lee Building

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1271294

297.Eleven Bollards On South Side Of Church Of St Philip

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386166

298.New Century House, Including Its Attached Conference Hall And Abstract Concrete Relief Wall In The Entrance Piazza

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1255052

299.Alliance House

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1209486

300.Floodgate On East Side Of Knott Mill Bridge

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1210156

301. [Deansgate Station](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1376146

302. [Royale Club](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246667

303. [Cooperative Wholesale Society](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1025287

304. [Austin House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197783

305. [Elliot House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200854

306. [Parkers Hotel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208963

307. [Former Midland Bank](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1219241

308. [Frasers Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197822

309. [Lee House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1218358

310. [12, Mosley Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197928

311. [47 Piccadilly Including Warehouse Facing Back Piccadilly](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1271231

312. [St Johns College Of Further Education](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1282969

313. [32, Dickinson Street \(See Details For Further Address Information\)](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247060

314. [Electricity Junction Box](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1449639

315. [12-16, St John Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254466

316. [Holyoake House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1291969

317. [The Athenaeum](#)

- Heritage Category: Listing
- Grade: II*

- List Entry Number: 1270889

318. [52 And 54, Portland Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246953

319. [Victoria Buildings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1209985

320. [10, Tib Lane](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1254715

321. [Eagle House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1209494

322. [Rochdale Canal Lock Number 89 \(Tib Lock\), On South Side Of Havelock Mills](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247596

323. [Co-Operative Insurance Society \(Cis\) Building](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270494

324. [Royal Bank Of Scotland](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1220165

325. [Codbens Statue](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270783

326. [65-71, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247388

327. [Circus Tavern And Attached Railings](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1247057

328. [184 And 186, Deansgate](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1210068

329. [Town Hall](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1207469

330. [Rochdale Canal Lock Number 92 And Castle Street Bridge](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270858

331. [Canada House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1208597

332. [Former Manchester Swimming Baths](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386079

333. [Roman Catholic Church Of St Mary \(The Hidden Gem\)](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1197894

334. [Lancashire Fusiliers Memorial](#)

- Heritage Category: Listing
- Grade: II

- List Entry Number: 1386163

335. [Chapel Street And Hope
United Reformed Church](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386117

336. [73 And 75, Princess Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270912

337. [Former Williams Deacon
Bank](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386120

338. [Sunlight House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270915

339. [Harvester House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246664

340. [Harvest House](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1220153

341. [No. 49, Faulkner Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200831

342. [49, Spring Gardens](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270700

343. [Mitre Hotel](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1197780

344. [Chethams Hospital And
Attached Wall](#)

- Heritage Category: Listing
- Grade: I
- List Entry Number: 1283015

345. [Manchester South Junction
And Altrincham Railway
Viaduct](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1200837

346. [Eight Bollards On West Side
Of St Philips Church](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1386190

347. [Town Hall Extension](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1197917

348. [103, Princess Street](#)

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1247391

349. [51 And 53, Richmond Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1270835

350. [Castlefield Railway Viaduct
From G-Mex To Dawson
Street](#)

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1292315

351. [66 And 68, Fountain Street](#)

- Heritage Category: Listing

- Grade: II
- List Entry Number: 1282966

352. Basil House

- Heritage Category: Listing
- Grade: II
- List Entry Number: 1246956

353. 25, St Ann Street

- Heritage Category: Listing
- Grade: II*
- List Entry Number: 1270792

354. Remains Of Eastern Wall Of The Roman Fort

- Heritage Category: Scheduling
- Grade: Not Applicable To This List Entry
- List Entry Number: 1001953

355. The Hanging Bridge Immediately South Of Manchester Cathedral

- Heritage Category: Scheduling
- Grade: Not Applicable To This List Entry
- List Entry Number: 1020983

Locally Listed Assets (Non-Designated Heritage Assets)

356. M.L Gibson (Mill), Cow Lane

- Reference Number: HE_LLOR09

357. 15 (Black Horse Hotel), Salford Hotel

- Reference Number: HE_LLIW21

358. Former Salford Royal Hospital, Chapel Street

- Reference Number: HE_LLIW04

359. 266 – 268 (Manchester And Salford Savings Bank), Chapel Street

- Reference Number: HE_LLIW03

360. Dock And Pulpit Public House, Encombe Place

- Reference Number: HE_LLIW14

361. Sycamore Sculpture, Saint Phillips Square

- Reference Number: HE_LLIW20

362. Saint John's Obelisk, Saint John's Square

- Reference Number: HE_LLIW19

363. 1 To 11 Consecutive, Bexley Square

- Reference Number: HE_LLIW02

364. Adelphi Building, Peru Street

- Reference Number: HE_LLIW22

365. Riverside House, Irwell Street

- Reference Number: HE_LLOR13

366. Mark Addy Landing Stage And Public House, New Bailey Street

- Reference Number: HE_LLOR18

367. 2 (Egerton Arms Public House), Gore Street

- Reference Number: HE_LLOR11

368. 52 – 60, Chapel Street

- Reference
Number: HE_LLOR02
- 369.65, 67 & 69 (The Black Lion Public House), Chapel Street
- Reference
Number: HE_LLOR03
- 370.92 (Rovers Return Public House), Chapel Street
- Reference
Number: HE_LLOR05
- 371.88, 90 And 92 (Caxton Hall), Chapel Street
- Reference
Number: HE_LLOR04
- 372.29 (Former Sacred Trinity Schools), Blackfriars Road
- Reference
Number: HE_LLOR01
- 373.39 (The Institute), Queen Street
- Reference
Number: HE_LLOR17
- 374.93 (The Waterloo Public House), Greengate
- Reference
Number: HE_LLOR12
- 375.Albert Bridge House, Parsonage
- 382.St John's Street;
- 383.Upper King Street;
- 384.St Peter's Square;
- 385.George Street;
- 386.Whitworth Street;
- 387.Castlefield;
- 388.Adelphi Bexley Square;
- 389.Shudehill;
- 390.Smithfield;
- 391.The Crescent.

Conservation Areas

- 376.Parsonage Gardens;
- 377.St Ann's Square;
- 378.Cathedral;
- 379.Deansgate;
- 380.Albert Square;
- 381.Flat Iron;

Appendix 4: Heritage Assets within ZVI

Map Ref	Listed Buildings and Non-designated Heritage Assets	Grade
1.	105-113, Deansgate	II
2.	15 And 17 King Street	II
3.	19, King Street	II
4.	28, King Street	II
5.	3 St Mary's Parsonage	II
6.	31 And 33 King Street West, Including 3 Smithy Lane	II
7.	33, King Street	II
8.	35 And 37 King Street And Attached Railings	II
9.	41, South King Street	II
10.	4-14, King Street	II
11.	54 And 56, King Street	II
12.	62, King Street	II
13.	Albert Bridge	II
14.	Allen Monument South Of Apse At East End Of Church Of St Ann Anglia House	II
15.	Arkwright House	II
16.	Blackfriars Bridge	II
17.	Central Railway Viaduct	II
18.	Church Of St Ann	I
19.	Deacon Monument North Of Apse At East End Of Church Of St Ann	II
20.	Eagle House	II
21.	Former Lloyds Bank	II
22.	Masonic Temple	II
23.	National Buildings	II
24.	National House	II
25.	No. 1, ALBERT SQUARE	II
26.	No. 48, KING STREET	II
27.	No. 74, KING STREET	II
28.	Northern Assurance Building	II
29.	Northern Railway Viaduct	II
30.	Nos. 98-116, DEANSGATE	II
31.	Number 54 And Chop House Public House Thomas's Chop House	II
32.	Old Exchange	II

33.	Prudential Assurance Office	II
34.	Sawyers Arms Public House	II
35.	Southern Railway Viaduct and Colonnade	II*
36.	Victoria Bridge	II
37.	Warehouse Shop	II
38.	Winters Building	II
39.	Anglia House	II
40.	Former Midland Bank	II*
41.	Former Reform Club Manchester Club	II*
42.	Lombard Chambers	II
43.	Atlas Chambers	II
44.	Pall Mall Court, including Raised Piazza and Podium to the West Side	II
45.	Ship Canal House	II
46.	84 and 86 King Street and 27 and 29 Pall Mall	II
47.	Bank of England Trustee Savings Bank	I
48.	31 Princess Street	II
49.	Castlefield Railway Viaduct from G-Mex to Dawson Street	II
50.	Cathedral Church of St Mary	I
51.	Chesters Salford Brewery	II
52.	Albert Bridge House	NDHA
53.	Mark Addy Pub and Landing	NDHA
Conservation Areas		
54.	Adelphi Bexley Square	
55.	Castlefield	
56.	St John Street	
57.	St Peter's Square	
58.	Deansgate	
59.	Albert Square	
60.	Upper King Street	
61.	St Ann's Square	
62.	Parsonage Gardens	
63.	Flat Iron	
64.	Cathedral	

Appendix 5: Listing Assessment for Albert Bridge House

You are here: [Home](#) > > > Designation Decision Records (Non-designated entries) Result

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Decision Summary

This building has been assessed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest. The asset currently does not meet the criteria for listing. It is not listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended.

Name: Albert Bridge House

Reference Number: 1476463

Location

HM Revenue & Customs, Manchester Castlefield, Albert Bridge House, 1 Bridge Street, Manchester, M60 9AF

The building may lie within the boundary of more than one authority.

County:

District: Manchester

District Type: Metropolitan Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Decision Date: 01-Jun-2021

Description

Summary of Building

Government offices, built in two phases: an eighteen-storey tower block 1958 to 1959; a six-storey block and three-storey block with an attached single-storey block 1960 to 1962, to designs by E H Banks, senior architect of the Chief Architects' Division of the Ministry of Works.

Reasons for currently not Listing the Building

Albert Bridge House, built in two phases of 1958 to 1959 and 1960 to 1962 to designs by E H Banks of the Ministry of Works, is not listed for the following principal reasons:

Degree of architectural interest: * it does not compare favourably with contemporary listed office buildings, lacking either their sophistication of layout and planning, technological innovation, degree of completeness, quality of interior fixtures and fittings (especially in key areas), or notable high-quality artwork;

* the design of Albert Bridge House tower block is typical for office buildings of the late 1950s with an exposed concrete frame, repetitive modular elevations and extensive glazing, its modern credentials diluted by the use of traditional Portland stone for partial cladding;

* though the use of an undulating concrete shell roof on the rear block is eye-catching, it is not innovative technology by this date;

* the mainly open plan interiors are standard with no key areas of note due to the quality of their original fixtures and fittings;

* the appearance of the complex has been altered by the replacement of the original windows in all the buildings, impinging particularly upon the tower block, whose fenestration was a prominent component of its design;

* the interiors of all the buildings have undergone a major refurbishment with replacement of original fixtures and fittings, reconfiguration of spaces with addition or removal of partition walls, and insertion of modern underdrawn ceilings with integral lights.

Degree of historic interest: * though there is some historic interest in Albert Bridge House's role in the post-war redevelopment of Manchester this is not sufficient without also having clear architectural interest to meet the criteria

for listing;

* Likewise, though it was the first post-war building constructed under the Ministry of Works new fixed-price contracts for government building projects, this is not sufficient without the clear architectural interest to meet the criteria for listing.

History

Albert Bridge House stands on the south bank of the River Irwell, close to the Albert Bridge (the latter constructed in 1844). The 1:1056 Ordnance Survey Town Map published in 1851 shows that at this time the site had a tight network of streets built up with small-scale businesses and terraced housing. In addition the Manchester Gas Works stood on the east side of the short Gas Street, replaced by the Albert Street A Division Police Station in 1859.

The police station closed in the 1930s, following the construction of the new Bootle Street Police Station. In October 1937 the Manchester Watch Committee approved the sale of the site to the Lord Chancellor's Department for the construction of a new building to accommodate county courts for both Manchester and Salford. Before this could occur the area was heavily bombed during the Second World War, resulting in many buildings being destroyed or severely damaged. It was subsequently largely cleared and became the focus for major post-war redevelopment in the city. The City of Manchester Plan of 1945 by R Nicholas, City Surveyor and Engineer, envisaged a processional way between the Town Hall to the east and new riverside civic and judicial buildings, notably the new law courts. The one and three-quarter acre plot of land on which Albert Bridge House stands was reserved for 'buildings of a major cultural and civic character'.

In 1956 the Ministry of Works decided to tender fixed-price contracts for certain new buildings designed by their architects' department. Albert Bridge House was the first such contract to be built following the Ministry extending this arrangement to all government building projects of not more than two-year periods. It was designed by E H Banks, senior architect of the Chief Architects' Division. The first building to be built in 1958 to 1959 was the 18-storey tower block to house tax officials, referred to locally as 'little Whitehall'. It had a contract price of £615,000 and provided accommodation for 900 of the 1,200 complement of staff. The main contractors were Messrs J Gerrard and Sons Ltd. The building was finished in exactly two years and was opened in March 1959 by Mr Harmer, Parliamentary Secretary to the Ministry of Works.

The clearance of bombed buildings also led to a reconfiguration of the historic street pattern and the tower block was built at an oblique angle to Bridge Street and St Mary's Parsonage, overlying the former location of Albert Street, Gas Street and the west end of King Street West. On the opposite side of Bridge Street is the north end of the Crown Court, which was being built in 1957 to 1962. The tower block was constructed with an expressed reinforced concrete frame glazed with slender metal-framed windows with centre-pivot opening lights and concrete end walls faced in Portland stone slabs. The stone cladding to the end walls was used as permanent shuttering for the concrete, which together with the repetitive flush slab construction of the open-plan floorplates enabled the contractors to complete a floor a fortnight. The window frames were originally painted yellow, with pearly-grey vitrolite spandrel panels beneath the windows. The ground floor to the east and west long elevations had curved glass brick screens with individual windows in each bay. The lifts stopped on the 17th floor to avoid a high lift-shaft projection on the roof. The elevations of the block were approved by the Fine Art Commission. Banks's design was also exhibited at the 1957 Royal Academy with a drawing by Jack Cowan; exhibiting architectural drawings here was a regular practice by the Ministry of Works.

The Architects' Journal (Apr 23, 1959) stated that 'there is little of note' internally, though complimenting smooth-running lifts (since replaced). The interior had a small terrazzo-floored entrance hall at its northern end with a bank of three lifts opening off one side and a staircase in the corner. At the southern end was a single lift and a second staircase. The staircases were finished in terrazzo up to the second floor, beyond which the finish was granolithic. The lift lobbies on the upper floors also had cheaper granolithic flooring to the landings and to the adjoining lavatories, while corridors and offices had linoleum flooring. The offices were either open-plan or divided up by lightweight plaster partitions.

A second phase was built in 1960 to 1962. It comprised a six-storey block housing the Ministry of Labour and a three-storey block with an attached single-storey block housing the Ministry of Pensions. The blocks were constructed in a similar manner with concrete frames and Portland stone cladding and were linked to the taller tower at its northern end by enclosed walkways. The single-storey block had an undulating concrete shell roof. The interiors were similarly fitted out.

In around 1989 the original metal-framed windows in all the buildings were replaced with new windows, with the exception of those in the link walkways between the tower block and the six-storey and three-storey blocks; it is not known if the purple glass to the link walkways is original. Perhaps at the same time the ground-floor curved glass brick screens were replaced with windows similar to those on the floors above.

In October 1992 a new cranked link walkway was built between the six-storey block and the single-storey block to permit wheelchair access between the buildings. In 1993 and then in February 1997 changes were made to the link walkway entrance to the tower block.

The rooms throughout the buildings were refurbished in the late C20, or early C21.

Since the early 1990s the building has been used by the Inland Revenue, although the Department of Work and Pensions continues to carry out assessments in the three-storey block and attached single-storey block.

Details

Government offices, built in two phases: an eighteen-storey tower block in 1958 to 1959; and a six-storey block and three-storey block with an attached single-storey block in 1960 to 1962, to designs by E H Banks, senior architect of the Chief Architects' Division of the Ministry of Works.

MATERIALS: the four buildings have a reinforced concrete construction with Portland stone cladding and glazing.

PLAN: Albert Bridge House is located on a large, approximately triangular plot, bounded on the south side by Bridge Street, on the east side by St Mary's Parsonage, and on the north side by the River Irwell. It comprises a group of rectangular buildings set around a quadrangle used as a carpark. The eighteen-storey tower block and attached single-storey range containing lavatories, storage (former cycle shed) and electricity sub-station range, are closest to Bridge Street. The tower block has a link walkway at its northern end to the six-storey block set back on the east side and an opposing link walkway to the three-storey block on the west side. Attached to the rear east side of the three-storey block is the single-storey block, which is built parallel to the River Irwell. A cranked walkway links it to the six-storey block. The eighteen-storey tower block, six-storey block and three-storey block all have basements.

EIGHTEEN-STOREY BUILDING (TAX OFFICE) EXTERIOR Not inspected: information from other sources. The tower block stands at an oblique angle to Bridge Street (A34) with its southern end wall most visible when travelling along the road from the centre of Manchester towards Salford on the opposite side of the River Irwell. The end walls are stone-clad and project above roof level. The cladding is channelled to give texture and a staggered pattern. Between the end walls the concrete frame has also been extended upwards to form an integral open colonnade screening ancillary roof structures. All the windows have been replaced.

The west elevation is eleven bays long and eighteen storeys high. The left-hand first bay is stone-clad, wrapping round from the north end elevation, and has an inset, vertical row of individual rectangular, framed windows equating to the floor levels. The right-hand corner of the building is also stone clad. In between is a ten-bay concrete grid formed by floor plates and piers. The first-floor plate is deeper and the ground-floor windows below are recessed, unlike the flush windows on the upper storeys. The concrete grid bays each have a slender, white-powdered metal frame containing a row of three casement windows with grey-powdered metal frames, dark blue glass spandrel panels below and narrower dark blue glass panels above. At the left-hand end the lowest three storeys of the second bay are obscured by the east end of the link walkway to the three-storey building. At the right-hand end an angled dwarf wall abuts the building. It is clad in stone, which has fallen off in places exposing the brick behind.

The eleven-bay east elevation is similar to the west elevation. On this side of the building the left-hand corner of the building is stone-clad and the right-hand eleventh bay is stone-clad with a similar inset, vertical row of individual windows. The concrete grid bays have similar glazing; the ground-floor windows are flush, rather than recessed. At the right-hand end the first- and second-floor bays of the tenth bay are obscured by the west end of the raised link walkway to the six-storey building. At the left-hand end is a flat-roofed, single-storey range angled to abut the site boundary. It is clad in stone with a coped parapet. The right-hand end, abutting the main building, has a wide doorway and two horizontal ventilation slits. In the centre is a recessed and angled four-bay storage and garage area, the bays secured with metal roller blinds and security gates. At the left-hand end is a projecting electricity sub-station with central double doors. The outer elevations facing the road are mostly blind. The left-hand end has a window with ventilation slats with two adjacent horizontal ventilation slits and is angled in to abut the right-hand side of the south end elevation of the tower block. A triangular paved area formed between the single-storey range and the end elevation of the tower block has a raised, kerbed roundel of pebbles.

The south end elevation is clad in stone with two vertical rows of individual windows on the right-hand side, above the single-storey range. At first-floor level on the left-hand side is a relief-carved royal cypher E II R surmounted by a crown, with the date 1959 beneath.

The north end elevation is similarly clad in stone. It has a single vertical row of individual windows towards the right-hand corner.

INTERIOR Not inspected: information from other sources. The interior has a basement and eighteen floors with layouts repeated on each floor with minor variations. The floors have double spine rows of eight, square columns forming a central corridor and walls separating off the north and south end bays. The north bays contain a staircase lobby with a bank of three lifts flanked by a corner staircase and corner lavatories; on the first and second floors these open into a lobby in the second bay from which the link walkways are accessed. The south bays have a lift, staircase and ancillary rooms. The central bays are largely open plan, with some separate rooms of varying sizes, mostly located at the northern end of the building. These have lightweight partition walls and are likely to be later additions, including the largest meeting room, which is on the tenth floor and has two sub-dividing concertina screens.

The ground floor is slightly different, having a northern entrance lobby with the lift lobby with two circular columns

opening off the north side. The original three steps up to the lift lobby have been replaced by angled steps and a ramp. The lavatories on this floor are located in the single-storey range at the south end of the building.

The building has been extensively refurbished, leaving few original fixtures and fittings. The original open-well staircases with half landings remain with plain metal balustrades painted white and red plastic-coated handrails and similar red plastic-coated handrails attached to the walls. The southern staircase retains the original fire hydrants on the landings. A few of the original plain timber doors remain, some with reinforced glass lights. They have aluminium door handles or pulls and simple timber architraves, though the majority have been replaced by modern part-glazed doors. Throughout the building the floors have modern underdrawn ceilings and integral lighting. The lavatories and kitchens or tea points all have modern fixtures and fittings. On the ground floor the entrance lobby and lift lobby have been refurbished, with modern timber wall panelling and doors, and tubular metal handrails to the remodelled steps and inserted ramp. The lifts are replacements.

SIX-STOREY BUILDING AND LINK WALKWAY (MINISTRY OF LABOUR) EXTERIOR Not inspected: information from other sources. The six-storey east block is set back from the street and is aligned at the same oblique angle as the tower block. It is entirely clad in channel-patterned Portland stone slabs with a coped parapet. At the south end of the roof is a projecting, organically shaped lift engine housing. The windows to the building are replacements.

The west elevation is twenty-seven bays long at its upper levels with regular rows of individual vertical rectangular windows. At the left-hand end, the ground floor of the second and third bays are obscured by the cranked walkway linking the building to the single-storey rear block. There is a fire door in the fourteenth bay. At the right-hand end is a raised link walkway to the northern end of the tower block. Below, at ground-floor level, there is a projecting renewed, glazed entrance porch opening into the entrance lobby of the six-storey building.

The east elevation is twenty-four bays long with similar regular rows of individual vertical rectangular windows. There is a door in the eighth bay.

The south end elevation has two vertical rows of individual windows towards the right-hand side. On the left-hand side at first-floor level is the building's name in applied letters.

The north end elevation overlooks the River Irwell. It is clad in stone, except at basement level, where the reinforced concrete frame is visible, the panels infilled with brick. It also has two vertical rows of individual windows.

The walkway is raised on two pairs of columns to allow a road beneath into the quadrangle. The walkway itself has two levels, linking the first and second floors of the buildings. The south and north elevations both retain the original curtain-wall glazing.

INTERIOR Not inspected: information from other sources. The interior has a basement and six floors with layouts repeated on each floor with minor variations. The floors have double spine rows of square columns forming a central corridor either fully or partly partitioned off depending upon the floor. Again, there is a mixture of open plan and rooms of varying sizes. There are staircases in the north-east and south-east corners. Two lifts and lavatories are located at the southern end.

Partitioned corridors retain their original partition walls with high-level horizontal rows of borrowed lights with reinforced, textured glass. The surviving original fixtures and fittings are similar to those in the tower block with plain timber doors, some with reinforced glass lights, aluminium door handles or pulls and simple timber architraves. The open well staircases also have plain metal balustrades painted white with black plastic-coated handrails. The ground-floor entrance lobby retains an original rectangular, terrazzo planter beside the steps and circular columns, but has been otherwise refurbished, with a modern underdrawn ceiling and integral lighting and tubular metal handrails.

The floors have also been refurbished with similar underdrawn ceilings and lighting, and the lavatories and tea points all have modern fixtures and fittings.

The basement has a large Sargent & Greenleaf safe.

THREE-STOREY BUILDING AND LINK WALKWAY (MINISTRY OF PENSIONS) EXTERIOR Not inspected: information from other sources. The three-storey west block is set back from the street, aligned at the same oblique angle as the tower block and parallel to the six-bay east block to which it is similar in appearance, also being entirely clad in channel-patterned stone slabs with a coped parapet. At the north end of the roof is a projecting, organically shaped lift engine housing. The windows to the building are replacements.

The outward-facing south end elevation is blind. At ground-floor level is a horizontal metal panel with a row of three letterboxes. Inscribed on the panel above the letterboxes from left to right is TREASURY MEDICAL SERVICES; MINISTRY OF PENSIONS / AND NATIONAL INSURANCE / PNEUMOCONIOSIS MEDICAL PANEL; MINISTRY OF PENSIONS / AND NATIONAL INSURANCE / WAR PENSIONS OFFICE. To the right-hand side is the building's name in applied letters.

The west elevation is twenty-two bays long with regular rows of individual vertical rectangular windows. At the left-hand end is a ground-floor doorway. At the right-hand end a stone-clad dwarf wall abuts the building and curves

round towards Bridge Street before being angled in towards the link walkway entrance.

The east elevation is also twenty-two bays long with similar fenestration. The single-storey block wraps around the right-hand corner.

The north end elevation has two vertical rows of individual windows.

The three-storey link walkway is flush with the south end elevation of the three-storey block. The south elevation has stone-clad eaves and replacement fenestration beneath incorporating glazed revolving doors and double doors. The north elevation of the walkway faces into the quadrangle. It retains the original curtain-wall glazing, with a cantilevered concrete canopy over a pair of glazed double doors.

INTERIOR Not inspected: information from other sources. The interior has a basement and three floors with double spine rows of square columns forming a central corridor. On the ground and first floors the corridor is partitioned off; the second floor is mostly open plan. There are staircases in the north-west and south-east corners and the lavatories are located at the north end of the first and second floors.

The ground and first floors retain the central corridor partitions with high-level horizontal rows of borrowed lights with reinforced, textured glass and plain timber doors with aluminium door handles. The corridors and rooms have modern underdrawn ceilings and integral lights. Some of the rooms on the first floor have been combined to provide larger rooms. The staircases are original and similar to those in the other blocks, with plain metal balustrades painted white and black-plastic coated handrails. The lavatories have modern fixtures and fittings and there is a modern reception area and reception counter and screen on the ground floor. The basement retains plain timber double doors with reinforced glass lights and aluminium door pulls.

SINGLE-STOREY REAR BLOCK (MINISTRY OF PENSIONS) AND LINK WALKWAY EXTERIOR Not inspected: information from other sources. The single-storey block is attached to the north-east corner of the three-storey block and is aligned at right-angles, overlooking the south bank of the River Irwell. It is attached to the six-storey block by a later cranked link walkway. The building has an undulating concrete roof. The windows are replacements.

The south long elevation faces into the quadrangle. It has concrete piers and intermediate vertical ribs with stone panels above and below a row of vertical rectangular windows with small horizontal windows over. At the left-hand end is a recessed doorway. Above a modern sign is a mosaic of coloured tesserae showing the footprint of the four blocks making up Albert Bridge House.

The north long elevation has similar concrete piers and vertical ribs with stone panels and a row of windows. At basement level the reinforced concrete frame is visible, the panels infilled with brick. The east and west end walls are clad in channel-patterned stone slabs.

Abutting the east end wall is the cranked walkway. It is built of beige brick with large windows to each side with black spandrel panels and a coved roof.

INTERIOR Not inspected: information from other sources. The range interconnects with the three-storey block. It has a spine corridor with rooms opening off.

The corridor and rooms have modern underdrawn ceilings with integral lighting. The doors are modern replacements.

Selected Sources

Books and journals

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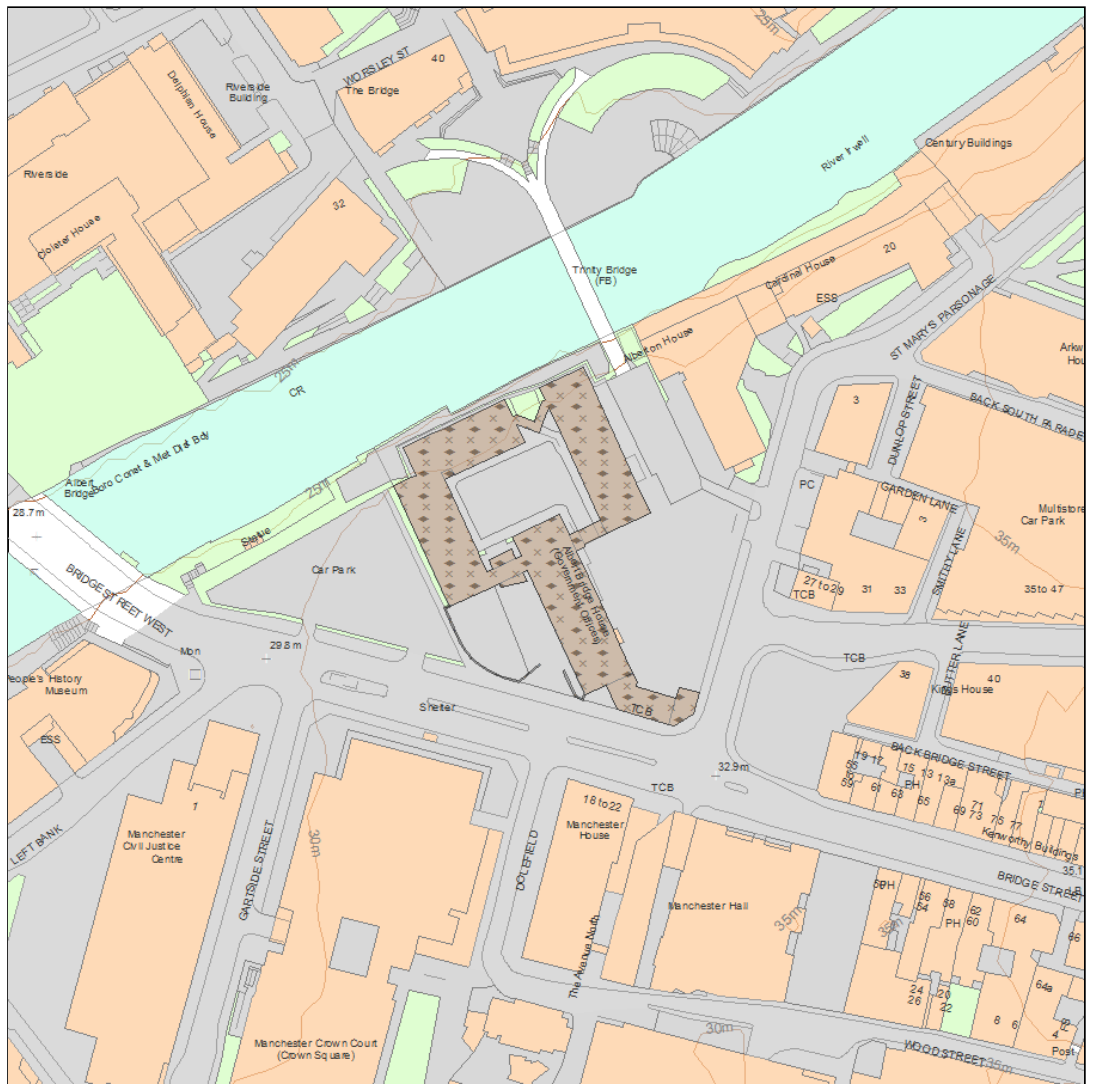
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Map

National Grid Reference: SJ8343998372

The below map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - [1476463.pdf](#) - Please be aware that it may take a few minutes for the download to complete.



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Turley Office
1 New York Street
Manchester
M1 4HD

T 0161 233 7676